

Traffic Impact of Hypothetical Inland Port in Hampton Roads Study

4/4/2011

Assumptions

- 1) For the purpose of this traffic study, the hypothetical facility will be located on the Route 460 Corridor in Isle of Wight County, with access to the Norfolk Southern rail line.
- 2) Only cargo passing through the Port of Virginia facilities on the Southside would be able to use the facility. Cargo passing through the Newport News Marine Terminal would not be able to use the facility.
- 3) Four scenarios will be analyzed as part of this study:
 - A) Current year without facility
 - B) Current year with facility
 - C) 2030 without facility
 - D) 2030 with facility
- 4) The "Current year without facility" scenario will use truck volumes from 2008-2010. Congestion levels for both "without facility" scenarios will be based on HRTPO's 2010 Congestion Management Process report.
- 5) The study output will be a) roadway congestion levels during the PM peak hour, and b) changes in the daily amount of regional vehicle-miles of truck travel.
- 6) The Port of Virginia handled 1,895,000 TEUs in 2010. The Port will handle 7,000,000 TEUs and 3,000,000 containers in 2030, based on projections included in the 2040 VPA Master Plan and VTrans 2035 report.
- 7) The share of port freight transported by truck will decrease from 68% in 2010 to 60% by 2030 as the share of freight transported by rail is expected to increase in the future.
- 8) The hypothetical facility would only be used for loads currently carried by truck to locations west of Suffolk. This comprises 51% of all port-related truck loads, based on data provided by VDOT and M&N.
- 9) Of this freight that can use the hypothetical facility, 50% would use the facility, and 50% would not.
- 10) For both "without facility" scenarios, the path taken by port-related trucks will be based on data provided by VDOT and M&N. For both "with facility" scenarios, the path taken by trucks leaving the new facility will be based on their destinations.