



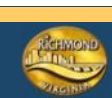
Virginia's House Bill 2: Transportation Construction Funding Prioritization Process

Monday March 7, 2016



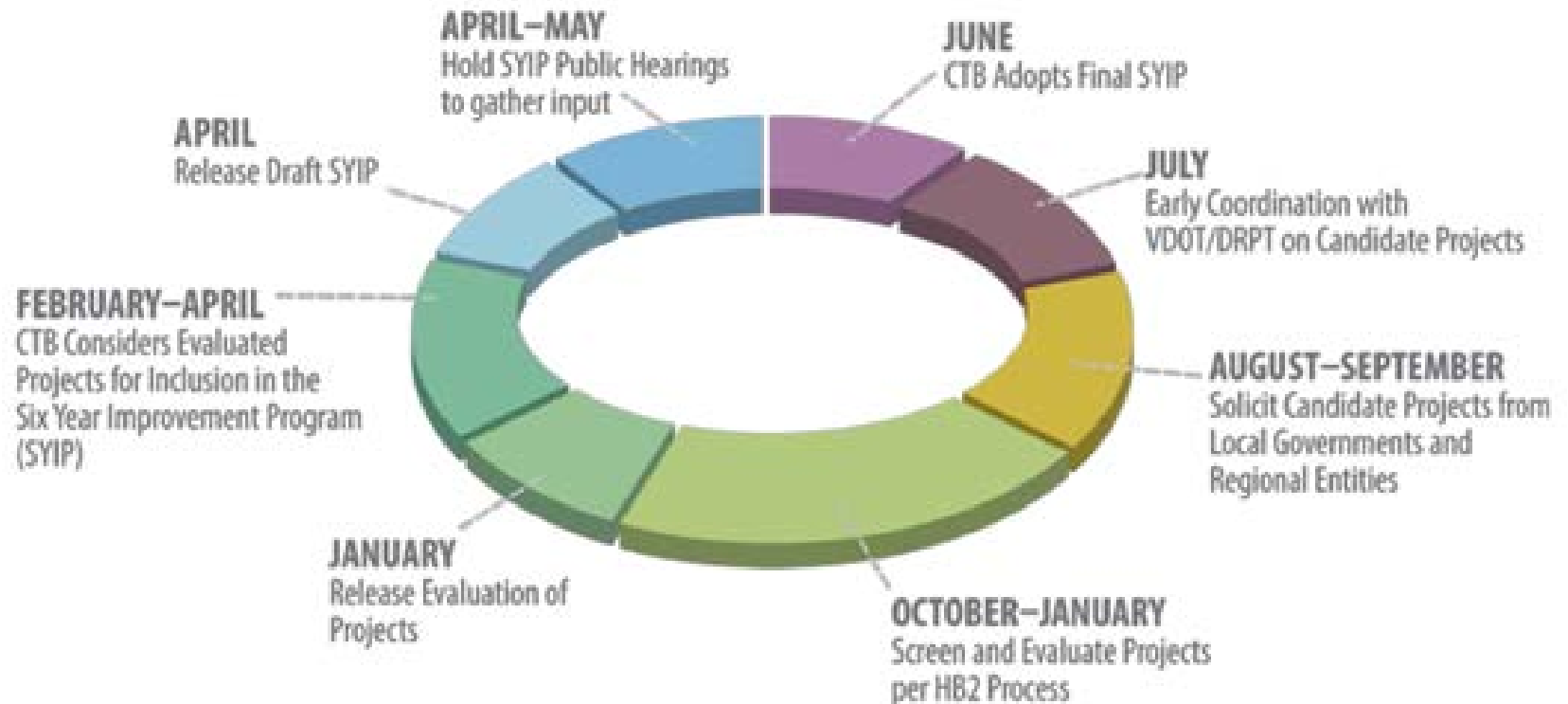
House Bill 2 (HB2)

- Signed into law in 2014 by Governor McAuliffe
 - Directs the Commonwealth Transportation Board (CTB) to develop and use a prioritization process to select transportation projects to be funded.
 - The legislation is intended to improve the transparency and accountability of project selection as well as provide improved stability in the Six-Year Improvement Program.
 - The process will score projects based on an objective and fair analysis applied statewide. This process will help the CTB select projects that provide the maximum benefits for tax dollars spent.





