



Hampton Roads 2045 Long-Range Transportation Plan: Regional Needs

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REPORT DOCUMENTATION

TITLE

Hampton Roads 2045 Long-Range Transportation Plan: Regional Needs

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ABSTRACT

The Hampton Roads Transportation Planning Organization (HRTPO) is currently updating the regional Long-Range Transportation Plan (LRTP) to the horizon year 2045. As part of this process and in keeping with Federal regulations, the HRTPO must consider multimodal transportation options to effectively address future regional needs based upon projected population and employment growth for the next 20 years.

This document – part of a series of reports that comprise the Hampton Roads 2045 LRTP – summarizes the visioning process as well as the collection and spatial analysis of candidate projects being considered for inclusion in the 2045 LRTP.

ACKNOWLEDGMENT & DISCLAIMERS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, VDOT, or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements, nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project-level environmental impact assessments and/or studies of alternatives may be necessary.

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HAMPTON ROADS 2045 LONG-RANGE TRANSPORTATION PLAN: REGIONAL NEEDS

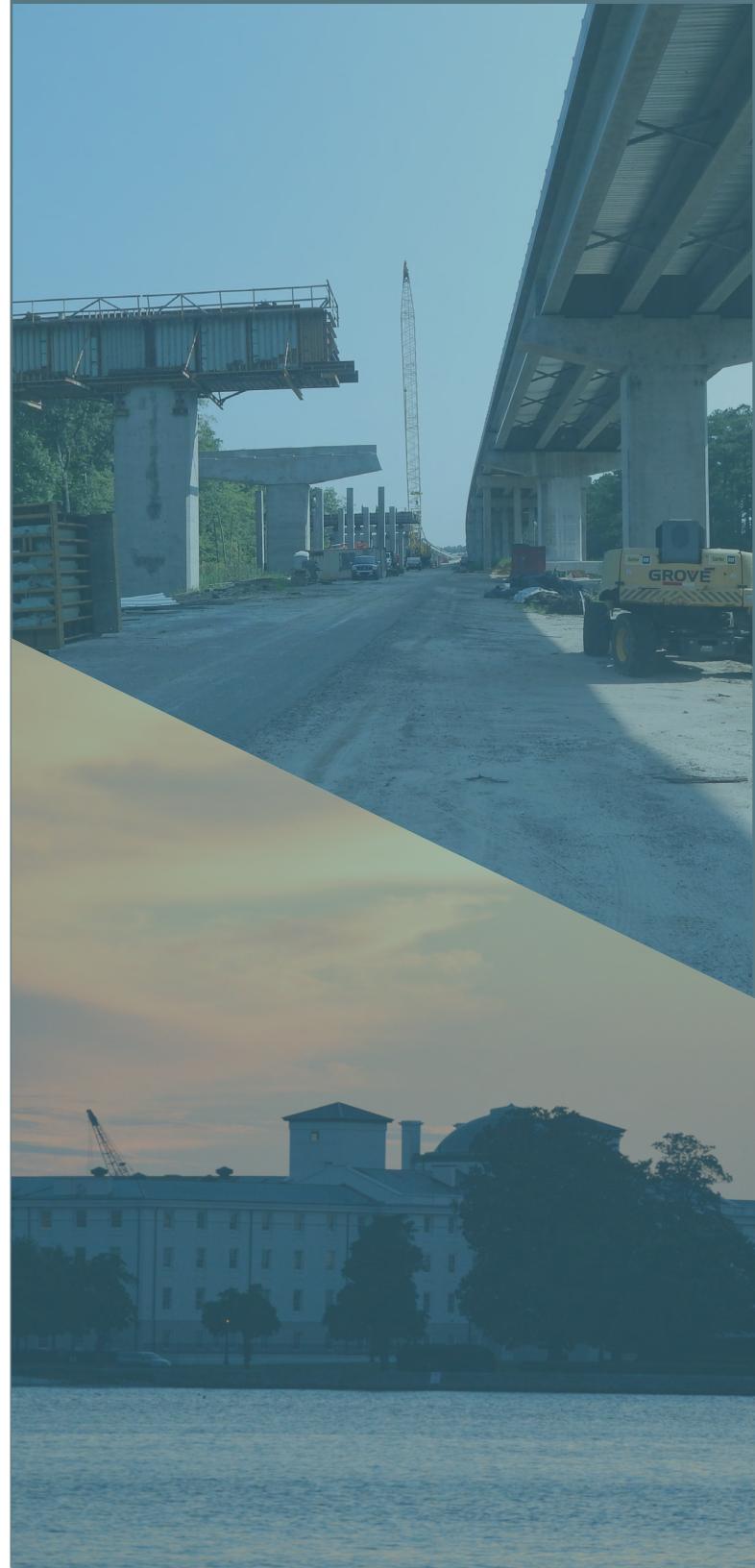
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2020
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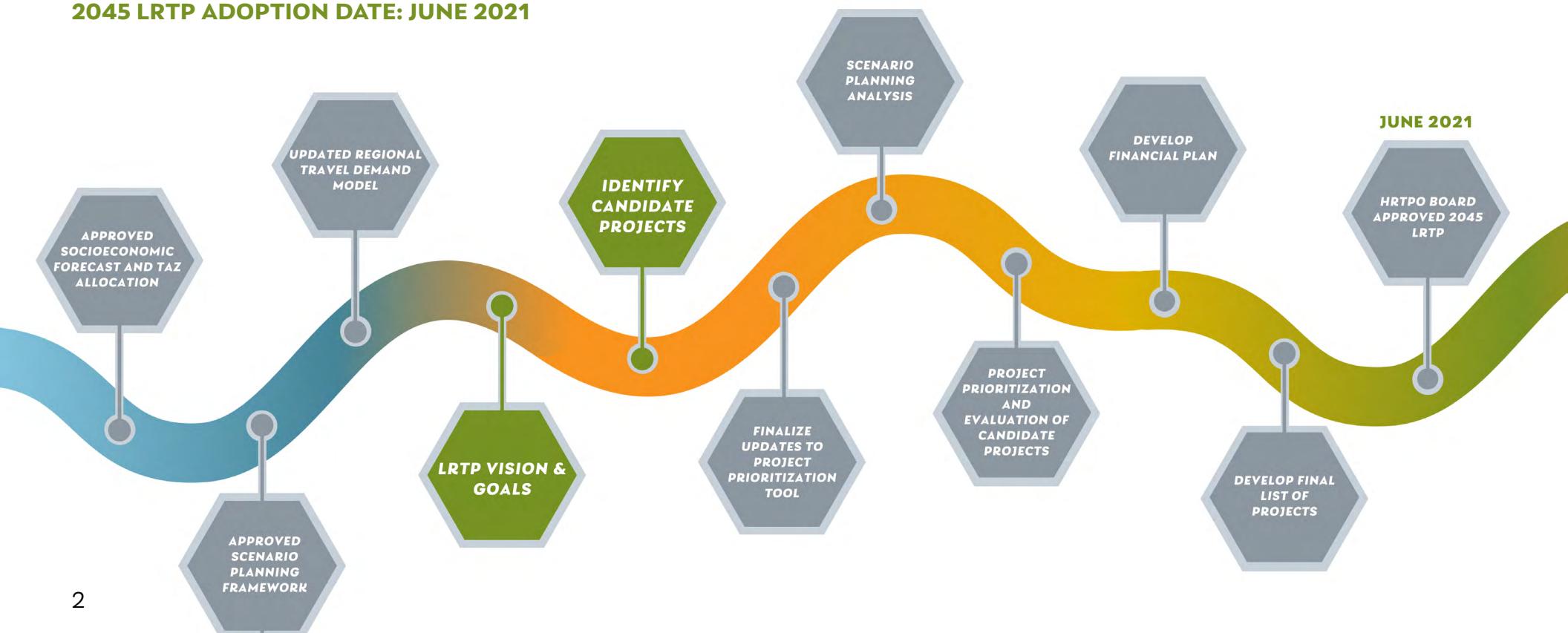
INTRODUCTION AND BACKGROUND

Transportation designed to move people and goods around efficiently and in a reliable manner is essential for thriving communities. When considering transportation investments, it is important to not only take care of short-term demands, but also identify long-term needs. To accomplish this, the Hampton Roads Transportation Planning Organization (HRTPO) develops a long-range regional blueprint, or **Long-Range Transportation Plan (LRTP)** to help guide multimodal transportation investments that promote system efficiency while maximizing the use of scarce transportation funds.

LRTPs have a planning horizon of at least twenty years and are updated regularly in order to reflect changing conditions and priorities. Changes in growth can impact travel demand on the regional transportation system just as changes in the environment and technology can impact how people will travel in the future; therefore, transportation plans must consider alternatives to effectively address these conditions. Once alternatives are determined and prioritized, funds are identified to pay for the projects. This entire process takes approximately five years to complete and requires regional cooperation and public participation.

For the past few years, HRTPO staff has been working on updating the regional LRTP to the horizon year of 2045 which is scheduled to be adopted by the HRTPO Board in June 2021. This report, the second in a series documenting the development of the 2045 LRTP, summarizes regional needs by outlining the transportation visioning process, the identification of goals to help achieve that regional vision, and the development of a list of candidate projects to evaluate for inclusion in the Plan that will also help position the region in achieving its vision of the future.

2045 LRTP ADOPTION DATE: JUNE 2021

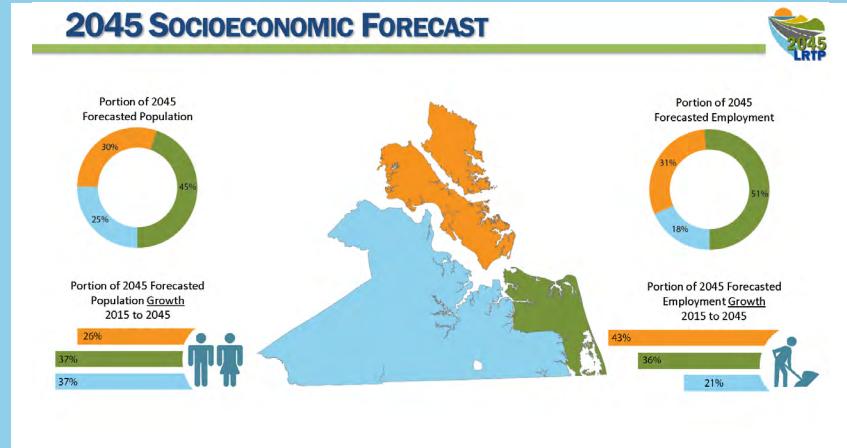


LRTP EFFORTS TO DATE

As part of the development of the 2045 LRTP and in collaboration with regional stakeholders and the public, the following efforts have been conducted to date. Please click on the highlighted links to find out more about these efforts.

HAMPTON ROADS 2045 SOCIOECONOMIC FORECAST

Future population and employment estimates for each Hampton Roads locality has been developed, showing where residents are projected to live and work by 2045.



SCENARIO PLANNING FRAMEWORK

In addition to this 2045 baseline scenario, the HRTPO Board approved a **scenario planning framework** designed to test different plausible futures and their potential impact on the transportation system.

UPDATED REGIONAL TRAVEL DEMAND MODEL

Working with the Virginia Department of Transportation, the **regional travel demand model**, one of the main tools used to forecast congestion and other transportation measures, was updated. A new feature of this updated travel demand model is the ability to forecast potential impacts of connected and automated vehicles on travel behavior.

ENHANCED PROJECT PRIORITIZATION TOOL

Finally, the **HRTPO Project Prioritization Tool**, a tool developed to assist regional decision-makers in prioritizing transportation projects based on technical merits and regional benefits, is being updated to incorporate additional measures for evaluating transportation projects.

