



ExpressLanes

More Choices For Travelers

Hampton Roads Express Lane Network

James Utterback, PMP

Hampton Roads District Administrator

Presented to HRTPO Board

July 20, 2017

Regional Express Lane Network

LEGEND

Approved

Segment 1

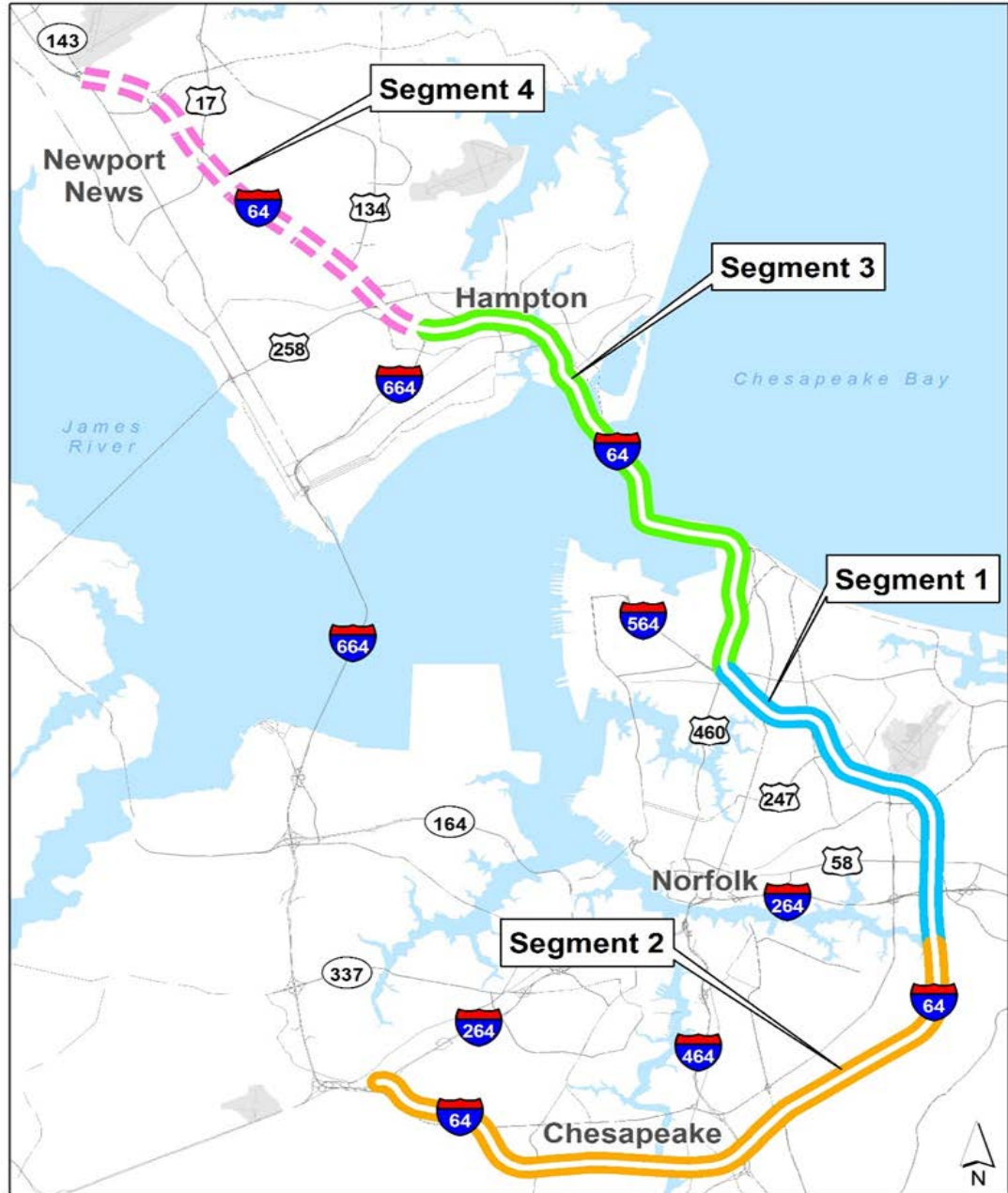
Proposed

Segment 2

Segment 3

Potential

Segment 4



History of HOV Network

- **Aug 1992: CTB resolution designated HOV lanes in Hampton Roads as HOV-2: Monday - Friday 5:00am – 8:30 am; 3:00pm – 6:00pm and restricted trucks from operating on certain HOV lanes**
- **Sept 1992: Reversible HOV lanes opened**
- **Jan 1998: CTB resolution restricted trucks (except for pickup or 2 axle panel type trucks) from operating on any HOV lane in Hampton Roads**
