



Quick Stats

\$134.5M expended on 93 projects:

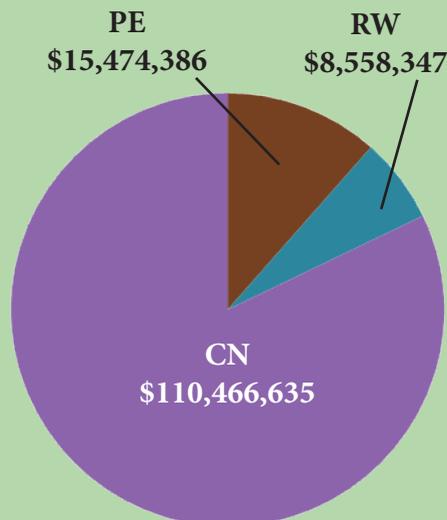
- 50 projects with PE expenditures
- 3 projects with RW expenditures
- 40 projects with CN expenditures

Eleven (11) CMAQ/RSTP projects were flagged for having no expenditures in the past two quarters.

Expenditures

During the past quarter, over \$134 million dollars was spent on 93 projects in Hampton Roads. There were 9 major projects across the region with expenditures in excess of \$3 million. A total of nearly \$80 million was spent on these 4 major projects:

- **Project Contribution for DT/MT/MLK - Primary** (UPC #101851)
- **Shore Drive Bridge Replacement - Lesner Bridge** (UPC #97737)
- **I-64 Peninsula Widening - Segment 1** (UPC #104905)



Project Highlight:

Military Hwy. Widening & Continuous Flow Intersection

The Military Highway Widening & Continuous Flow Intersection Project (UPCs #1765, 9783, and 84243) involves increasing capacity in the corridor on Military Highway (State Route 165) and the development of continuous flow intersection at the intersection with Northampton Boulevard (US 13) in the City of Norfolk. The project is estimated to cost \$65.2 million and will be completed in approximately Fall/Winter of 2018. The construction phase of the project has just commenced. Funding for this project comes from a combination of state, Federal, and local sources.

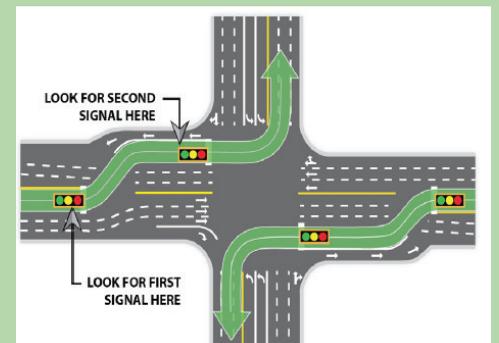


Existing Intersection of Military Highway / Northampton Boulevard
Source: Google Maps. 2014.

Current Conditions

From VDOT:

A continuous flow intersection (CFI) is a high capacity intersection design that utilizes innovative techniques to increase vehicular throughput. The CFI (shown in the "Proposed Concept image") is an at-grade intersection that moves the left turning vehicles (shown with the green arrow) away from the main intersection so they will not conflict with the opposing through-movement. A CFI moves these left turns down the road several hundred feet, eliminating the left-turn traffic signal phase at the main intersection. Studies have shown an increase in capacity of up to 30% over traditional solutions.



Proposed Conditions

CFIs are also very safe intersections. A CFI can help increase roadway safety by minimizing stop-and-go conditions and reducing the number of conflict points at an intersection. A recent Federal Highway Administration (FHWA) safety study analyzed a CFI in Baton Rouge, LA, reporting a 24.4% decrease in collisions after CFI installation.

For more information, visit [the VDOT project page here](#).

Tracking CMAQ & RSTP Projects

HRTPO staff identified 11 projects with CMAQ and/or RSTP allocations through FY 2016 that had no expenditures since July 2015. Of the 11 projects: 8 projects are completed/cancelled awaiting financial close, 1 project is delayed awaiting additional funding, and 2 are active projects with work ongoing to be billed in the next quarter. HRTPO staff will work with locality/agency staff to advance projects on the list.

[Click here](#) for the full presentation of quarterly snapshot results.



INVESTING YOUR DOLLAR\$ IN TRAN\$PORTATION

What is the Transportation Improvement Program (TIP)?

The HRTPO TIP is a four-year program for the implementation of surface transportation projects in Hampton Roads. These projects include transit, highway, rail, bicycle, pedestrian, and freight-related projects. Before any federally-funded and/or regionally-significant project can be built in Hampton Roads, it must be approved by the HRTPO Board and included in the TIP.



What is the Hampton Roads Transportation Planning Organization?

The Hampton Roads Transportation Planning Organization (HRTPO) is a federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders. Responsible for transportation planning and programming for the Hampton Roads area, one of the core functions of the HRTPO is the development and maintenance of the Transportation Improvement Program (TIP).

How is the TIP created?

The TIP is developed by the HRTPO in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and local public transit agencies. In addition, the public is provided opportunities to review and comment at various stages during the development of the TIP. Once the TIP has been approved by the HRTPO Board and the Governor, it is incorporated into the statewide TIP, which is submitted to the Federal Highway Administration and the Federal Transit Administration for approval.



LOCALITIES

How are projects in the TIP funded?

Projects in the TIP may be funded by federal, state, local or private funds, or any combination of such funds. For a listing of the current funding sources, see Section III, page 4 of the TIP Document.

Can the TIP be changed?



Yes, changes are routinely made to the TIP by way of amendments or administrative modifications. The TIP may be amended in order to add, change, or delete projects. TIP amendments must be approved by the HRTPO Board. The TIP amendment process also includes opportunities for public review and comment. By signing up for the HRTPO E-Newsletter, you can ensure that you will be notified of opportunities to comment on TIP amendments. Proposed TIP amendments are also posted on the HRTPO website under Public Notices. Administrative modifications involve minor changes to projects that do not involve Board approval or public review.

Why is the TIP important to me?

There is never enough funding available to make all of the transportation improvements desired, and since the vast majority of transportation funding comes from federal and state taxes, it is important that the public have a say in how and where transportation dollars are spent. The TIP provides that information for each project, including cost estimates, schedules, funding allocations, and expenditures. The TIP website (www.hrtpotip.org) also includes an interactive mapping tool that allows the user to access project information by location.