2045 LRTP EXPLORATORY SCENARIO PLANNING

- Develop Plausible Futures
- Identify projects that fare best
 - Most cumulative benefit regardless of alternative future scenario

Most Robust Projects

EVALUATE AND RANK PROJECTS ACROSS ALL SCENARIOS



PROJECT PRIORITIZATION COMPONENTS

Current Tool Components

Project Utility 100 points

- Congestion
- System Continuity and Connectivity/Regional Significance
- Safety and Security
- Cost Effectiveness
- Modal Enhancements

Economic Vitality 100 points

- Total Reduction in Travel Time
- Address Needs of Basic Sector Industries
- Labor Market Access
- Increased Opportunity
- Impact on Truck Movement

Project Viability 100 points

- Funding Committed
- % Design Complete
- Prior Planning Commitment
- NEPA Documents/Decisions

Modified Tool Components

Project Utility 100 points

- Congestion
- Travel Time Reliability
- System Continuity and Connectivity/Regional Significance
- Safety and Security
- Modal Enhancements

Economic Vitality 100 points

- Travel Time and Delay Impacts
- Labor Market Access
- Address Needs of Basic Sector Industries
- Increased Opportunity
- Impact on Truck Movement
- Economic Distress Factors

Project Viability 100 points

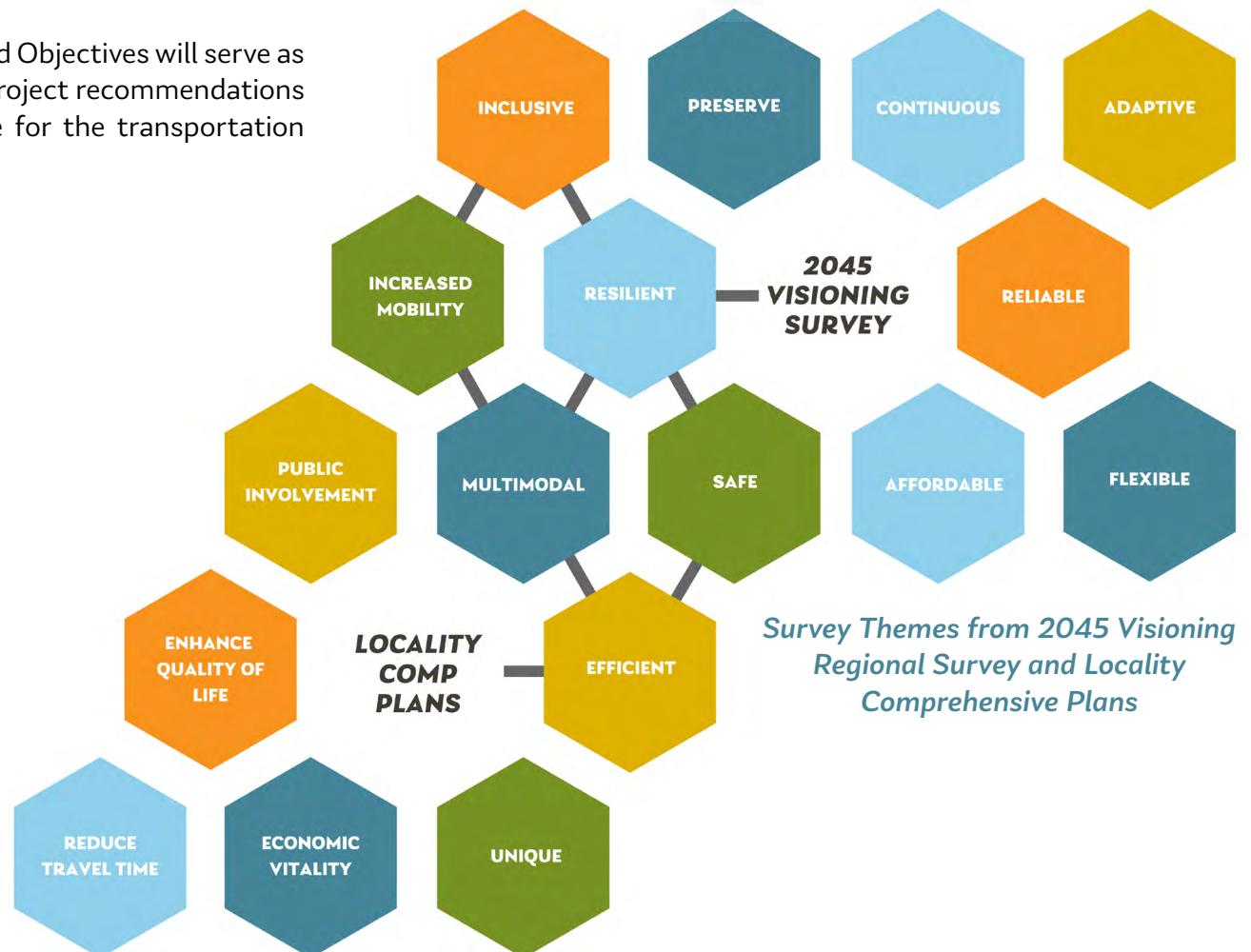
- Project Readiness
- Land Use/Future Development Compatibility
- Environmental Considerations
- Cost Effectiveness

VISION AND GOALS

For the 2045 LRTP visioning process, the public and other key stakeholders were engaged to help identify regional priorities and concerns. Outreach was conducted in conjunction with another regional planning effort, the **Regional Connectors Study (RCS)**, in the form of stakeholder interviews, a statistically-valid regional public survey, a web-based public survey, workshops, and multiple working group and technical committee meetings to solicit refined input on goals, objectives, and performance measures.

Feedback received through these efforts was compiled and refined to ensure consistency with Federal and State guidelines as well as local comprehensive plans. This input was used to develop a draft vision statement, goals, and objectives for the 2045 LRTP, which were made available for public review and comment from January 31, 2020 through February 14, 2020. No additional public comments were received. After extensive stakeholder review, the HRTPO Board at its February 20, 2020 meeting, approved the 2045 Long-Range Transportation Plan Vision Statement, Goals, and Objectives.

The 2045 LRTP Vision Statement, Goals, and Objectives will serve as guiding principles in helping to ensure that project recommendations from the Plan represent the region's desire for the transportation system.



PUBLIC ENGAGEMENT OPPORTUNITIES



3 REGIONAL SURVEYS

1,975 RESPONSES

36 FACE-TO-FACE OPPORTUNITIES

3 WORKSHOPS

8 SCENARIO PLANNING WEBINARS

6 ADVISORY COMMITTEE MEETINGS
19 TECHNICAL COMMITTEE MEETINGS



PUBLIC ENGAGEMENT OPPORTUNITIES

Public engagement with residents, stakeholders, elected officials, and other community representatives is an important part of a successful planning process. Developing a regional vision and working to achieve it requires collaboration with a comprehensive and diverse set of stakeholders.

REGIONAL SURVEYS

Two regional surveys were conducted to help inform a regional transportation vision and to better understand the priorities and travel experiences of people who call Hampton Roads home.

Statistically Valid Public Survey

Conducted as part of a collaborative effort between HRTPO staff and the RCS, the statistically valid survey was comprised of questions from previous LRTP surveys and included questions such as: important issues facing the region, location preferences for new development, transportation problems, modes of travel, commuting experiences, barriers to using public transportation, ideas to reduce congestion, and travel between the Peninsula and the Southside.

Surveys were mailed to 20,000 randomly selected households within the Hampton Roads region. Respondents could choose to take the survey online or mail in responses. To ensure demographic representation, data was weighted by age using the 2012-2016 American Community Survey (ACS) data to match the demographic profile of the Hampton Roads region. A [summary of this regional survey](#) can be viewed on the Regional Connectors website.

2045 Visioning Web-Based Public Survey

A web-based survey was available from March 28, 2019 through April 26, 2019. Over 200 participants offered input on transportation-related topics including critical transportation issues residents face, transportation priorities for the region, congestion, public transportation, active transportation (biking and walking), community preference, housing and new job growth, and public health. This survey also served as a platform for participants to submit candidate project suggestions for the 2045 LRTP. A full summary of the survey can be found in [APPENDIX A](#).

STAKEHOLDER INTERVIEWS

[Stakeholder interviews](#) were conducted as part of the RCS. As part of the interviews, stakeholders provided responses to questions regarding transportation, economic vitality, quality of life, and emerging trends.



KEY FINDINGS FROM REGIONAL SURVEYS AND STAKEHOLDER INTERVIEWS

SURVEY KEY FINDINGS

- REDUCED CONGESTION, IMPROVED CONNECTIVITY, AND MORE MULTIMODAL TRANSPORTATION CHOICES
- MAINTENANCE, CONGESTION, AND TOLLING CONCERNs
- MORE ACTIVE TRANSPORTATION FACILITIES
- MORE RELIABLE AND EFFICIENT TRANSIT
- MORE EFFICIENT TRAVEL BETWEEN SOUTHSIDE AND PENINSULA
- TRAVEL TIME AFFECTS QUALITY OF LIFE
- LOCATION, LOCATION, LOCATION: HOME AND WORK
- CLEAN AIR

STAKEHOLDER INTERVIEWS KEY FINDINGS

- UNPREDICTABLE TRAVEL TIMES
- LACK OF ALTERNATIVE ROUTES
- LACK OF PUBLIC TRANSIT OPTIONS
- LACK OF SIDEWALKS, BIKE LANES, AND SHARED-USE PATHS FOR CONNECTIVITY
- TOLLING COSTS
- HOV LANES NOT BENEFICIAL
- TAX DOLLARS TOWARD NON-TOLLED PROJECTS
- LIGHT RAIL LACKS CONNECTIVITY
- TOURISM, THE PORT, AND GOVERNMENT/DEFENSE ARE KEY SECTORS FOR THE REGION

FEDERAL AND STATE PLANNING FACTORS

FEDERAL PLANNING FACTORS

- SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY
- INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS
- INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS
- INCREASE THE ACCESSIBILITY AND MOBILITY OF PEOPLE AND FREIGHT
- PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, IMPROVE THE QUALITY OF LIFE, AND PROMOTE CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH AND ECONOMIC DEVELOPMENT PATTERNS
- ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT
- PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION
- EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM
- IMPROVE THE RESILIENCY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND REDUCE OR MITIGATE STORMWATER IMPACTS OF SURFACE TRANSPORTATION
- ENHANCE TRAVEL AND TOURISM

VTRANS2040 GUIDING PRINCIPLES

- OPTIMIZE RETURN ON INVESTMENTS
- ENSURE SAFETY, SECURITY, AND RESILIENCY
- EFFICIENTLY DELIVER PROGRAMS
- CONSIDER OPERATIONAL IMPROVEMENTS AND DEMAND MANAGEMENT FIRST
- ENSURE TRANSPARENCY AND ACCOUNTABILITY, AND PROMOTE PERFORMANCE MANAGEMENT
- IMPROVE COORDINATION BETWEEN TRANSPORTATION AND LAND USE
- ENSURE EFFICIENT INTERMODAL CONNECTIONS

VTRANS2040 GOALS

- ECONOMIC COMPETITIVENESS AND PROSPERITY
- ACCESSIBLE AND CONNECTED PLACES
- SAFETY FOR ALL USERS
- PROACTIVE SYSTEM MANAGEMENT
- HEALTHY COMMUNITIES AND SUSTAINABLE TRANSPORTATION COMMUNITIES

THE 2045 LONG-RANGE TRANSPORTATION
PLAN WILL USE INNOVATIVE
PLANNING TECHNIQUES TO ADVANCE AN
ADAPTIVE TRANSPORTATION SYSTEM THAT
SEAMLESSLY INTEGRATES TRANSPORTATION
MODES FOR ALL USERS WHILE IMPROVING
QUALITY OF LIFE AND PRESERVING THE
UNIQUE CHARACTER OF HAMPTON ROADS.

2045 LRTP GOALS AND OBJECTIVES

ECONOMIC VITALITY



- Support regional growth and productivity
- Support efficient freight movement
- Support accessibility for tourism

SAFETY AND SECURITY



- Increase safety with an adaptive transportation system for all users, including minimizing conflicts between motorized and non-motorized modes
- Ensure the security of the region's transportation infrastructure and its users

CONNECTIVITY AND ACCESSIBILITY



- Increase accessibility, connectivity and mobility of people and goods
- Provide a variety of transportation options that accommodates all users
- Increase the coordination of the transportation system, across and between modes, for people and goods
- Reduce delay and improve travel efficiency
- Improve connectivity and reliability between the Peninsula and Southside

SUSTAINABILITY - THE ENVIRONMENT, COMMUNITY, AND EQUITY



- Protect and enhance the environment, promote energy conservation, and improve the quality of life
- Promote compatibility between transportation improvements and planned land use and economic development patterns
- Minimize the environmental impact of future growth and transportation
- Improve the sustainability of communities through increased housing choice and reduced auto-dependency
- Ensure that mobility benefits positively affect low income residents
- Engage a diverse public in the development of the region's transportation system

EFFICIENCY, RESILIENCY, & INNOVATION



- Promote an efficient, reliable, and resilient regional transportation system
- Consider the impacts of technology on system demand and performance
- Make investments that improve flood resiliency
- Preserve and maintain the existing transportation system

FEDERAL/STATE/2045 LRTP GOALS MATRIX

The table below highlights the relationship between Federal, State, and Regional Transportation Planning Goals.

| FAST Act Planning Factors | VTRANS Planning Goals | HRTPD 2045 LRTP Objectives |
|---|---|--|
| Economic Vitality | | |
| Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | Economic Competitiveness and Prosperity | Support regional growth and productivity |
| Enhance travel and tourism | | Support efficient freight movement |
| | | Support accessibility for tourism |
| Safety and Security | | |
| Increase the safety of the transportation system for motorized and non-motorized users | Safety for All Users | Increase safety with an adaptive transportation system for all users, including minimizing conflicts between motorized and non-motorized modes |
| Increase the security of the transportation system for motorized and non-motorized users | | Ensure the security of the region's transportation infrastructure and its users |
| Connectivity and Accessibility | | |
| Increase the accessibility and mobility of people and freight | Accessible and Connected Places | Increase accessibility, connectivity and mobility of people and goods |
| Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight | | Provide a variety of transportation options that accommodates all users |
| | | Increase the coordination of the transportation system, across and between modes, for people and goods |
| | | Reduce delay and improve travel efficiency |
| | | Improve connectivity and reliability between the Peninsula and Southside |
| Sustainability - The Environment, Community, and Equity | | |
| Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns | Healthy Communities and Sustainable Transportation Communities | Protect and enhance the environment, promote energy conservation, and improve the quality of life |
| | | Promote compatibility between transportation improvements and planned land use and economic development patterns |
| | | Minimize the environmental impact of future growth and transportation |
| | | Improve the sustainability of communities through increased housing choice and reduced auto-dependency |
| | | Ensure that mobility benefits positively affect low income residents |
| | | Engage a diverse public in the development of the region's transportation system |
| Efficiency, Resiliency, & Innovation | | |
| Promote efficient system management and operation | Proactive System Management | Promote an efficient, reliable, and resilient regional transportation system |
| Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | | Consider the impacts of technology on system demand and performance |
| Emphasize the preservation of the existing transportation system | | Make investments that improve flood resiliency |
| | | Preserve and maintain the existing transportation system |

IDENTIFYING REGIONAL NEEDS

When identifying regional needs and developing transportation recommendations, it is essential to identify current and future transportation deficiencies that if improved, can help relieve congestion and/or improve safety, access, mobility, and connectivity, especially for underrepresented communities in the region. It is also important that candidate projects being evaluated for the LRTP are multimodal in nature and include suggestions for roadway, transit, and active transportation. By ensuring a balanced network, accessibility for all users improves.