HB2 Process: Anticipated Annual Cycle



HB2 Grant Applications - Breakdown

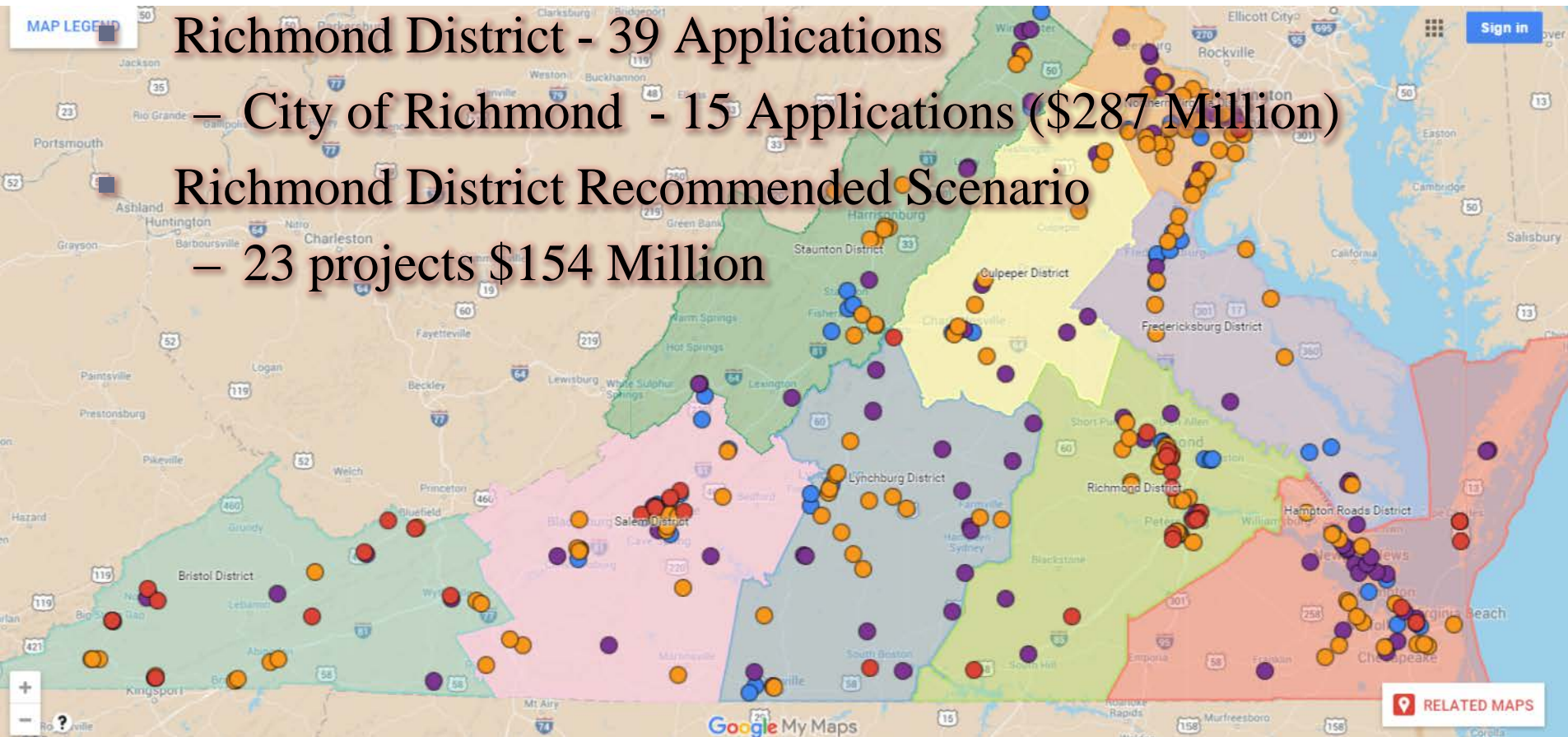
- Statewide - 321 Applications (\$13 Billion)
- Statewide Grants – \$1.6 Billion