- **Feb 1999: CTB resolution effective May 1, 1999 modifying operational hours of all HOV lanes on I-564, I-264, I-64 and Route 44 to be Monday - Friday 6:00am – 8:00am; 4:00pm – 6:00pm**

History of HOV Network



- **Jun 2008: U.S. Secretary of Transportation encouraged the conversion of HOV to HOT in response to Virginia Congressional request to return HOV lanes to general purpose lanes**
- **Oct 2016: CTB resolution authorized dynamic tolling of vehicles utilizing the HOV reversible lanes on I-64 from I-564 to I-264, 5:00 am to 9:00 am WB and 2:00 pm to 6:00 pm EB on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation)**

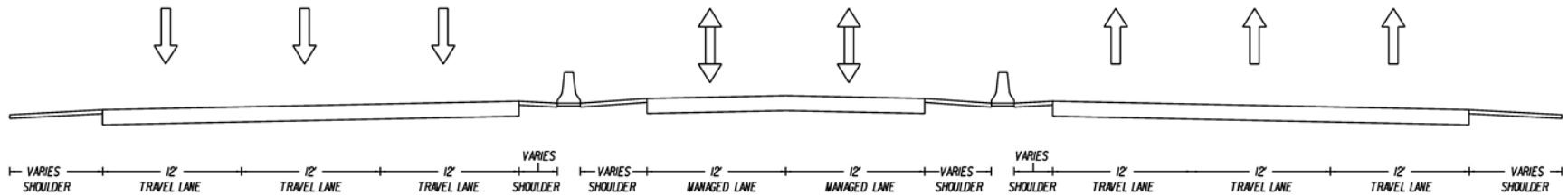
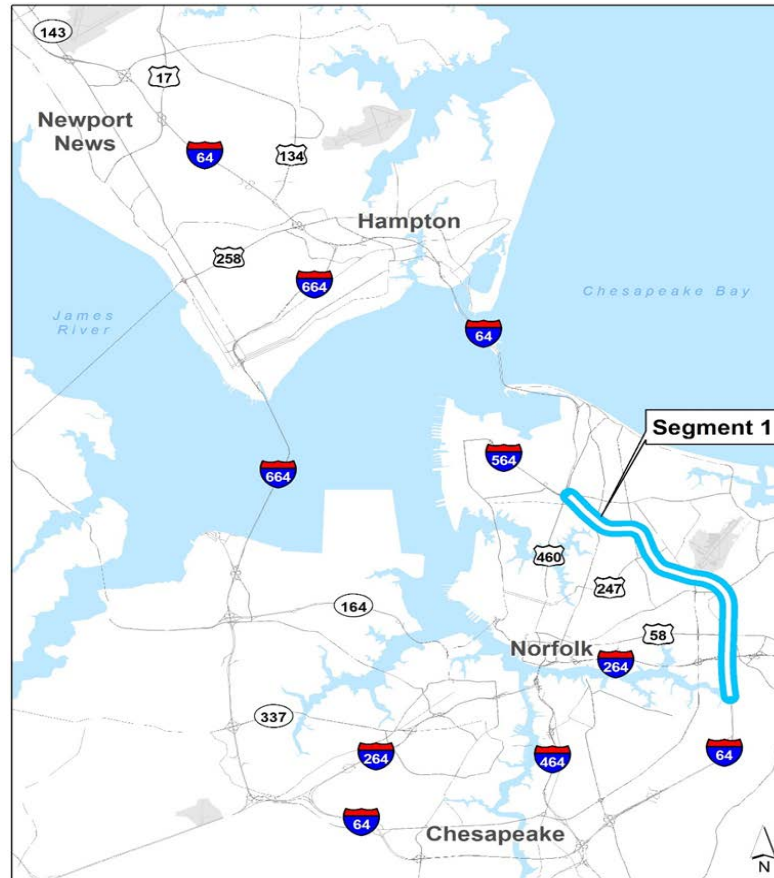
Benefits of an Express Lane Network

