

Agenda Item 2

Public Comments – Supplemental Information

Hampton Roads Transportation Accountability Commission
March 19, 2015



General Taylor Freeway a Solution

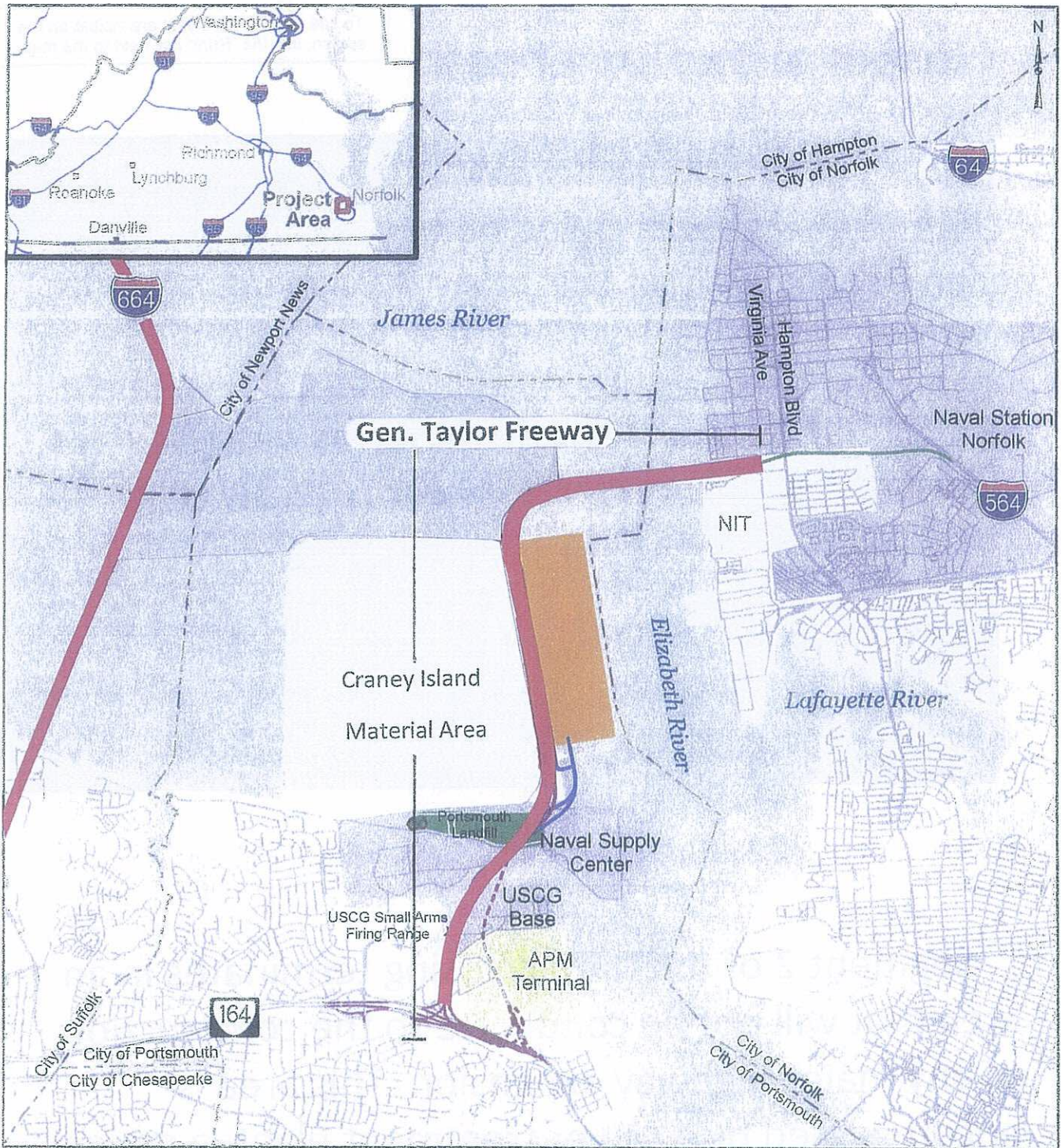
For HRC Study CBA9 Segment 1 and 3

CBA9 Segment 1 will create no tangible benefit to the General Public without the other 4 Segments. A much more cost effective solution that will achieve the 6 purpose and needs as described in HRCS CBA9 Segments 1 & 3 is the General Taylor Freeway as described and illustrated by the Gen Taylor Freeway Map. This plan will save Billions of dollars in initial expense and achieve all 6 of the purpose and needs. The savings by not connecting Segment 1 to the Monitor Merrimac Bridge will pay for Segment 3. This will stop gridlock from taking place at the connection with the Monitor Merrimac Bridge. This results in a complete roadway for the cost of only Segment 1. The remaining Segments can be added later when necessary. Gen Taylor Freeway from Hampton Blvd. NOB Norfolk to Rt. 164 Western Freeway will fulfill the goal of moving truck traffic West from NIT. This route will create access to NOB Norfolk without introducing additional transit (vacation) traffic at NOB's Main Gate's. This will complete the planned Craney Island Connector necessary for the Craney Island Port Project. This construction sequence is a much more realistic approach to the original intent of this crossing.

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Legend

- Gen Robert B Taylor Freeway
- VA Port Authority Craney Island Interchange
- Planned I-564 Connector
- Craney Island Expansion Area
- Original Alignment of Segment 3 No Longer Under Consideration

Figure 1: Project Location Map