Richmond District - 39 Applications

– City of Richmond - 15 Applications (\$287 Million)

Richmond District Recommended Scenario

– 23 projects \$154 Million



HB2 Applications Prepared = \$287 M

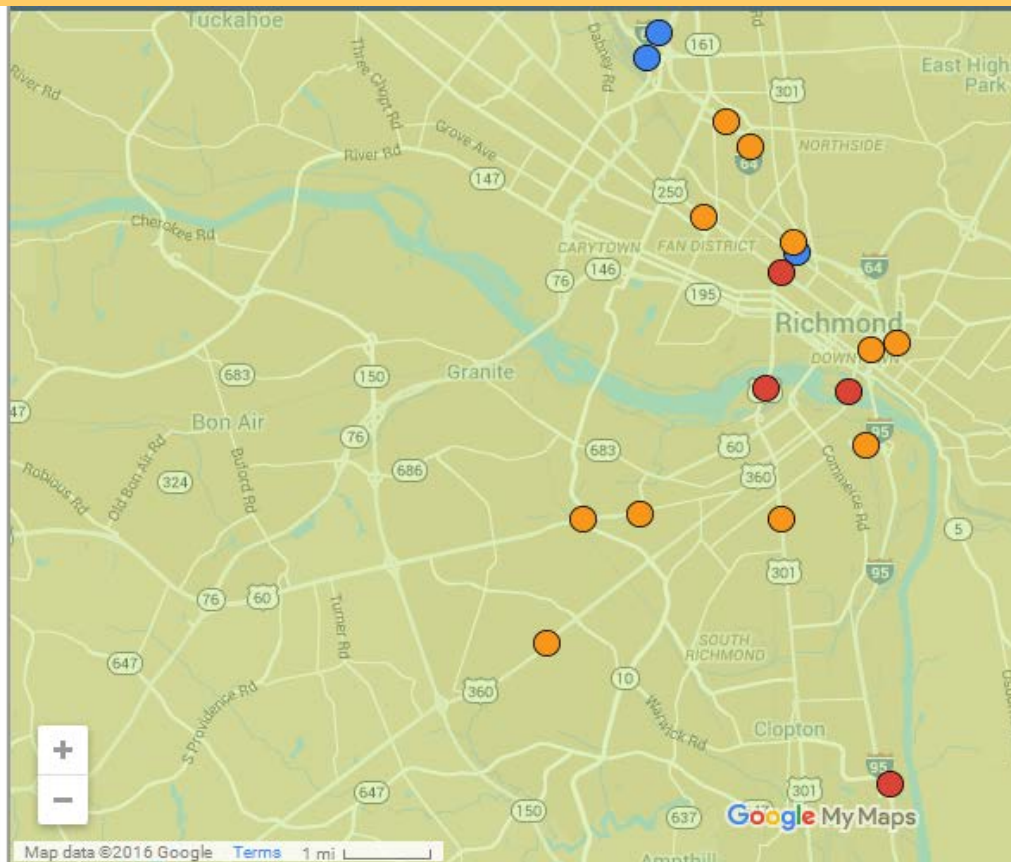
Project Location	Scope of Work	Cost Estimate
I-95/I-64 Overlap - SB I-95 Franklin Street Off-Ramp	Widen the off ramp and modify the traffic signal	\$3,148,000
I-95/I-64 Overlap NB I-95 Belvidere Accel Lane	Build the acceleration lane to current design standards	\$5,783,000
I-96/I-64 Overlap: NB I-95 Decel Lane to Hermitage	Build the deceleration lane to current design standards	\$2,720,000
I-95/I-64 Overlap: Roadway Lighting	Install continuous high mast lighting	\$10,283,000
I-95 at Maury St Freight Interchange Improvements	Increase capacity on the off ramp by installing a roundabout at Maury and 4thSt and remove two traffic signals	\$8,069,000
I-95 and Port of Richmond Interchange	Build a new interchange to serve the port area	\$59,992,812
I-95/I-64 Overlap: Broad Street Exit Improvements	Improve operations to the Broad St interchange	\$22,231,000
US1/US301 Freight Corridor Improvements	Improve safety, operations and provide access management	\$52,389,000
US 360 Hull Street Safety/Operations Improvements	Improve safety, operations and provide access management	\$44,631,000
US60/SR 161 Interchange Improvements	Interchange modifications	\$5,878,000
US360 James River Crossing Mayo Bridge Replacement	Provide long term repairs to bridges	\$27,892,000
US250/US1 Safety/Operation Improvements	Modify the signalized intersection of Broad St and Belvidere St	\$5,358,000
James River Branch (Rail to Trail Greenway)	Provide connections to existing trails	\$9,017,000
US250 ITS Communications/Streetscape	Improve fiber conduit systems and provide improved streetscapes	\$6,721,000
Major Rehabilitation of US1/301 Bridge over James River	Provide long term repairs to bridge	\$23,266,000
Total		\$287,378,812