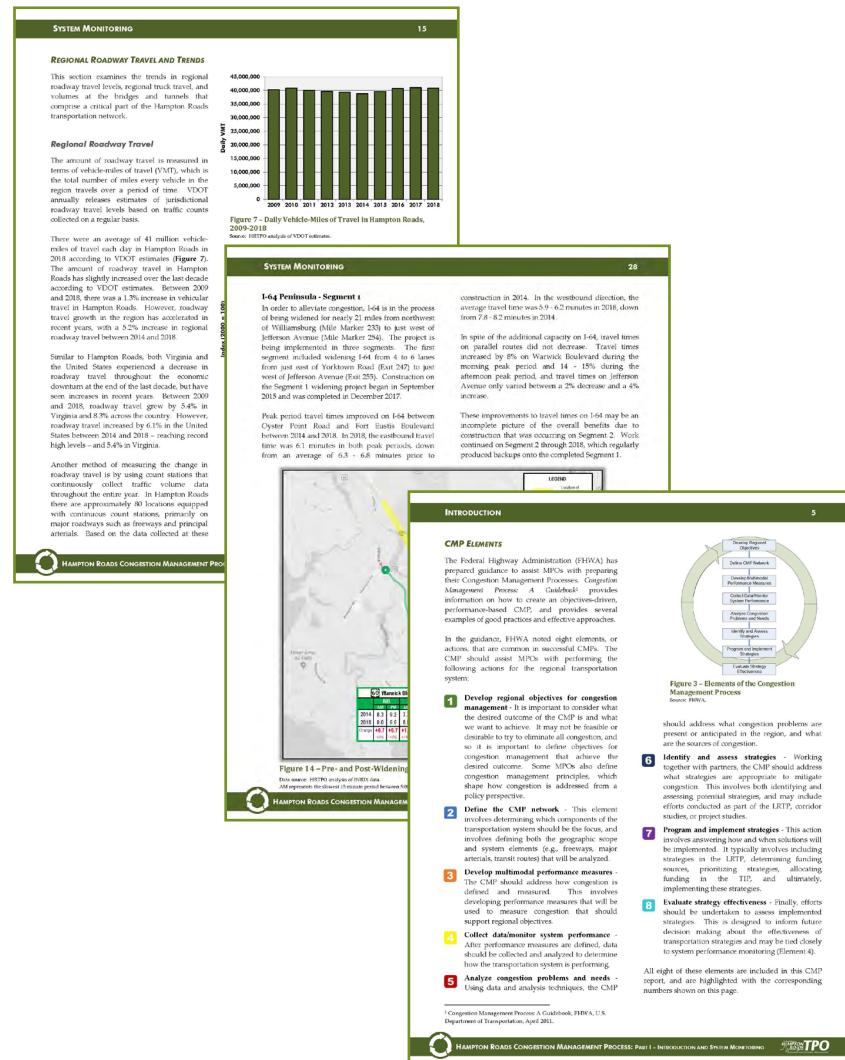
Furthermore, as the Hampton Roads region and the Port of Virginia continue to grow and place higher demands on the freight network, the condition and efficiency of freight movement in, out, and around the region will be a major contributor to the overall economic well-being of the area. Improvements on the region's major freight corridors will help facilitate the efficient movement of goods.

EXISTING CONDITIONS

As the MPO, the HRTPO develops and implements a **Congestion Management Process (CMP)** as an integrated part of the metropolitan transportation planning process. The Hampton Roads CMP is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide.

One of the primary components of the CMP is a comprehensive regional roadway congestion analysis of existing conditions, which identifies the most congested locations in the region. The CMP provides a thorough assessment of the roadway system in Hampton Roads for both the morning and afternoon peak periods, including levels and duration of congestion, total delay, travel time reliability, safety, and impacts to freight movement. The most congested corridors are ranked based on congestion and these other criteria. Finally, congestion mitigation strategies are identified and recommended for these congested locations. Among other HRTPO planning efforts, recommendations

from the CMP are considered when identifying candidate projects for the LRTP.



IDENTIFICATION OF CANDIDATE PROJECTS

Transportation improvements should be planned to improve critical connections between activity centers, provide alternative routing options, support additional travel modes, and help facilitate the efficient movement of goods into, out of, and around the region. To compile a broad list of regional needs to address these issues, in addition to examining the existing transportation network through the CMP and other regional planning efforts, coordination with stakeholders and the public is also essential. This outreach helps to ensure that the list of candidate projects being considered for inclusion in the 2045 LRTP is comprehensive and diverse.

To help guide the overall LRTP project selection process, a framework was developed outlining the collection of candidate projects, identification of committed projects, project screens, project evaluation, and fiscal constraint.

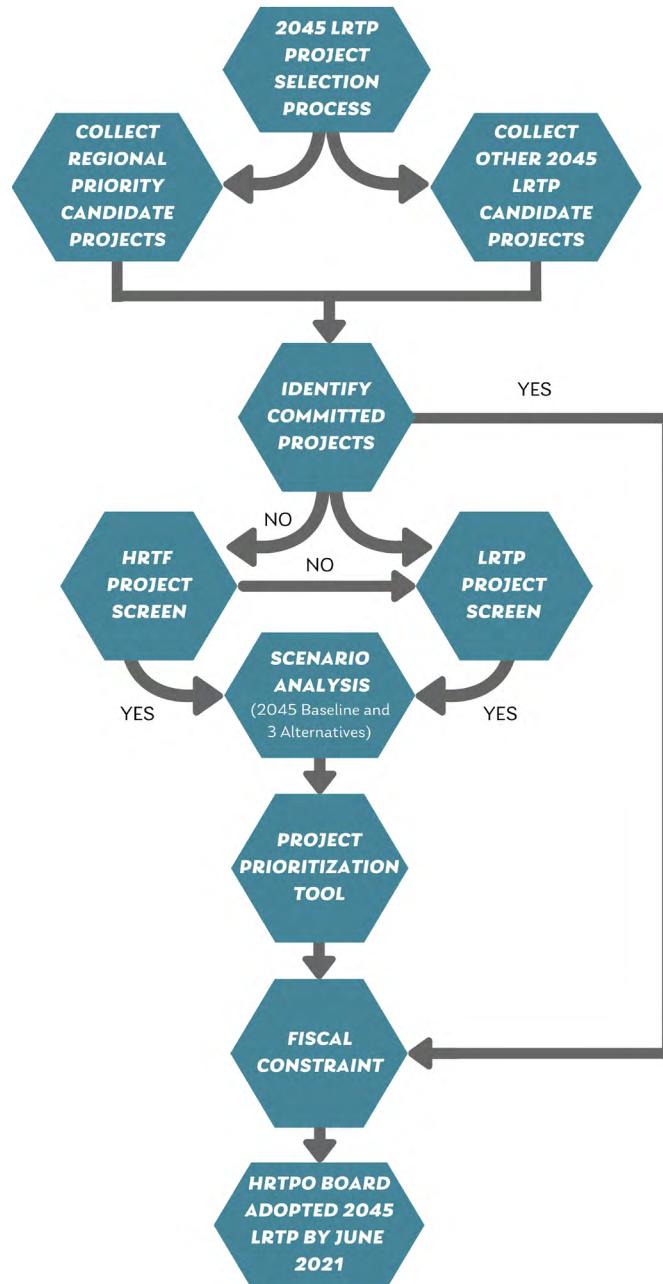
Collection of Candidate Projects

In order to determine the best alternatives to effectively address future regional needs, a draft list of candidate projects was developed, using various sources including:

- 2040 LRTP
- Regional Vision Plan
- HRTPO Planning Efforts (Congestion Management Process, Safety, Freight, etc.)
- Locality and regional stakeholder input received from HRTPO advisory and technical committees
- Public input received via web-based public survey

Through this process, 525 potential candidate projects were collected for consideration in the 2045 LRTP.

LRTP Project Selection Process



LRTP SCREENING PROCESS

Identification of Committed Projects

For the purposes of the LRTP, Committed Projects are defined as fully-funded transportation projects programmed for construction in the current Six-Year Improvement Program (SYIP). Committed Projects are generally either under construction or scheduled for construction in the near future. Because of their fully funded status, Committed Projects are not subject to Project Prioritization and are automatically included in the LRTP.

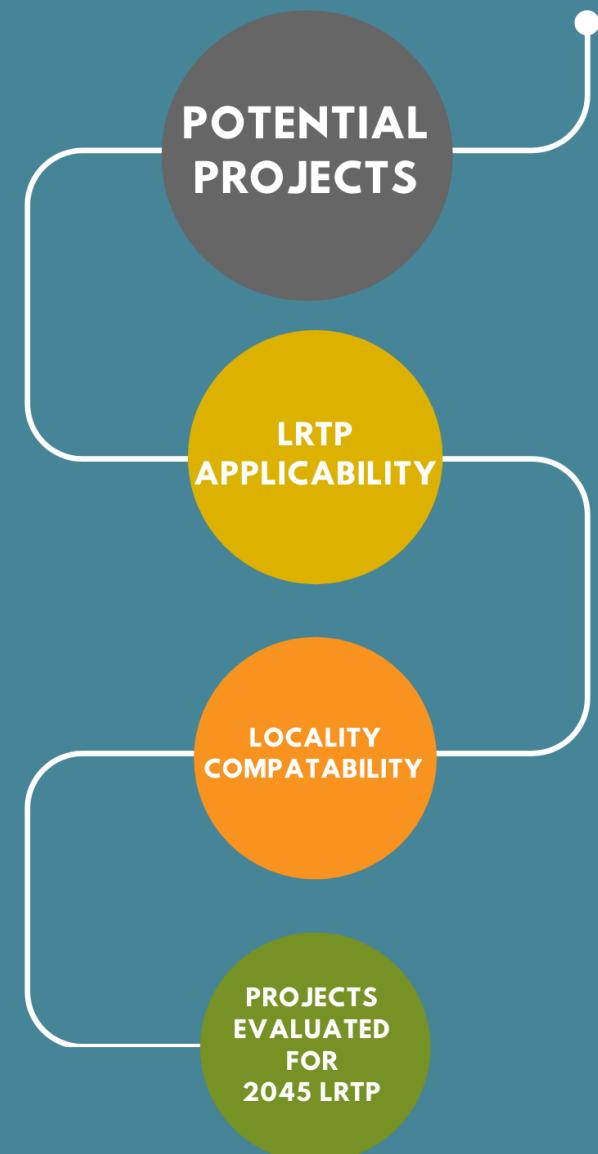
LRTP Screening Process

In coordination with the LRTP Subcommittee, a two-part screening process was applied to ensure potential candidate projects were applicable for inclusion in the LRTP and were compatible with local Comprehensive Plans.

For the LRTP Applicability screen, HRTPO staff reviewed candidate project submissions through a regional significance lens. Projects deemed regionally significant are required to be included in the LRTP; however, smaller scoped projects (such as turn lanes, signal improvements, intersection projects, etc.) do not have to be individually listed in the Plan and are thus considered to be consistent with the LRTP. HRTPO staff also checked for sufficient project information to ensure candidate projects could be properly evaluated and looked for duplication/overlap with other candidate project submissions.

For the Locality Compatibility screen, LRTP Subcommittee members reviewed candidate project submissions to ensure project suggestions are compatible with local Comprehensive Plans.

After applying the LRTP project screening process, approximately 300 multimodal candidate projects remain to be evaluated for inclusion in the 2045 LRTP.



Public Comments

The draft list of candidate projects was made available for public review and comment between January 16, 2020 and February 14, 2020. To assist in obtaining the public's feedback, a short survey was posted on the HRTPO website asking respondents if they think the candidate projects will:

- Provide congestion relief
- Lead to greater connectivity
- If there are any other major candidate projects missing from the list

Public comments were received from the Southern Environmental Law Center (SELC). In addition to HRTPO staff responding directly to concerns expressed by SELC, their comments were also presented to the LRTP Subcommittee at its March 4, 2020 Meeting. Based on feedback received at that meeting, the 2045 LRTP Candidate Project list was modified.

The comments submitted by SELC and the associated responses can be found in [**APPENDIX B**](#).

HRTPO Board Approval

After extensive stakeholder review, the HRTPO Board, at its February 20, 2020 meeting, approved the 2045 Long-Range Transportation Plan Candidate Projects list.