- **Express Lanes provides choices for travelers**
 - Carpool, use of transit or pay toll for a fast reliable trip
 - Free option remains to use general purpose lanes
- **Reduces congestion in the general purpose lanes**
- **Express lanes move more people and maximize efficiency of highways**
- **Provides incentives for carpooling and transit**

Segment 1

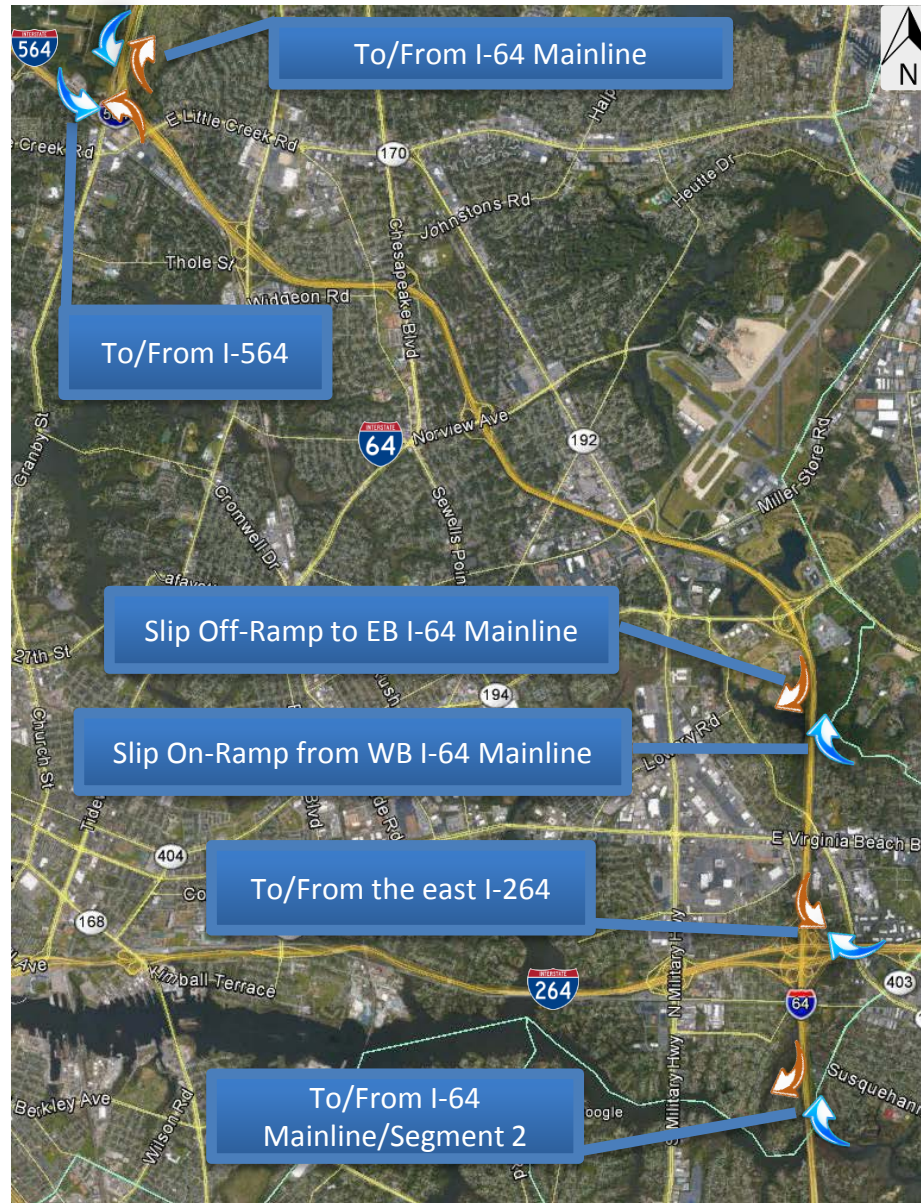
(I-64 from I-264 to I-564 - Reversible Lanes)

