

Get Involved

The public comment period will close fifteen (15) days after this public hearing on TBD, 2016. The City will review and evaluate any information received as a result of the public hearing.

Project information shared here is available for review after the location and design public hearing at City of Newport News Engineering Department located at 2400 Washington Avenue, 7th Floor, Newport News, VA 23607.

Comments can also be submitted directly to Vince Urbano in writing to vurbano@nnva.gov. Information must be postmarked, emailed or delivered within fifteen (15) calendar days of today's meeting (TBD, 2016) in order to be included in the public hearing information meeting record..

Contact Information

Primary Contact: Vince Urbano	City of Newport News Engineering Department Civil Design Manager	2400 Washington Avenue 7 th Floor Newport News, VA 23607	757-926-8694
Brian Reid	VDOT – Hampton Roads Asst. District Environmental Engineer	1700 N. Main Street Suffolk, VA 23434	757-925-2334
Queen Crittenden	Hampton Roads District Civil Rights	1700 N. Main Street Suffolk, VA 23434	757-925-2519 (TTY/TTD users call 711)



Newport News Transportation Center –
City of Newport News



Location and Design Public Hearing

Newport News Transportation Center City of Newport News

TBD, TBD, 2016, 4-7 p.m.
Denbigh Community Center
15198 Warwick Boulevard
Newport News, VA 23608

Public Meeting

Welcome to the City of Newport News Location and Design Public Hearing for the Newport News Transportation Center.

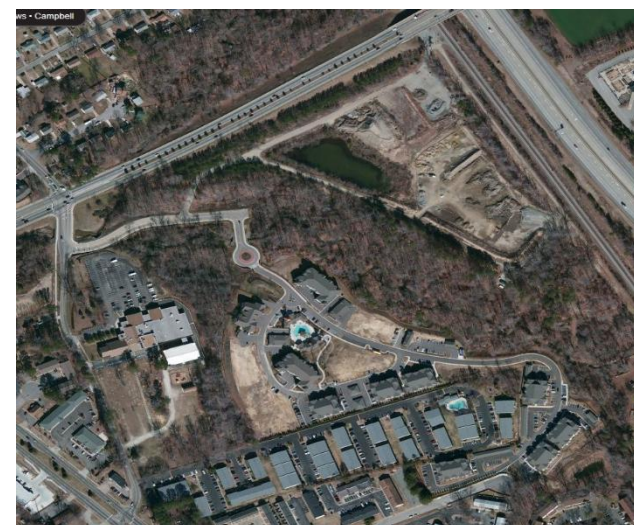
This location and design public hearing is being held to provide an opportunity for any person, acting on his/her own behalf or representing a group or governing agency to provide the City comments and/or suggestions on the proposed project. The City strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

City representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handouts for this public hearing, and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by City personnel, citizens and other interested parties.

Written questions or comments should be placed in the comment box or mailed to the address provided on the comment form.

Project Overview



Preferred Site Location

Anticipated Cost – \$42 million (approximate)

Purpose – Transportation Center

Improvements – To develop alternatives to address the transportation needs of existing and future passenger rail service and efficiently accommodate future commuter rail service in Newport News and the Virginia Peninsula

City Project: - 47012-52
UPC - 102734

PROJECT DESCRIPTION

The City of Newport News is evaluating improvements to the 30 year old Newport News Amtrak Station at 9304 Warwick Boulevard to provide a multimodal transportation center option for the City.

The purpose of the Project is to provide a multimodal passenger rail station that meets the needs of existing and future passenger rail service and efficiently accommodates connections to various modes of transportation in the City. The station would accommodate increased ridership for additional trips per day, improve accessibility to the local and regional transportation network, improve station capacity for passengers and parking, improve ADA accessibility, and provide capacity to support multimodal transportation connectivity.