The full list of 2045 LRTP Committed and Candidate Projects can be found in [**APPENDIX C**](#). As projects are evaluated and data is collected, candidate projects may be modified (e.g. termini or scope changed), added, or removed as necessary to complete the 2045 LRTP.

2045 LRTP CANDIDATE PROJECTS

ROADWAY CANDIDATE PROJECTS

HIGHWAY



163



INTERCHANGE



28

BRIDGE/TUNNEL



9

INTERMODAL



7

TRANSIT CANDIDATE PROJECTS



19

ACTIVE TRANSPORTATION CANDIDATE PROJECTS

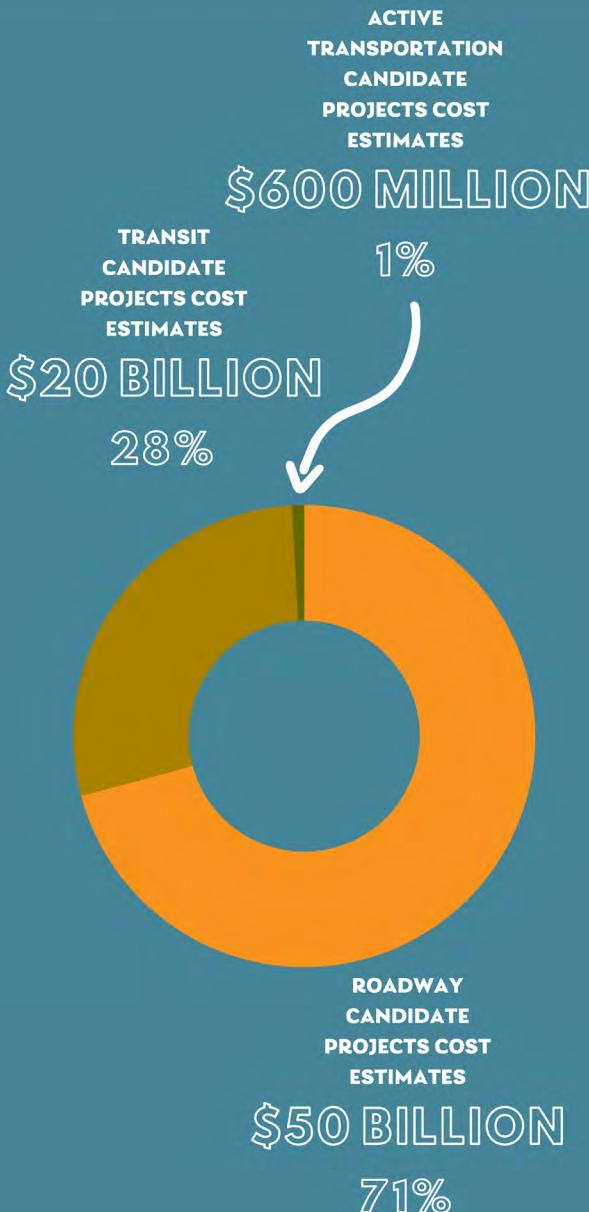


56

TOTAL CANDIDATE PROJECTS

282

CANDIDATE PROJECTS TOTAL ESTIMATE: \$70 BILLION



2045 LRTP CANDIDATE PROJECTS

Of the approximate 300 candidate projects being considered for inclusion in the 2045 LRTP, roadway candidate projects comprise much of the list – not surprising since it is the most heavily used transportation mode in the region. However, feedback from the public and other stakeholders indicates a great demand for enhanced transit, bicycle, and pedestrian facilities, as well as an improved freight network to support regional and statewide economic initiatives. Therefore, it is important to note that improvements to the roadway network can also benefit future transit opportunities, freight movement, and where safely possible, active transportation facilities that enhances the movement of non-driving modes.

The 2045 LRTP Candidate Projects, totaling approximately \$70 Billion, include project suggestions that increase roadway capacity, expand bridges and tunnels, improve interchange design and flow, enhance public transportation options, expand active transportation infrastructure, and provide for a summary of the 2045 LRTP Candidate Projects by mode can be found on the following page.

Maps of the 2045 LRTP Candidate Projects are on pages 17-21, categorized by transportation mode. To view an online version, click on the map below.

2045 Long-Range Transportation Plan: CANDIDATE Projects

1 HRTPO Overview

Hampton Roads is home to more than 1.7 million residents and is projected to grow to over 2 million by the year 2045. The region is among the 40 largest Metropolitan Statistical Areas in the country, and the sixth largest in the southeast.

As the region's Metropolitan Planning Organization, one of the core functions of the HRTPO is to develop, approve and maintain a fiscally-constrained long-range transportation plan (LRTP). With a planning horizon of 20 years, the LRTP serves as the blueprint for enhancing the region's multimodal transportation system.

The LRTP CANDIDATE projects in these maps were collected through a collaborative regional effort which included the public. Candidate projects will be evaluated through alternative future scenarios in an effort to identify those projects that provide the most benefit to the region regardless of which future assumption is analyzed.

LRTP candidate projects have been grouped into the following categories:

- Highway/Interchange
- Bridge/Tunnel
- Active Transportation
- Transit
- Intermodal

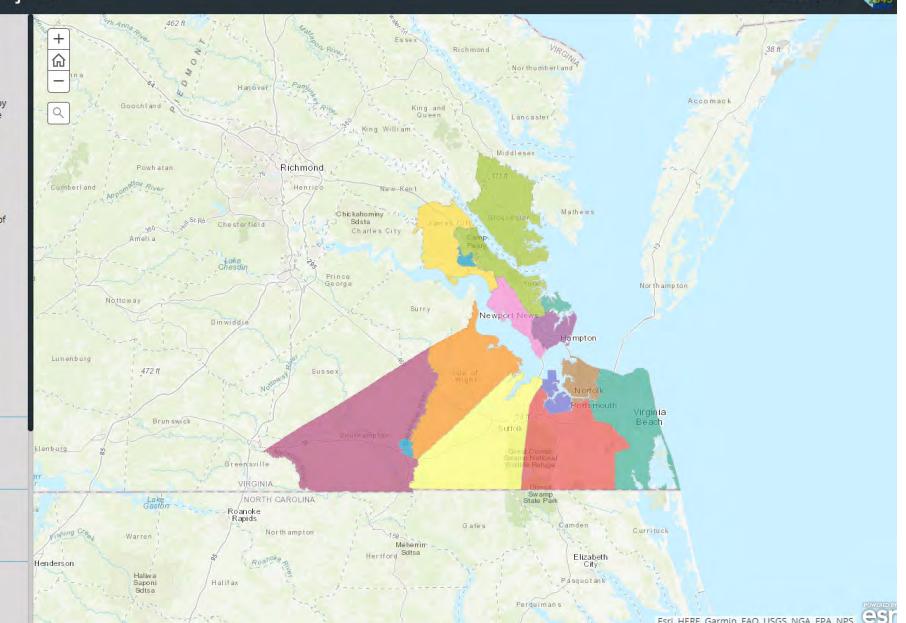
In order to align with potential funding sources, projects are organized into these categories for the HRTPO's project prioritization tool. The following maps highlight the categories and their candidate projects and the last tab includes information on Next Steps.

For a list of all these projects, please [click here](#) to access a PDF.

2 Using the Interactive Map

3 2045 LRTP Highway and Interchange Candidate Projects

4 2045 LRTP Bridge and Tunnel Candidate Projects



207 ROADWAY CANDIDATE PROJECTS

As growth occurs and travel demand continues to increase, roadway improvements are needed to manage traffic congestion, improve safety, and enhance the movement of goods in the region. Candidate project suggestions include new/expanded bridges and tunnels, new river crossings, new/improved interchanges, additional roadway capacity, improved freight corridors, new access to port facilities, and removing bottlenecks such as at-grade intersections.

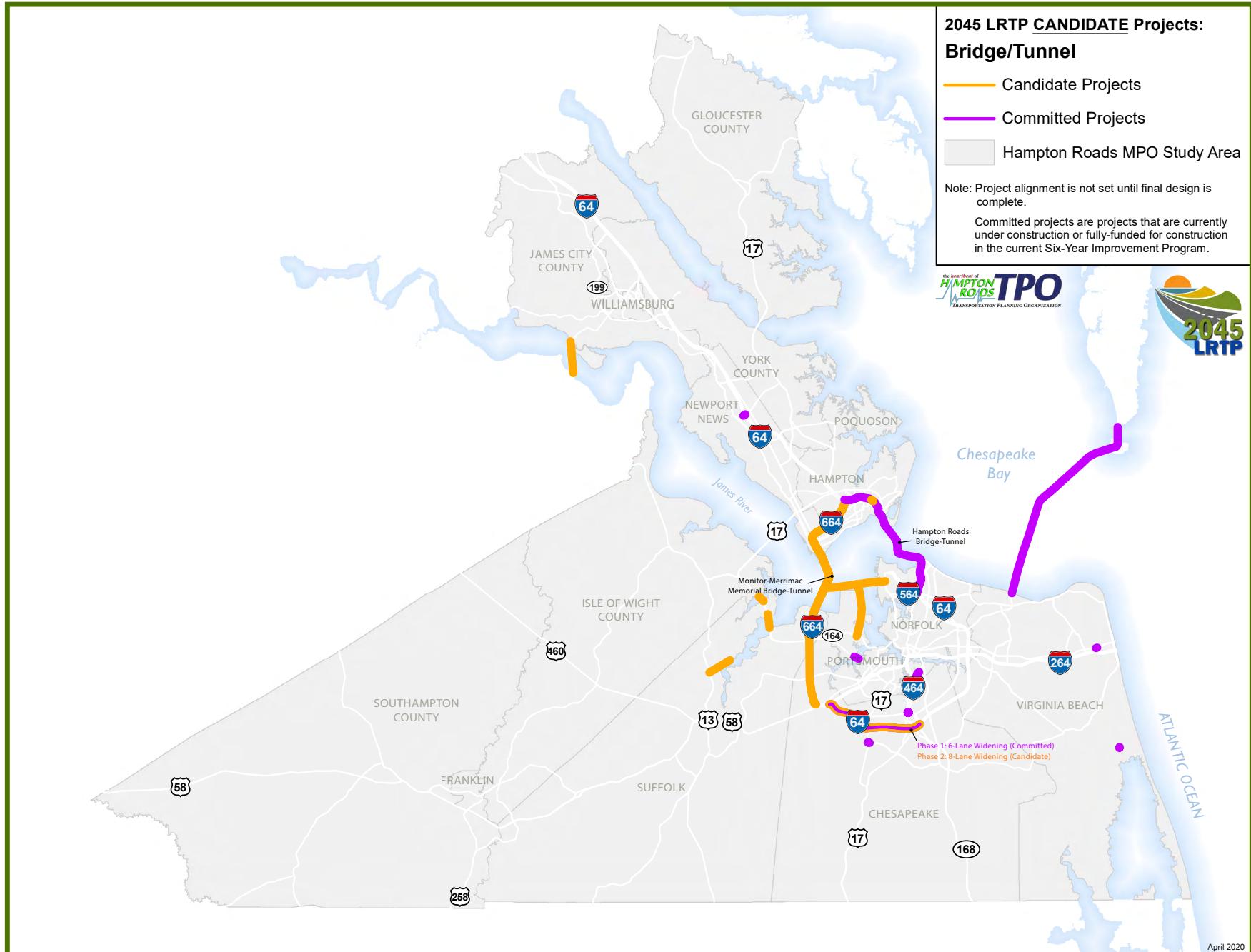
19 TRANSIT CANDIDATE PROJECTS

Public Transit is all forms of shared transportation that are available to the public. In Hampton Roads, this includes bus, light rail, ferry, and paratransit (for travelers with special needs). Improving transit in the region is a key concern of many of our survey respondents. Several suggestions for expanded transit service include fixed-guideway, ferry, and rail commuting connections. While not all these projects can be properly evaluated at this time using the region's Project Prioritization Tool due to lack of project information, the interest from residents is noted and may initiate specific regional studies for transit expansion. HRTPO staff also proposes focusing investment on a "public transit backbone"—providing higher frequency, service hours consistent across city limits, and shelters at warranted stops—on a limited set of primary routes running where public transit is most needed.

