

GI-95/I-64 Overlap: Broad Street Exit Improvements

Scored

HB 2 Application

Project Application ID: 449



General

Project Information

Project Title

GI-95/I-64 Overlap: Broad Street Exit Improvements

Principal Improvement

Highway

Organization Name

City of Richmond

Does this project include any improvements to non-VDOT maintained roadways?

False

Project Description

This proposed concept includes Long-Term concepts #5 - #6 from the I-95/I-64 Overlap Study and is a combination of interstate and surface street improvements that would provide a comprehensive set of improvements to the Broad Street interchange area. Specific improvements are summarized in Table 34 of the Study. This funding would be used to construct the surface street improvements, construct a cul-de-sac on Oliver Hill Way to the north of Venable Street, and construct roundabouts at the intersections of: Broad Street & 17th Street; Oliver Hill Way & Venable Street; 18th Street & Venable Street; Mosby Street & Venable Street and Mosby Street & Leigh Street Viaduct. This project would prepare the surface streets for any future phases necessary in the long-term interstate improvements.

HB2 Need Categories

Corridor of Statewide Significance

Regional Network

Safety

Application Program

Statewide High Priority

District Grant

How does this project address VTrans 2040 need?

The I-95/I-64 Overlap – Broad St and 17th St Interchange Improvements is located on a ‘Corridor of

Statewide Significance' and meets Need H identified for the East-West Corridor and Need F for the Washington to North Carolina Corridor for the Commonwealth of Virginia as identified in the VTrans2040 Statewide Multimodal Transportation Plan; and

The I-95/I-64 Overlap – Broad St and 17th St Interchange Improvements is located on a 'Regional Network' and meets Need A for the Commonwealth of Virginia as identified in VTrans2040 Statewide Multimodal Transportation Plan

I-95 in this area is one of only three locations statewide designated by the 2003 General Assembly as a Highway Safety Corridor. This location was selected on the basis of crash frequency, overall crash rate, truck involved crash rate, enforcement considerations and roadway characteristics. The I-95/I-64 Overlap – Broad St and 17th St Interchange Improvements is located on a designated Highway Safety Corridor and meets the safety needs for the Commonwealth of Virginia as identified in VTrans2040 Statewide Multimodal Transportation Plan

To improve safety and operations at the Broad St and 17th St interchange. This is one phase of the long range improvements described in the March 2013 I-95/I-64 Overlap Study. A combination of grade separations, ramp configurations, weave elimination and surface street improvements are needed.

Currently buffered bike lanes on Oliver Hill Way terminate at the interchange, leaving bicyclists to negotiate off-ramp traffic entering the surface streets at high speeds, weaving movements and an add-lane. A roundabout would create a much more bicycle and pedestrian scale roadway with lower speeds and less complexity. The area is seeing significant redevelopment and Oliver Hill Way now has residential and commercial space along it, but it is not bike or pedestrian friendly, feeling instead like a freeway. The corridor is a critical linkage to the Cannon Creek Greenway and Shockoe Bottom.

Location

PDCs Served

Richmond Regional

MPOs Served

Richmond Area MPO

Jurisdictions Served

Richmond city

Districts Served

Richmond

Features

Project Improvements

Highway Improvement		Comments
Roadway Reconstruction/Realignment		Realign Oliver Hill Way to cul-de-sac and change traffic patterns from one-way to two way.
Ramp Improvement(s)		Improve off ramp to include roundabout to access Leigh Street Viaduct over I-95 and bypass lane to access Broad Street.
Intersection Improvement(s)		Construct five roundabouts.
Bike/Pedestrian Improvement		Comments
Construct Sidewalk		Construct sidewalks in roundabout areas.
Improve Bike/Pedestrian Crossing (At Grade)		Improve pedestrian crossings.
Add/Construct Bike Lane		A bike facility will be provided at Oliver Hill Way and 17th Street.
Right of Way Improvement		Comments
Right of Way/Easements acquisition required		ROW will be required at the roundabout locations.

Factors

Accessibility Measure	Response	Additional Notes
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	Yes	GRTC bus routes. VCU Shuttle Service
Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated	Yes	A bike facility will be provided at Oliver Hill Way and 17th Street. The corridor serves as

facilities are required.		a major connection to the Cannon Creek Greenway and communities north of downtown. The buffered bike lanes terminate at the interchange and this reconfiguration would facilitate continuation into Shockoe Bottom.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	Replacement of pedestrian facilities such as sidewalks and crosswalks with construction of roundabouts.
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	No	
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	Yes	CCTV Coverage

Land Use and Transportation Coordination

Measure	Response	Additional Notes
Does the project promote walkable/bicycle friendly, mixed-use development?	Yes	Project buffer is within areas zoned for mixed-use development. Conversion of streets from one-way to two-way promotes more biking and walking while reducing vehicle speeds.
Does the project promote in-fill development?	Yes	Significant infill and adaptive reuse is taking place, but this corridor presents a major barrier, especially for bike and pedestrian travel. Reconfiguring the interchange and intersecting streets will significantly alter the context of the area (from that akin to a freeway to an urban roadway environment).
Is there a locally/regionally adopted corridor/access management plan for the project area that addresses interparcel connectivity and exceeds VDOT's minimum spacing standards?	No	