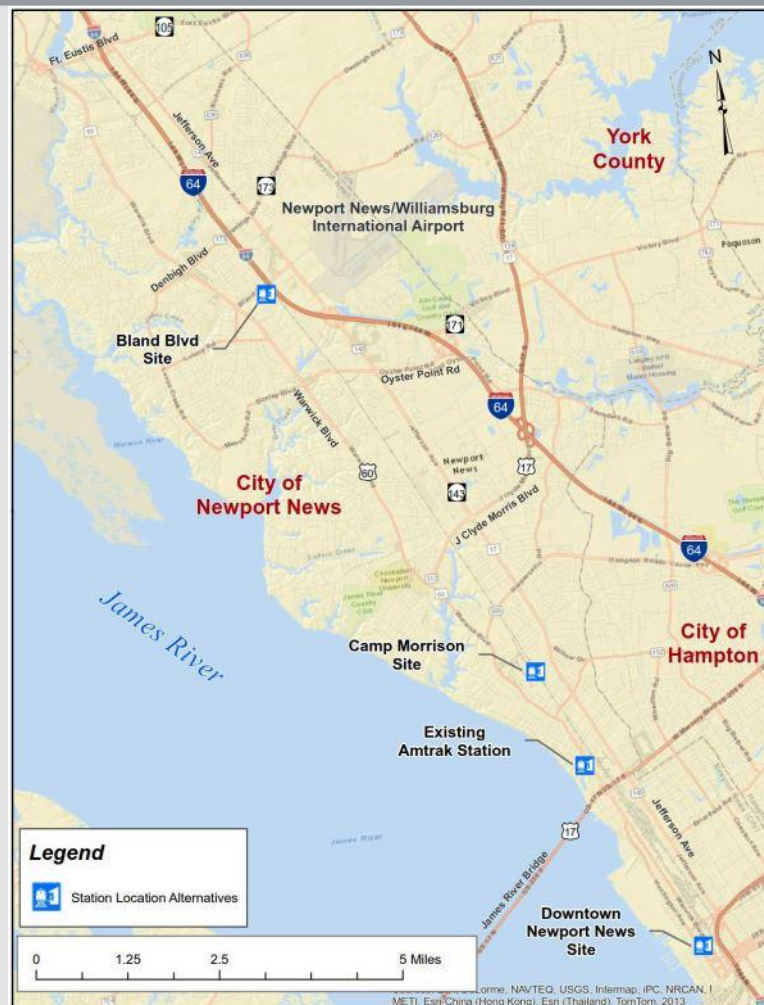
The goal of the project is to create a regional multimodal transportation hub for enhanced passenger rail service. The improved facility would be a component of a developing multimodal system throughout the Hampton Roads region in Southeast Virginia, and with regard to intercity passenger rail,

Amtrak's Northeast Corridor. Some of the modes served by an improved facility include passenger rail, local Hampton Roads Transit buses and Amtrak regional buses, airport shuttle, and taxis. A new multimodal transportation center in Newport News would provide multiple benefits. The Environmental Assessment prepared for this project includes two alternatives evaluated in detail as follows:

Alternative 2B would have its service area, along with the service road, located northwest of the turning wye adjacent to the existing noise wall, west of CSX, extending northwest of the Bland Boulevard overpass, just outside of the station side. The service area would be accessed through the main entrance to the site from Aspen Meadow Lane.

Alternative 7 is the Locally Preferred Alternative. This alternative would include a dual-track service area, along with the service road, located southeast of the station and northwest of Sluice Mill Pond, parallel to the CSX line. This option would extend southeast of the station site and would include the construction of a service area access at Warwick Springs Drive.

Project Graphic



Estimated Project Cost

Total Cost:

\$42 million (approximate)

Preliminary Engineering:

\$4.9 million

Property Acquisition and Utility Relocations:

\$6.2 million

Construction:

\$30.8 million

This cost is subject to change as development of the project is in the early stages.

Civil Rights

Representatives from the City are present to discuss the project and answer your questions. It is the responsibility of the City to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them.

The City ensures nondiscrimination in all programs and activities in accordance with Title VI and VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed in this brochure.

Right of Way

The 32-acre Bland Boulevard site is owned by the City of Newport News. However, right-of-way acquisition would be required to accommodate track improvements, water line relocations, and service areas under both Alternatives. Property needed for the project would be acquired by the City

Alternative Option 2B would result in displacement of four (4) multi-family residences with a total of 34 units. Approximately 2.5 acres of residential property adjacent to the CSX right-of-way would be acquired.

No displacements or relocation of residences or businesses would occur with Alternative Option 7. Property acquisition would entail 6.0 acres undeveloped land zoned as residential. A permanent easement for a secondary access to the service area would be required for this alternative.

Anticipated Schedule

The following schedule has been proposed:

Finding of No Significant Impact – Summer 2016

Start Right-of-Way Acquisition – Summer 2016

Start Construction (Grading, Drainage, & Utilities) – Winter 2017

Start Construction (Track Work) – Spring 2017

Start Construction (Station Site & Building) – Summer 2017

Environmental Review

The No Build Alternative would not meet the Purpose and Need identified for the proposed project.

Alternative Option 2B

- Approximately 3.6 acres of land needed for right-of-way for the service area and track
- Displacement of four multi-family residential buildings and relocation of approximately 34 units
- Greater impacts to wetlands, Lucas Creek, and floodplains than Alternative Option 7
- Traffic levels will increase but will still be at an acceptable level
- Noise level increase would require mitigation such as noise barriers and wayside power
- Visual impacts north of Campbell Lane due to removal of trees and addition of a noise barrier and service area.
- Lighting impacts at the service area.

Alternative Option 7 (Locally Preferred Alternative)

- Approximately 6.0 acres of land needed for right-of-way for the service area, track, and secondary access road
- Property acquisition of mostly vacant residential land
- No displacements of residences or businesses
- Traffic levels will increase but will still be at an acceptable level
- No transit noise or vibration impacts are expected.
- No change in views from residential areas anticipated.
- Lighting impacts from service areas minimal due to tree buffer.