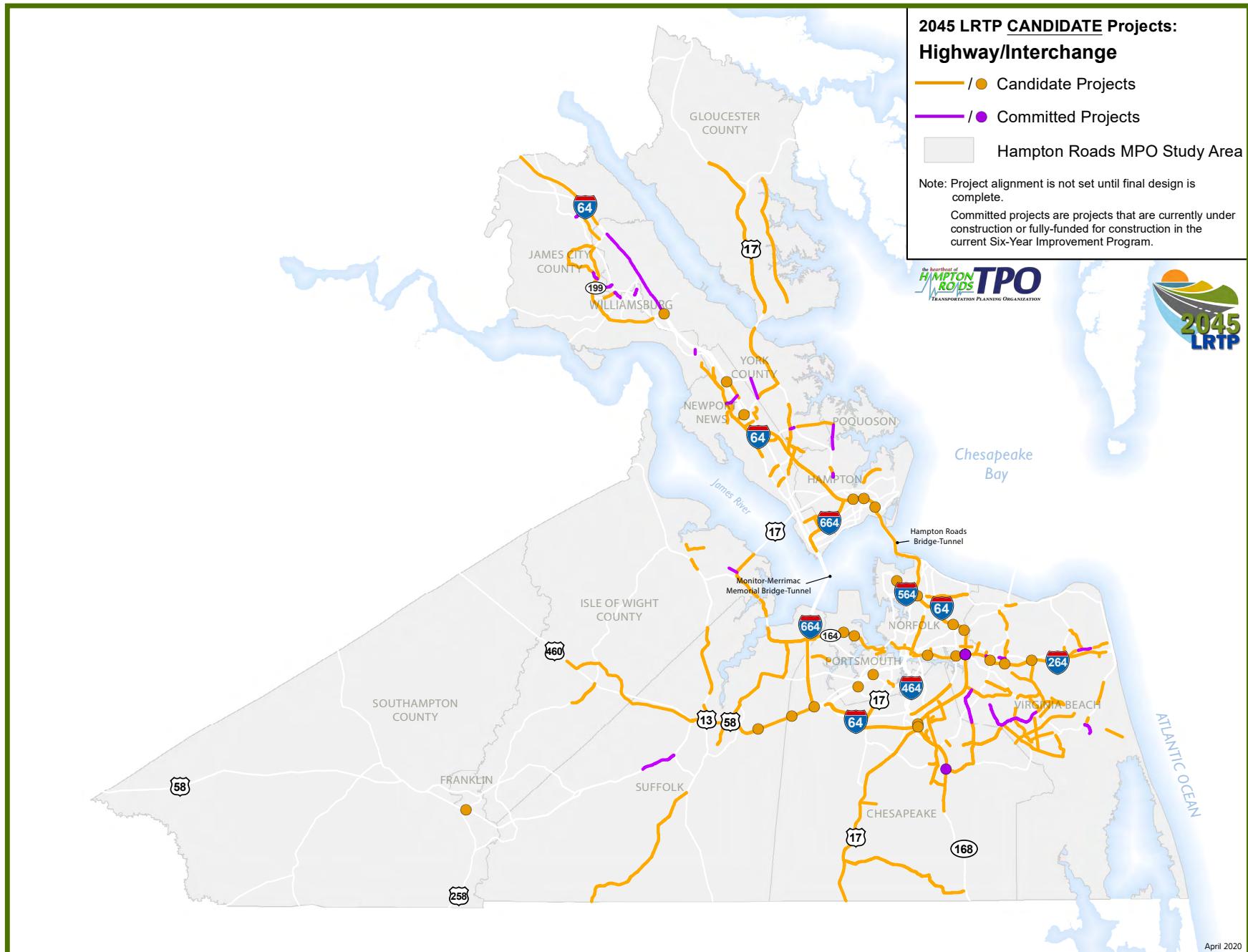
56 ACTIVE TRANSPORTATION CANDIDATE PROJECTS

Enhancing the regional active transportation network in the region is also a key concern of many survey respondents. Suggestions for projects include regional trails, multi-use shared paths, and bike lanes. In addition to the LRTP planning process, the HRTPO has been working to create better walking and bicycling connections for many years. In March 2020, the HRTPO Board approved *Linking Hampton Roads: A Regional Active Transportation Plan* for the region. This plan represents a multiyear effort to provide a clear structure for the development of new facilities, programs, and policies that will link our region with better active transportation facilities and promote active and healthy lifestyles throughout Hampton Roads.