Recommended Scenario to CTB for the Richmond District

Project	Applicant	Funding
I-95/I-64 ITS Low Bridge Detection	RRTPO	\$ 822,140
I-95/I-64 Hermitage Decel Lane	City of Richmond	\$ 2,170,000
I-95/I-64 Franklin St Exit	City of Richmond	\$ 2,498,000
I-95/I-64 Belvidere Accel Lane	City of Richmond	\$ 4,933,000
Broad St Streetscape	City of Richmond	\$ 6,020,287
I-95/I-64 Lighting	City of Richmond	\$ 10,283,000
I-195/Laburnum Interchange	RRTPO	\$ 2,435,580
I-95/I-64 Belvidere Safety	RRTPO	\$ 10,229,243
I-95 Maury St Exit	City of Richmond	\$ 9,191,250
US 60/SR 161 Interchange	City of Richmond	\$ 4,332,271
I-95/I-64 Broad St Exit	City of Richmond	\$ 28,042,650
Total		\$ 81,000,000



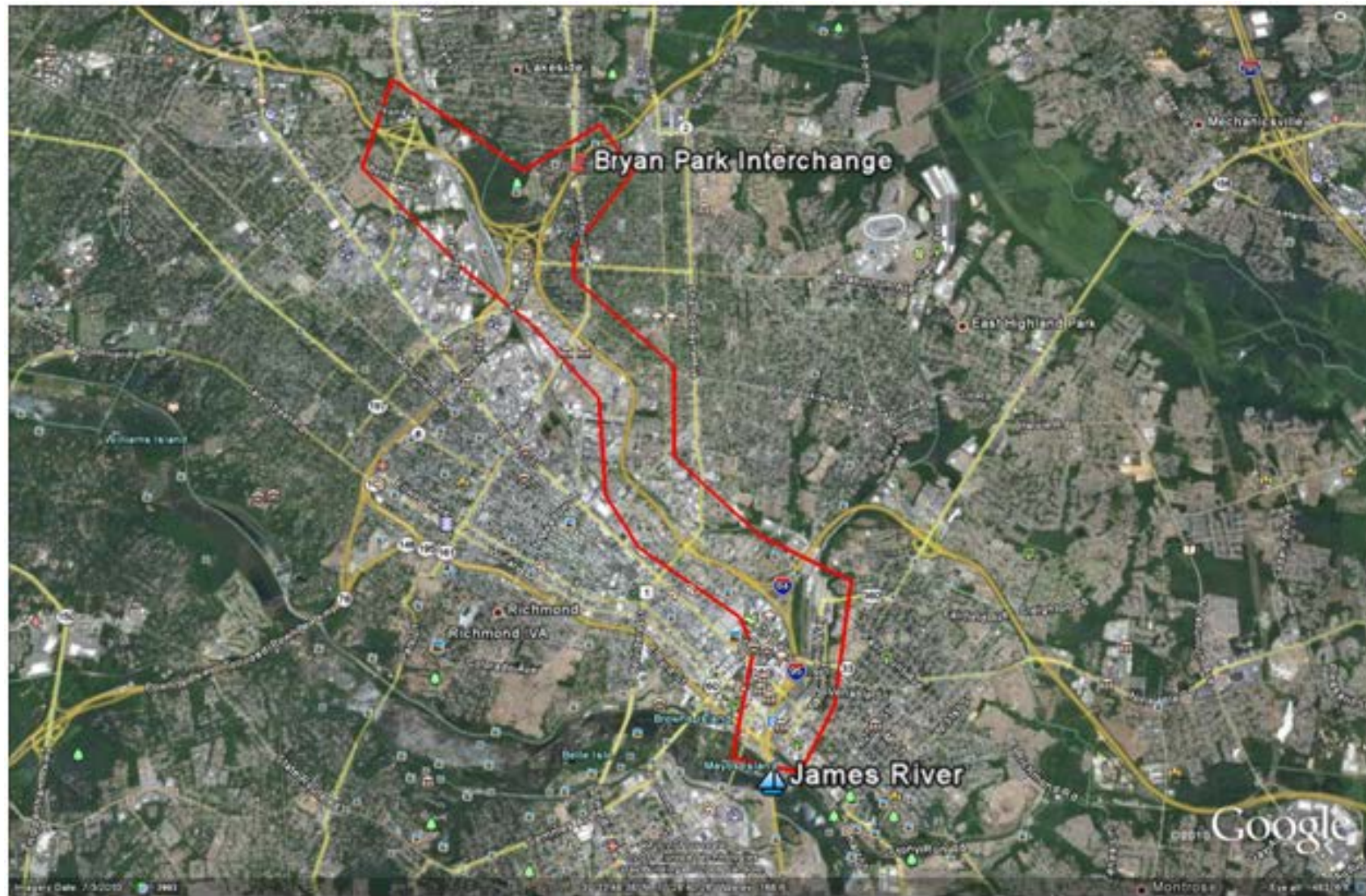
HB 2 Scoring Results



Map Legend

- High Priority Projects Program
- District Grant Program
- Both
- Screened Out

I-95 / I-64 Study Area





I-95 / I-64 Study Recommendations

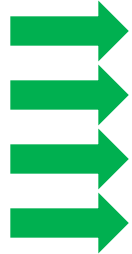
- Several Recommendations were applied for in the HB2 Transportation Funding Prioritization Process;
- Resolutions of support were adopted for each application through the Richmond Regional Transportation Planning Organization (RRTPO)



I-95 / I-64 Study Short Term Recommendations

SYIP Candidate Project Prioritization Ranking

Rank	Description