LEGEND
 Approved
 Segment 1



SEGMENT 1 - TYPICAL SECTION

Segment 1 (I-64 from I-264 to I-564 - Reversible Lanes)



To/From I-64 Mainline

To/From I-564

Slip Off-Ramp to EB I-64 Mainline

Slip On-Ramp from WB I-64 Mainline

To/From the east I-264

To/From I-64 Mainline/Segment 2

-  Ingress Point
-  Egress Point

Segment 1

(I-64 from I-264 to I-564 - Reversible Lanes)

- **Jul 2016: Finalized I-64 HOV to HOT conversion feasibility study**
- **Oct 2016: CTB resolution authorized HOV to HOT-2 conversion, dynamic pricing, and extending operational hours**
- **Jun 2017: Toll Gantries Installed**
- **Sep 2017: Toll System Installation**
- **Sep-Nov 2017: Toll System Testing**
- **Dec 2017: Operational**

Public Outreach

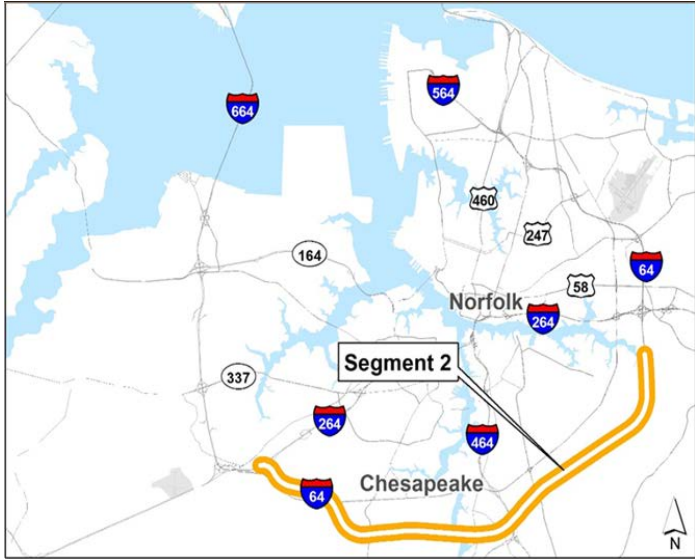
- 64 Express Lanes web site: www.64ExpressLanes.org launched
- Ongoing: TWITTER messages to thousands of followers
- Jul 2017: Launched social media videos featuring Consumer Advocate Deputy Secretary Grindly Johnson
- Jul 2017: 64 Express Lanes “*More Travel Choices Ahead*” brochure distributed to email data bases of 1,500 individual names and business with a combined total reach of more than 120,000 people and employees
- Developing roll out of more detailed outreach program
- Focus on EZ Pass awareness and utilization

Segment 2 (I-64 from I-664/I-264 to I-264)