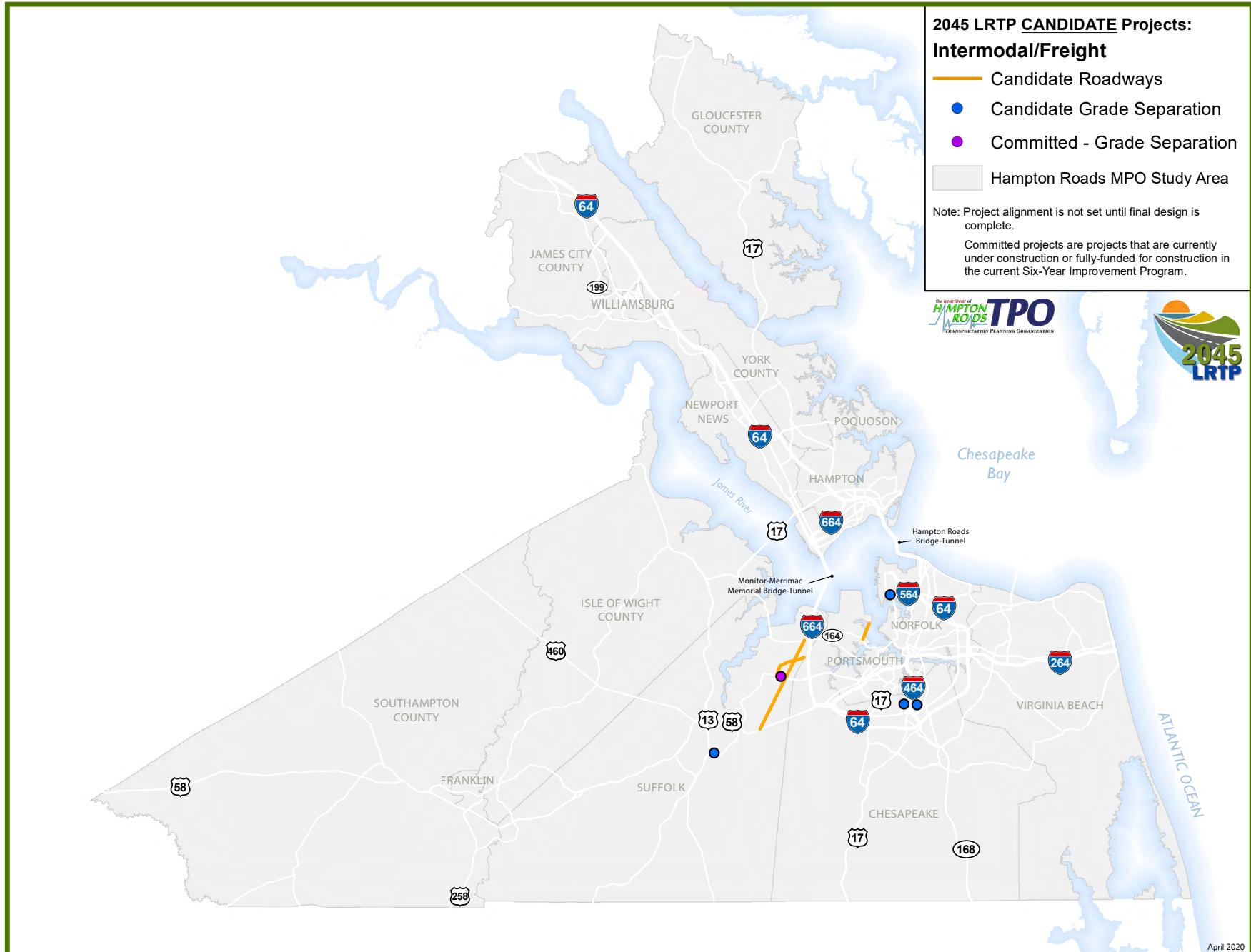
2045 LRTP CANDIDATE PROJECT MAPS



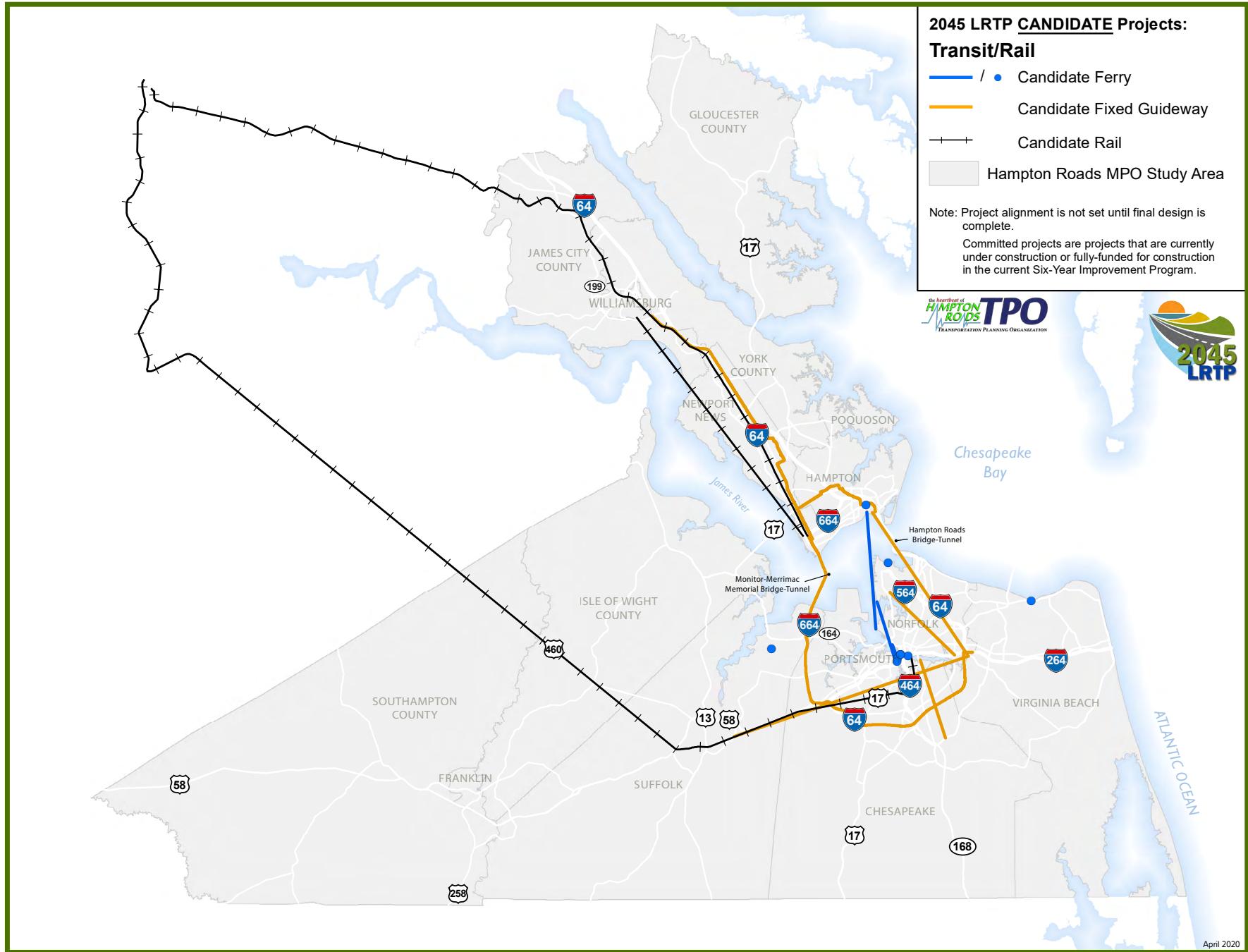
2045 LRTP CANDIDATE PROJECT MAPS



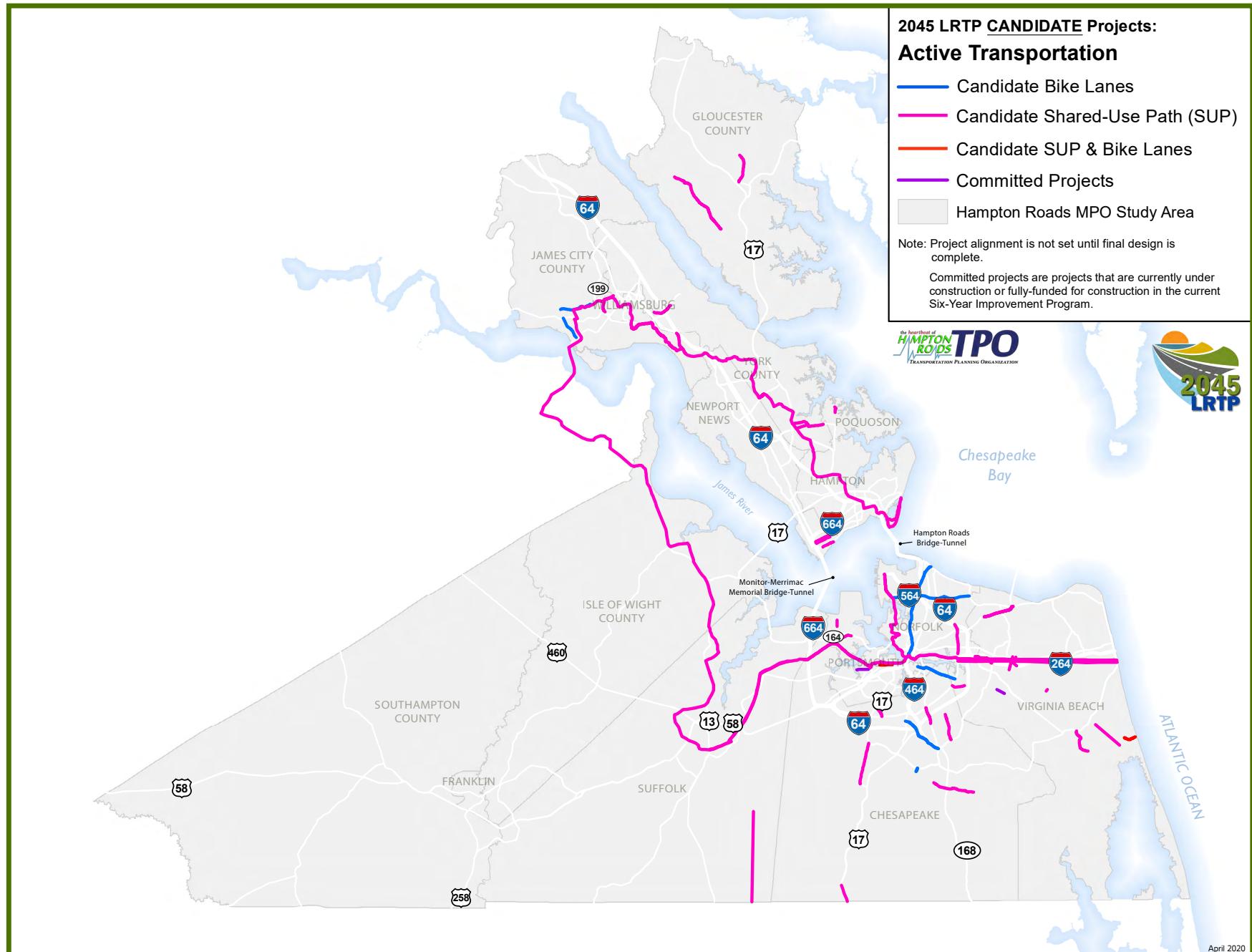
2045 LRTP CANDIDATE PROJECT MAPS



2045 LRTP CANDIDATE PROJECT MAPS



2045 LRTP CANDIDATE PROJECT MAPS



CANDIDATE PROJECT ANALYSIS

HRTP staff uses the regional Project Prioritization Tool to evaluate and score candidate projects being considered for inclusion in the LRTP. As mentioned earlier in this report, the HRTP Project Prioritization Tool was developed to assist regional decision-makers in prioritizing transportation projects based on technical merits and regional benefits. Using objective, data-driven measures, the Tool produces scores for Project Utility (project effectiveness), Economic Vitality (potential for economic gain), and Project Viability (project readiness and sustainability).

The evaluation of candidate projects by the Project Prioritization Tool for each alternative scenario will be described in depth in a future report. This section describes some of the preliminary analysis developed using the regional travel demand model and spatial overlay analyses.

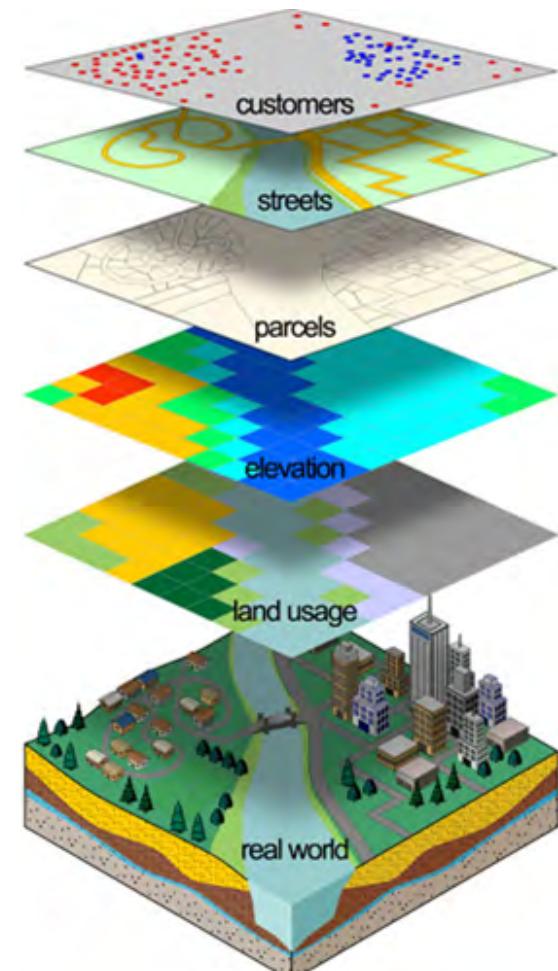
FORECASTED CONDITIONS

Candidate projects are evaluated using the regional travel demand model, a computer-based planning tool designed to simulate travel. This analysis allows planners to see how travel might look in the region if improvements to the regional infrastructure are not made, thereby highlighting where future deficiencies might occur.

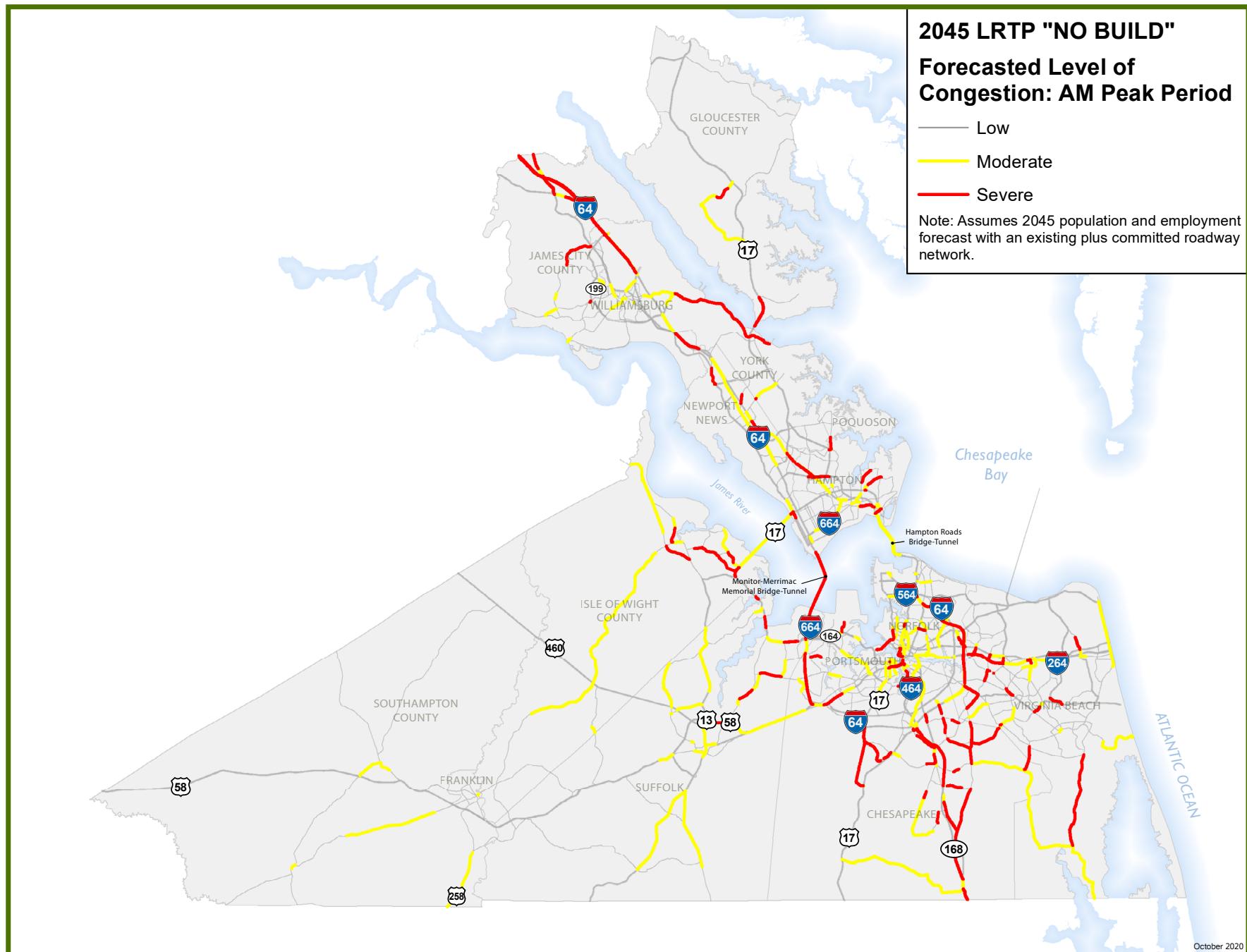
To accomplish this task, a “No-Build” highway network is created including only an Existing and Committed transportation network. Next, the travel demand model uses the 2045 Socioeconomic Forecast (for the 2045 baseline and three additional Greater Growth scenarios) to place where people are projected to live and work in the year 2045. These inputs help to identify which roads will be near or over capacity by 2045. This forecasted congestion data along with other model outputs will be input data into the scenario planning evaluation and project prioritization process.

SPATIAL OVERLAY ANALYSIS

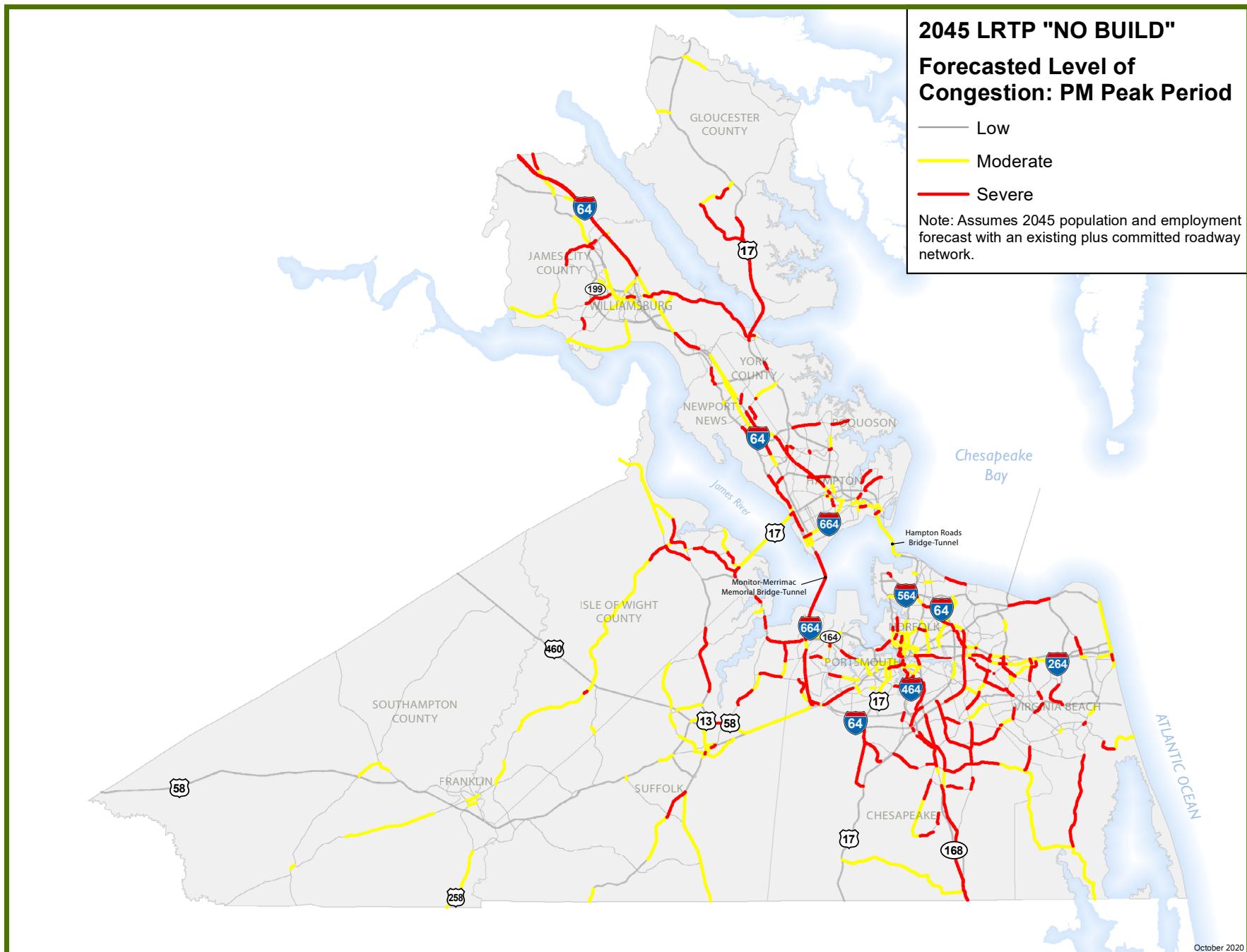
For the proximity, accessibility, and potential impact measures of the HRTP Project Prioritization Tool, an overlay analysis using Geographic Information Systems (GIS) was employed. GIS is a framework for gathering, managing, and analyzing spatial data. Overlay analysis integrates spatial data (location, size, and shape) with information about the environment (e.g., land use, density, demographics, natural resources, etc.) to help assess potential benefits and/or impacts. Results from the overlay analysis will be input into the Project Prioritization Tool.