1	ITS Low Bridge Warning System – North of Bryan Park and South of James River
2	Franklin Street Ramp Area Improvements
3	Northbound I-95/WB I-64 at Hermitage Road – Install Deceleration Lane to Hermitage Road
4	Extend Belvidere Street Northbound Acceleration Lane
5	Create Five New Emergency Pulloffs
6	Sign Improvements to Clarify Five Unclear Lane Assignments
7	ITS End of Queue Detection System for I-95/I-64 Overlap Approaches
8	Corridor Wide Lighting Upgrades
9	I-195 Interchange Improvements at Laburnum Ave
10	Belvidere Street Interchange Safety Improvements (I-95 SB)
11	Corridor Wide Signing Upgrades



I-95 / I-64 Study Overlap Long Term Projects

Long-Term #12 - I-95 at Broad Street Interchange (Exits 74 & 75) - Long Range Vision



EXISTING CONDITIONS

The Broad Street interchange area is a high crash, heavily congested area within the I-95/I-64 Overlap corridor.

- Peak hour operational conditions include reduced speeds and queuing on ramps.
- Safety issues related to peak hour congested conditions include a trend of rear-end crashes.
- Roadway deficiencies including closely spaced ramps, low-speed, loop on-ramps, and short weaving, merging, and diverging distances.
- Peak hour operational and safety issues are primarily due to weaving and merging areas associated with interstate-to-interstate connections.