Environment		
Measure	Response	Additional Notes
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	Yes	A bike facility will be provided at Oliver Hill Way and 17th Street.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	Replacement of pedestrian facilities such as sidewalks and crosswalks with construction of roundabouts.
Project includes improvements to rail transit or passenger rail facilities.	No	
Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	No	
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.*	Yes	GRTC bus routes. VCU Shuttle Service
Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, LED lights and signals, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	Yes	LED Lighting
Economic Development Factors		
Transportation project (consistency with Local Comprehensive Plan or Local Economic Development Strategy) Referenced In	Transportation project (consistency with Regional Economic Development Strategy) Consistent With	
Site Name VCU Health System Childrens Hospital of	Development project (consistent with locality Comprehensive Plan/Zoning) Specific reference	Development project (site plan status) Approved

Richmond			
Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
In place	758034	0.5	Enhances Access Near the Site But is Not Adjacent to the Site

Site Name	Development project (consistent with locality Comprehensive Plan/Zoning)	Development project (site plan status)	
Signet Bank Building	Consistent with comp. plan future land use/zoning	Approved	
Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
In place	328887	0.8	Enhances Access Near the Site But is Not Adjacent to the Site

Site Name	Development project (consistent with locality Comprehensive Plan/Zoning)	Development project (site plan status)	
Powers Taylor Building	Consistent with comp. plan future land use/zoning	Approved	
Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
In place	23892	0.6	Enhances Access Near the Site But is Not Adjacent to the Site

Site Name	Development project (consistent with locality Comprehensive Plan/Zoning)	Development project (site plan status)
Roaring Pines	Consistent with comp. plan future land use/zoning	Approved

Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
In place	3708	0.1	Enhances Access Near the Site But is Not Adjacent to the Site
Site Name	Development project (consistent with locality Comprehensive Plan/Zoning)		Development project (site plan status)
523 E Main Buildings 1 and 2	Consistent with comp. plan future land use/zoning		Approved
Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
In place	27043	0.9	Enhances Access Near the Site But is Not Adjacent to the Site

Delivery/Funding

Project Delivery Information

Project Planning Status

Constrained Long Range Plan (MPO)

Vision Long Range Plan (MPO)

Planning/Safety Study

State Transportation Plan

Project Administered By

Locality

Existing Project UPCs or Project Numbers	Project Delivery Method Design-bid-Build
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Please indicate who will be/was responsible for the design of this project

VDOT: N/A	Locality: 5%	Consultant: 95%
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Phase Estimate and Schedule

PE (Survey, Environmental, Design)

Status Not Started	Percent Complete 0%
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Cost Estimate \$2,584,530	Start Date 08/02/2016	End Date 06/29/2019
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RW (Right of Way and Easement Acquisition, Utility Relocation)

Status Not Started	Percent Complete Not Provided
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Cost Estimate \$7,738,120	Start Date 06/30/2019	End Date 10/30/2020
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CN (Construction, Oversight, Inspection, Contingencies)

Status Not Started	Percent Complete 0%
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Cost Estimate \$17,720,000	Start Date 11/11/2020	End Date 07/01/2022
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Total Cost Estimate \$28,042,650.00

Project Funding Sources

SYIP Allocations	Other Committed Funding Amount	Other Requested Funding Amount	HB2 Amount Requested	Total Proposed Project Funding
Not Provided	Not Provided	Not Provided	\$28,042,650	\$28,042,650.00

	Other Committed Funding Amount Description	Other Requested Funding Amount Description		
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Scoring

Project Located in Typology													
Category B	Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
Measure Score	0.7	0.0	11.2	5.6	0.0	0.0	0.0	0.0	0.0	0.9	0.4	15.2	36.1
Measure Weight	50 %	50 %	50 %	50 %	60 %	20 %	20 %	50 %	50 %	60 %	20 %	20 %	100 %
Weighted Measure Score	0.3	0.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.6	0.1	3.0	3.6
Raw Factor Score	0.3		8.4		0.0			0.0		3.7			36.1
Factor Weighting	15 %		20 %		25 %			10 %		20 %			10 %

Weighted Factor Score	0.1	1.7	0.0	0.0	0.7	3.6
Project Score	6.1					
Total Project Cost	\$28,042,650					
Score Divided by Total Cost	2.2					
HB2 Cost	\$28,042,650					
Project Benefit Score / HB2 Cost	2.2					

 **Supporting Documents**

Current Attachments

Description
Regional Strategy

File Name
g_broad&17_regionalstrategy.pdf

Description
Local Plan

File Name
g_broad17th_localplan.pdf

Description
VCU Medical

File Name

project86_vcumedical2.docx

Description

Gateway Plaza

File Name

project78_gateway2.docx

Description

Signet Bank

File Name

project114_signetbank2.docx

Description

Powers Taylor Building

File Name

project126_powerstaylor.docx

Description

Roaring Pines

File Name

project113_venable.docx

Description

523 E Main

File Name

project123_124_523main.docx

Description

VCU Medical Zoning Reference

File Name

project86_reference_vcumedical.docx

Description

Project Sketch

File Name

g_broad.docx

Description

Previous Study

File Name

g_overlapstudy.docx

Description

TPO Support

File Name

tab 7 - item iii-b - ri7-i95-broad at 17th st off ramp improve - signed.pdf

Description

Project Cost Estimate

File Name

v2_g_costestimate.pdf

Description

449.I-95_I-64 Overlap Broad Street Exit.16OCT2015.COSS.A3.pdf

File Name

449.i-95_i-64 overlap broad street exit.16oct2015.coss.a3.pdf

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