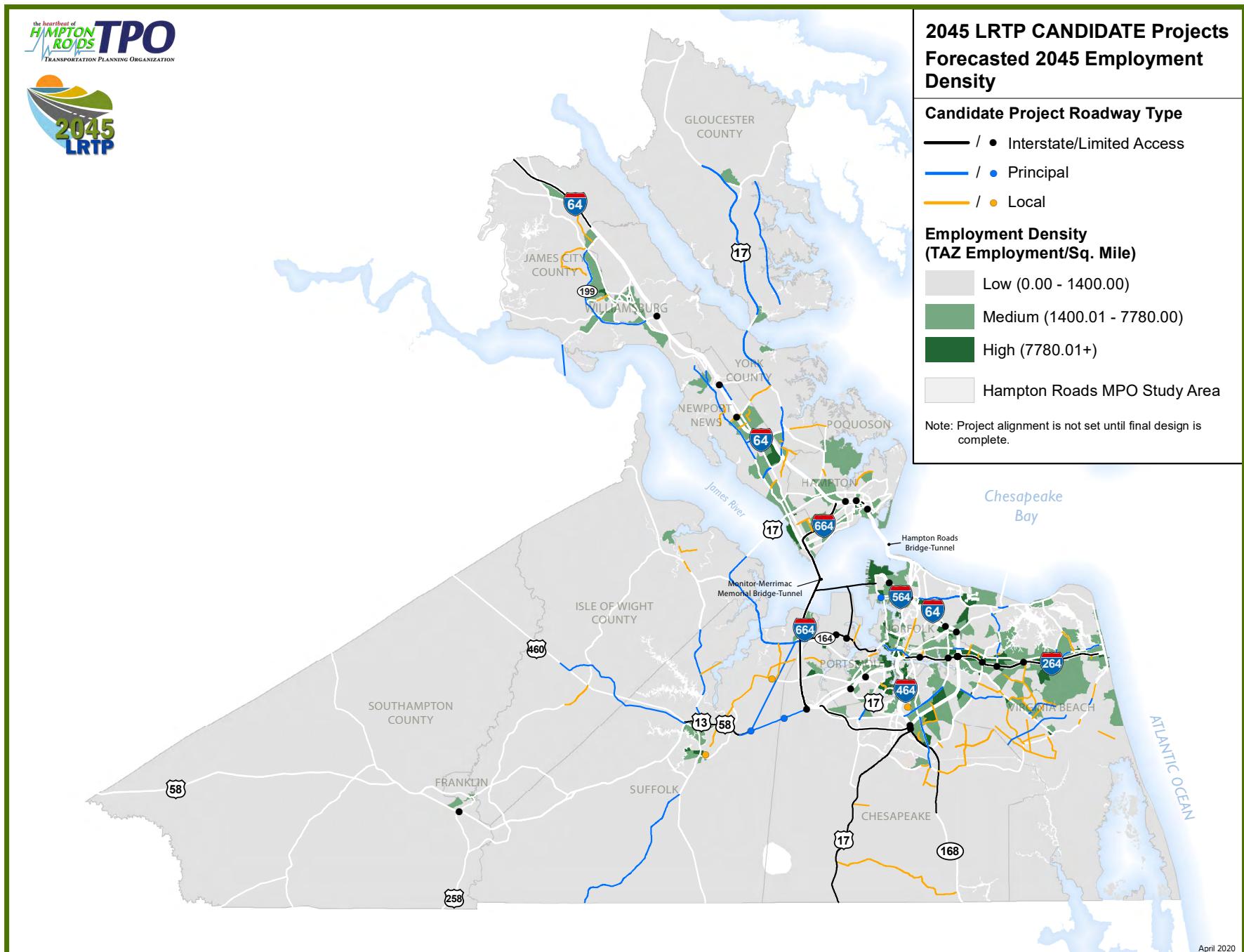
2045 LRTP NO BUILD FORECASTED LEVEL OF CONGESTION: AM PEAK PERIOD MAP



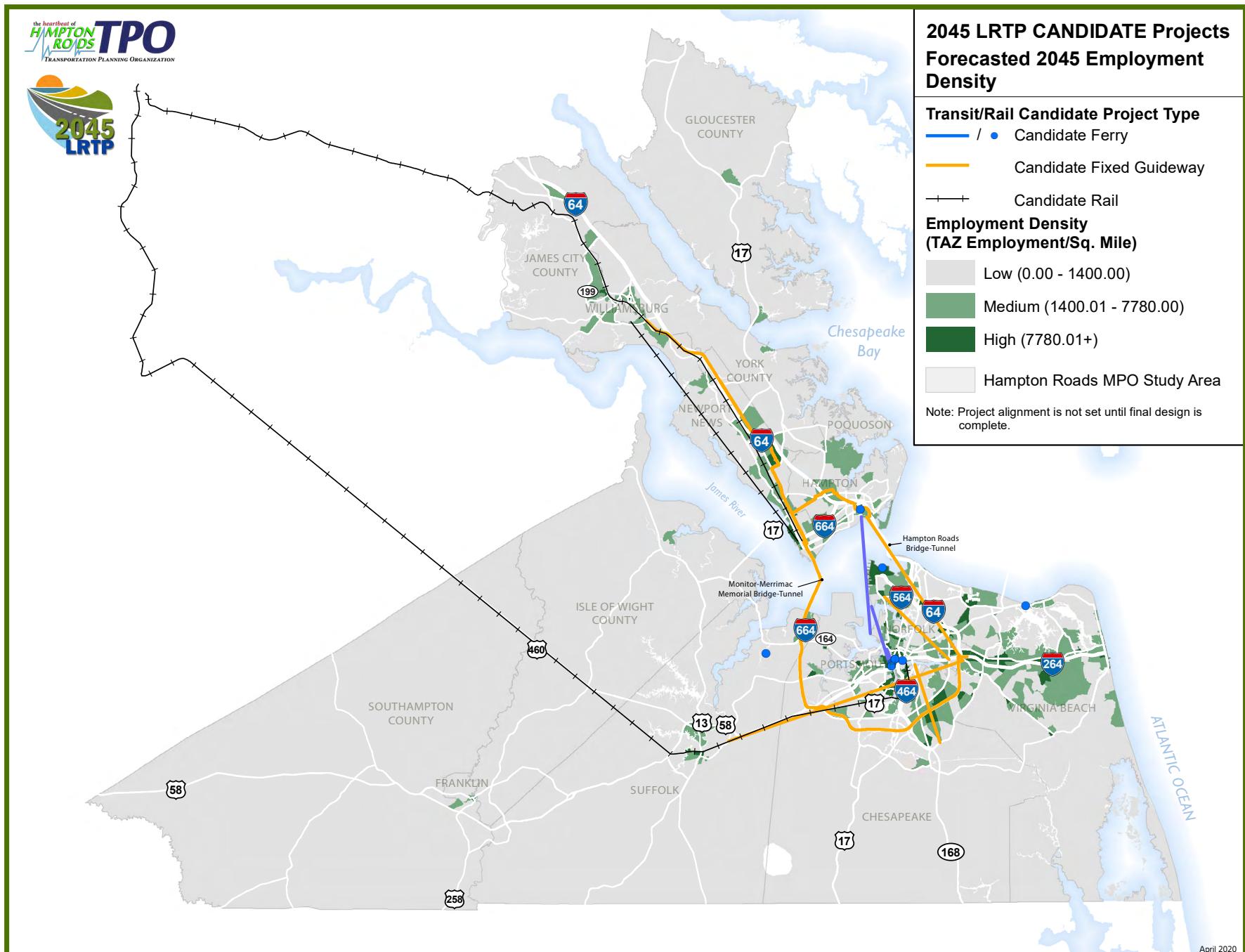
2045 LRTP NO BUILD FORECASTED LEVEL OF CONGESTION: PM PEAK PERIOD MAP



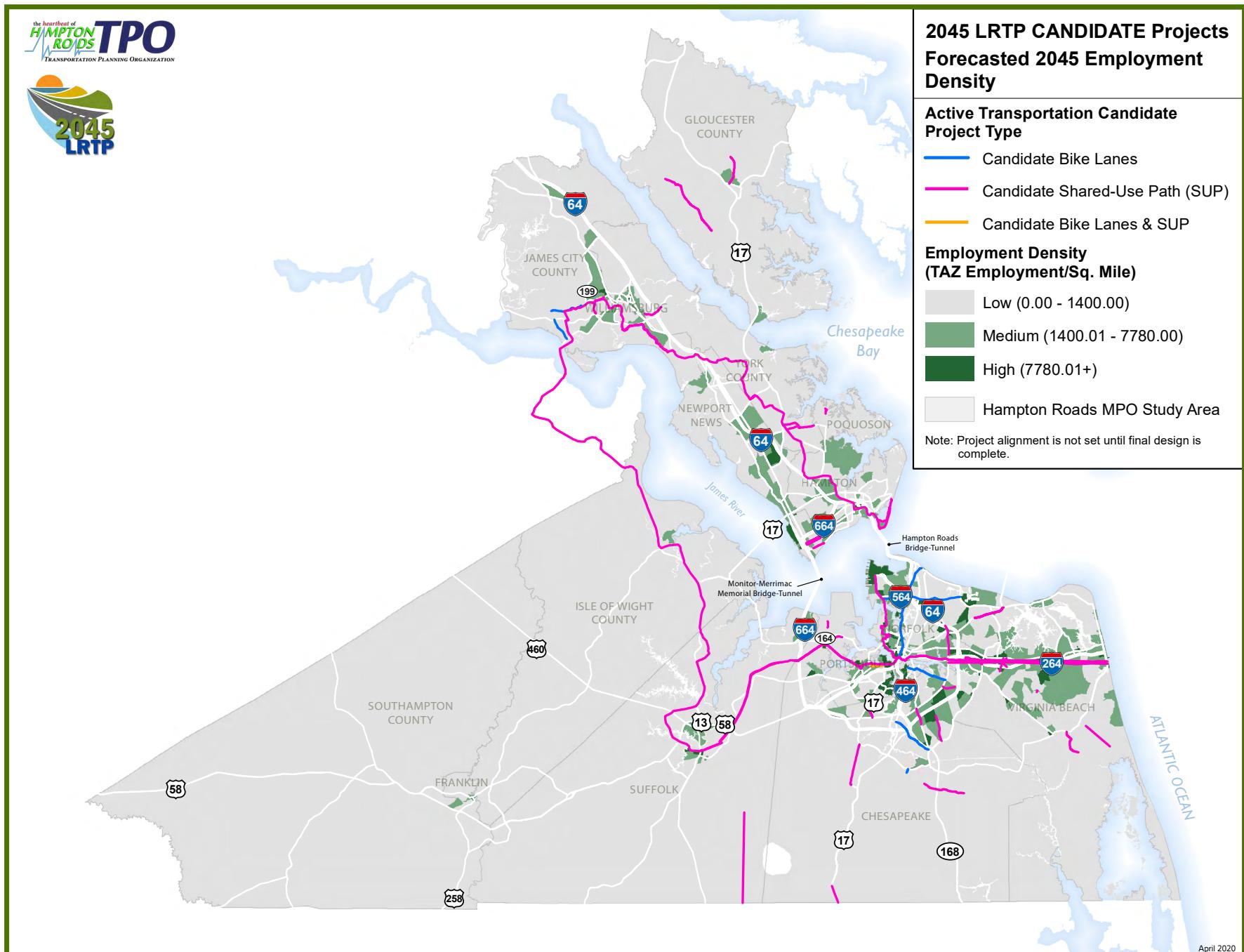
2045 LRTP SPATIAL OVERLAY MAPS