Photograph 1 - Interstate-to-Interstate Movement - Southbound I-94/I-64 Off-Ramp to Eastbound I-64



Photograph 2 - Interstate-to-Interstate Movement - Northbound I-95 Off-Ramp to Eastbound I-64



Photograph 3 - Interstate-to-Interstate Movement - Westbound I-64 Off-Ramp to Southbound I-95



Photograph 4 - Broad Street at N. 14th Street Intersection from Southbound I-95 Off-Ramp

PROJECT BENEFIT

- Improves traffic operations and safety on northbound and southbound I-95 by eliminating weave movements.
- Improves safety by closing the southbound I-95 off-ramp to Franklin Street.
- Increases capacity at the intersection of Broad Street and 14th Street.
- Pedestrian conflicts are eliminated at the intersection of Broad Street and 14th Street and at the westbound Broad Street on-ramp to southbound I-95.
- Surface street improvements will improve traffic operations on adjacent streets as a result of changes in traffic pattern changes due to the proposed improvements.

ESTIMATED PROJECT COST

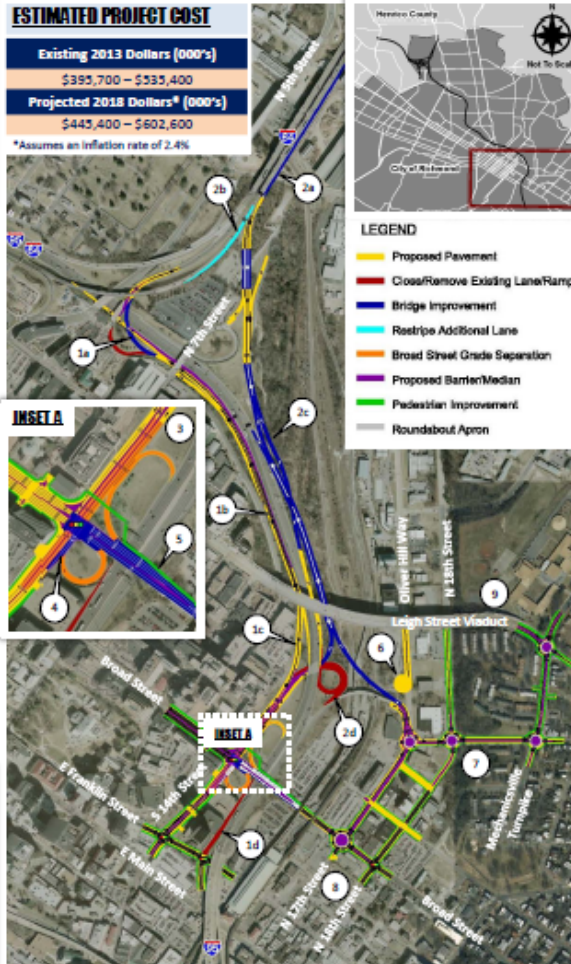
Existing 2013 Dollars (000's)

\$395,700 - \$535,400

Projected 2018 Dollars* (000's)

\$445,400 - \$602,600

*Assumes an inflation rate of 2.4%



PROJECT DESCRIPTION

This concept is a combination of interstate and surface street improvements that would provide a comprehensive set of improvements to the Broad Street interchange area.

Interstate Improvements

1. Southbound I-95
 - a. Construct westbound I-64 to southbound I-95 flyover ramp
 - b. Construct collector-distributor (CD) road between eastbound I-64 to southbound I-95 and Broad Street
 - c. Construct on-ramp from CD road to Broad Street
 - d. Close Franklin Street exit
2. Northbound I-95
 - a. Widen the Shockoe Bottom Bridge in the eastbound direction from four lanes to five lanes
 - b. Increase capacity of southbound I-95/I-64 to eastbound I-64 from one lane to two lanes by restriping and using the existing pavement
 - c. Construct braided ramps
 - d. Close existing loop ramp from Broad Street to northbound I-95/I-64

Intersection Improvements

3. Grade separate the intersection of Broad Street and N. 14th Street
4. Provide slip ramp from northbound 14th Street to provide connection to loop on-ramp to southbound I-95