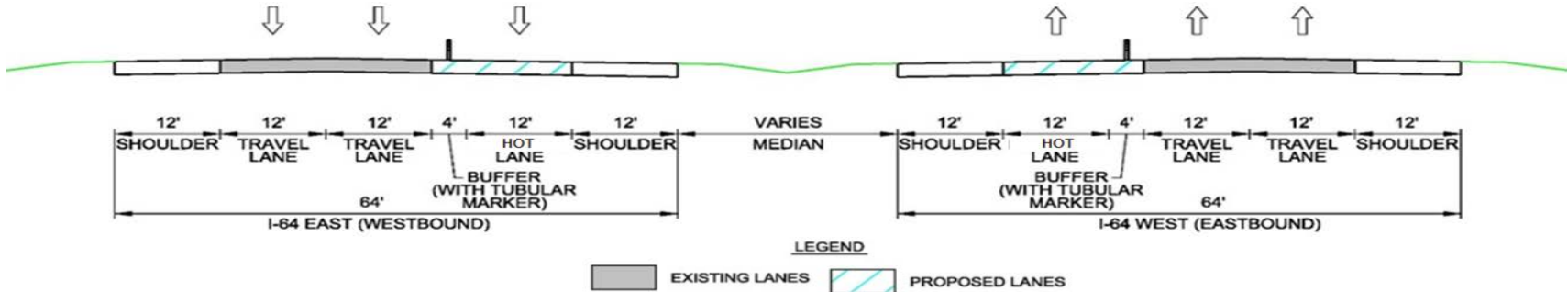
LEGEND

Proposed

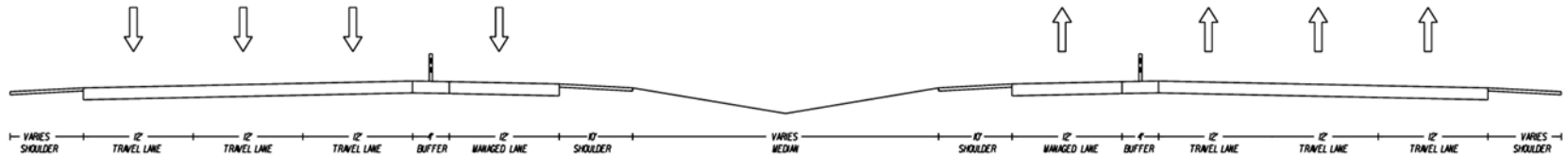
Segment 2



- From I-664/I-264 to I-464 (new lanes)

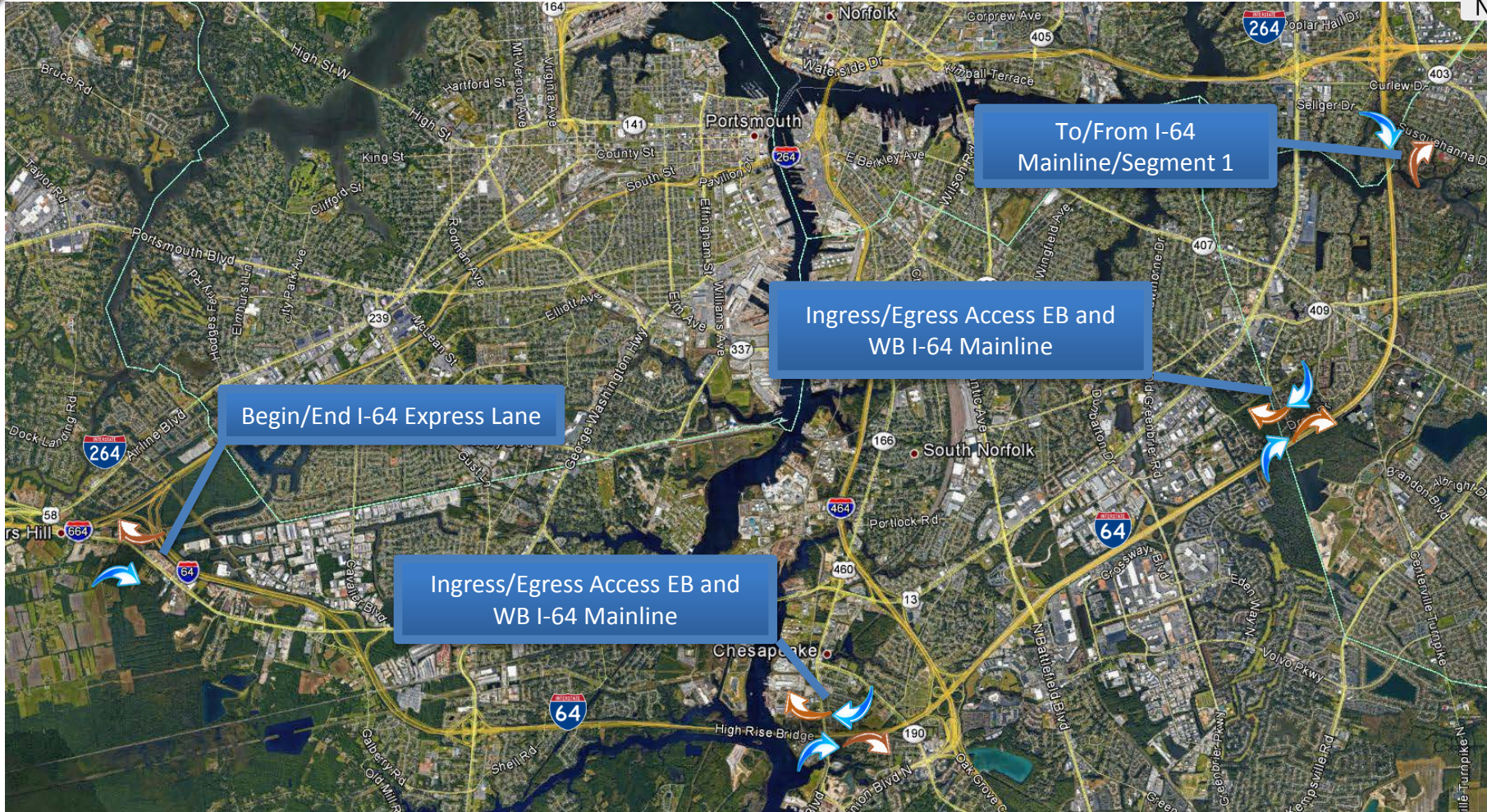


- From I-464 to I-264 (existing conversion of HOV)



SEGMENT 2 - TYPICAL SECTION

Segment 2 (I-64 from I-664/I-264 to I-264)



Ingress Point



Egress Point

Segment 2

(I-64 from I-664/I-264 to I-264)


- **October 2014: Environmental Assessment was approved by the Federal Highway Administration**
- **Mar 2015: As part of CTB resolution, CTB shall be briefed on and have the opportunity to determine the future management option(s) once additional studies and financial analyses have been concluded**
- **Sep 2016: CTB resolution authorized Commissioner of Highways to enter into a project agreement between VDOT and HRTAC for I-64 Southside Widening and High Rise Bridge Project – Phase I**
- **Jun 2017: Finalized I-64 HOV to HOT conversion feasibility study**

Segment 3

(I-64 from I-564 to I-664 including HRBT)

LEGEND

Proposed

 Segment 3



Segment 3

(I-64 from I-564 to I-664 including HRBT)

- Peninsula and Southside on land will carry 2 general purpose lanes + 1 Express Lane in each direction
- At a minimum, HRBT tunnel expansion will carry 2 general purpose lanes + 1 Express Lane
- Additional alternatives may be identified during procurement
- 2019: Award of HRBT construction contract
- 2024: HRBT Express lanes open to traffic

Segment 4

(I-64 from I-664 to Jefferson Avenue)

LEGEND

Potential

 Segment 4



Segment 4 (I-64 from I-664 to Jefferson Avenue)

- **2018: Planning and Design**
 - This segment will be evaluated for HOV-HOT conversion along the full segment length
- **2024: If evaluation is determined to be feasible, the HOV-HOT conversion would be implemented to coincide with completion of the HRBT expansion**

Anticipated CTB Action:

VDOT recommends the CTB take the following actions:

- Designate the new capacity/lanes associated with the I-64 Southside Widening and High Rise Bridge Project (I-664 to I-464) as HOT-2 and authorize the use of dynamic tolling to adjust tolls based on real-time traffic conditions
- Convert I-64 HOV-2 (I-464 to I-264) to HOT-2 and authorize the use of dynamic tolling
- Designate the operational hours of the new I-64 HOT lanes (I-664 to I-264) to be 24 hours - 7 days a week
- Authorize VDOT the use of the Toll Facility Revolving Account funds for initial startup costs for I-264 to I-464



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