Pedestrian Improvement

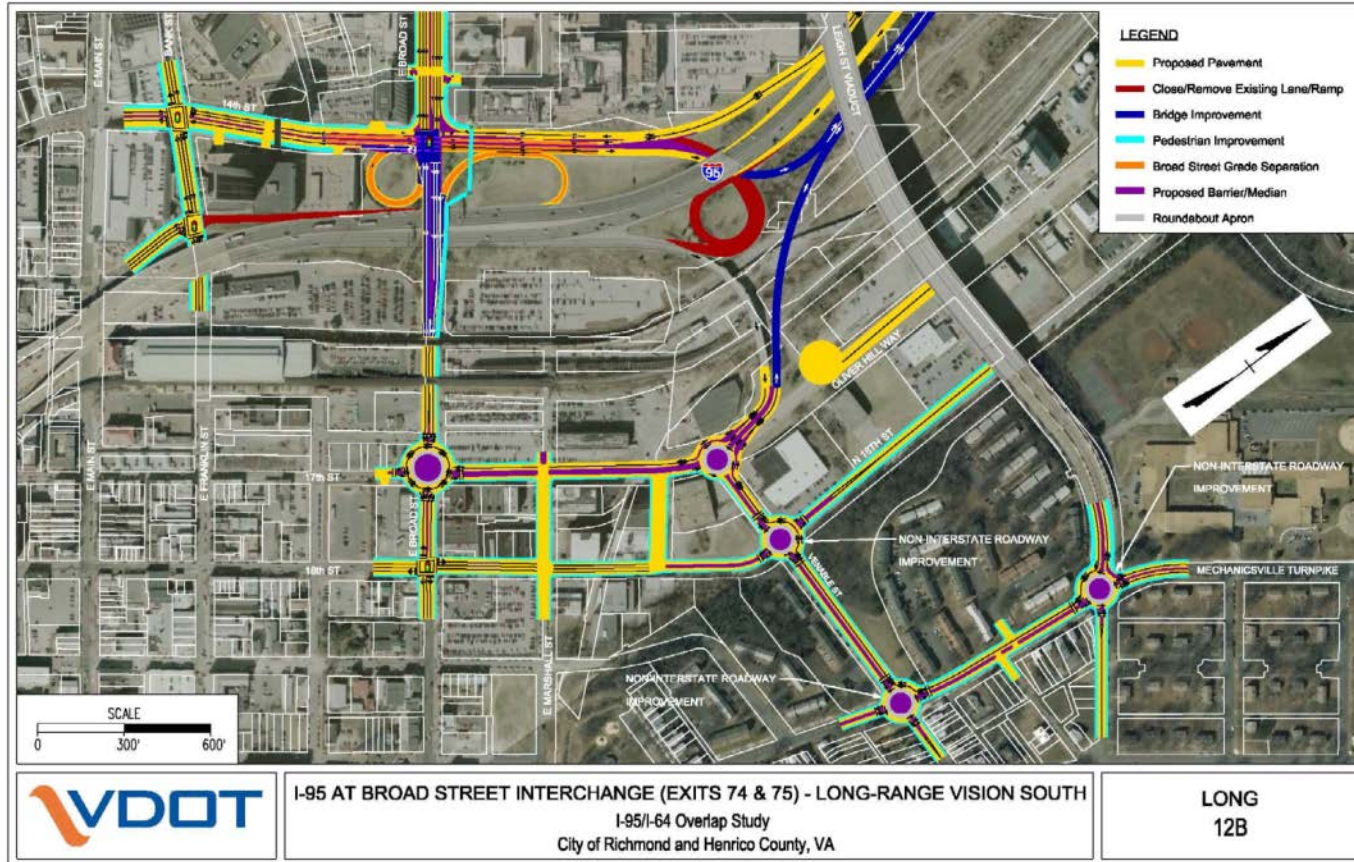
5. Construct pedestrian overpass along the north side of Broad Street from N. 14th Street to east of the westbound on-ramp from Broad Street to southbound I-95

Other Surface Street Improvements

6. Construct a cul-de-sac on Oliver Hill Way to the north of Venable Street
7. Construct roundabouts at five surface street intersections
8. Convert 17th Street and 18th Street from one-way to two-way roadways
9. Convert outer lanes on Leigh Street Viaduct to bike lanes



I-95 / I-64 Study Overlap Long Term Projects





I-95 / I-64 Study Overlap Long Term Projects



Upcoming Schedule

- CTB met on February 16-17 to move forward with consideration of the recommended scenario
- CTB will hold public hearings in the Spring 2016
- CTB will adopted a final Six Year Improvement Plan in June 2016