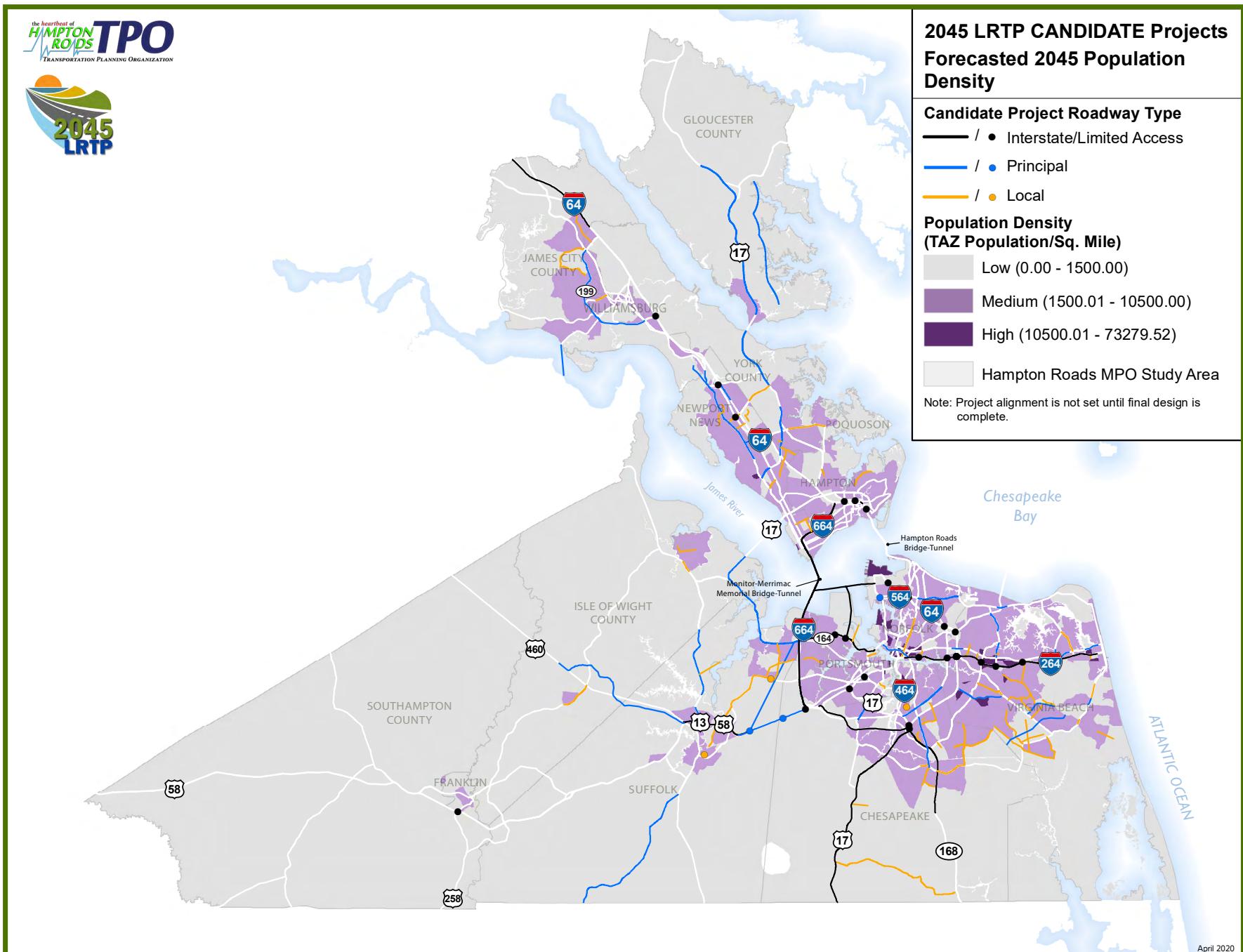
2045 LRTP SPATIAL OVERLAY MAPS



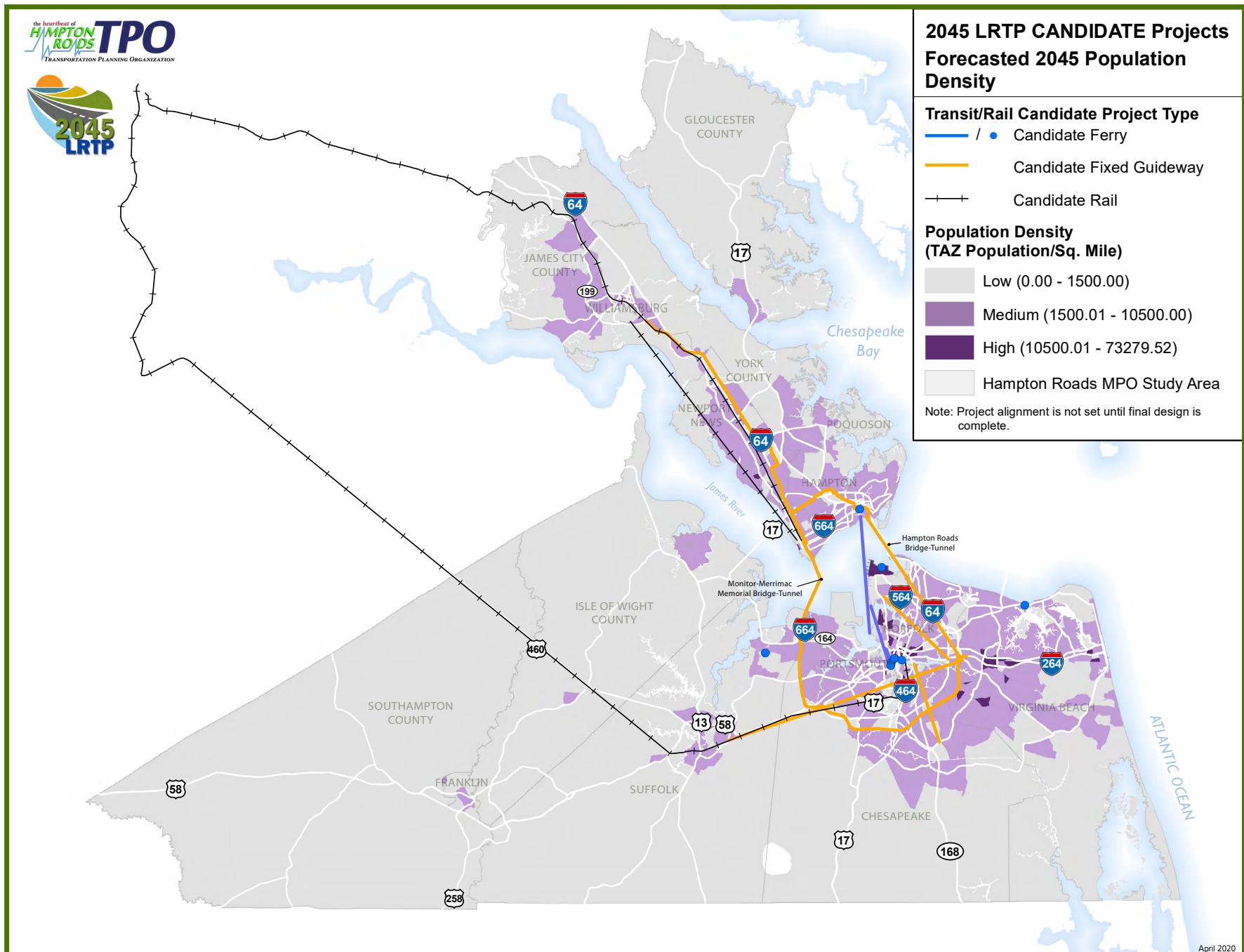
2045 LRTP SPATIAL OVERLAY MAPS



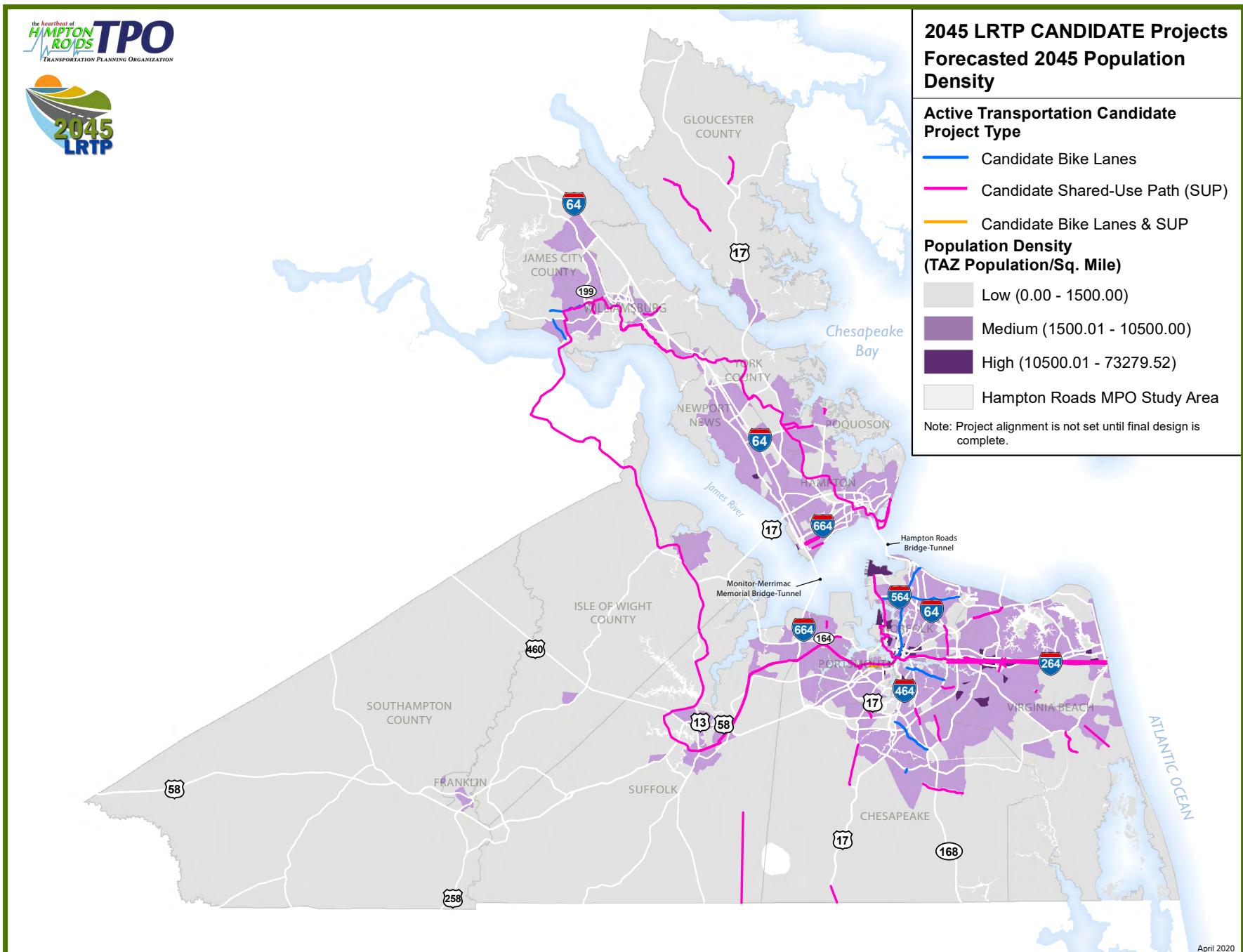
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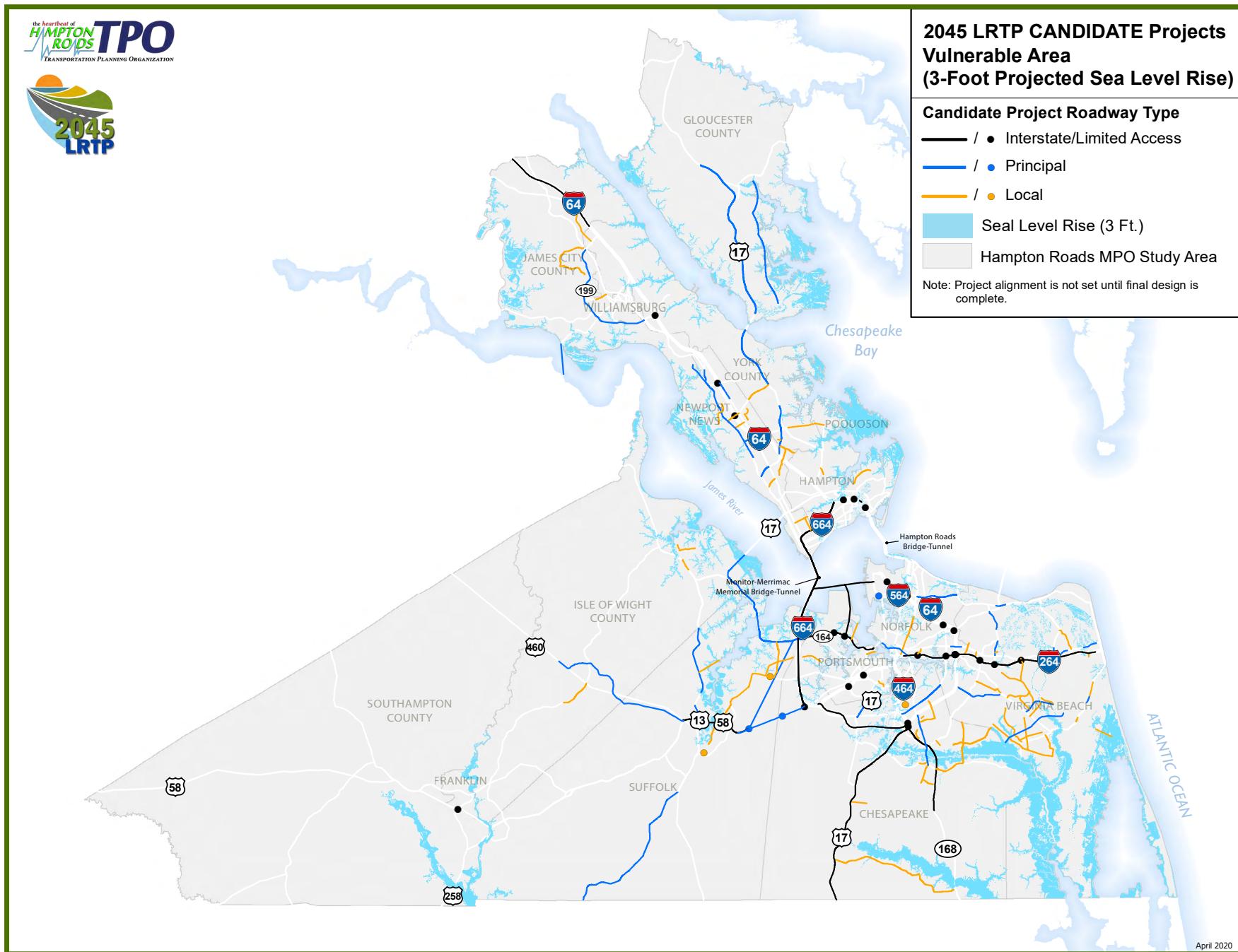
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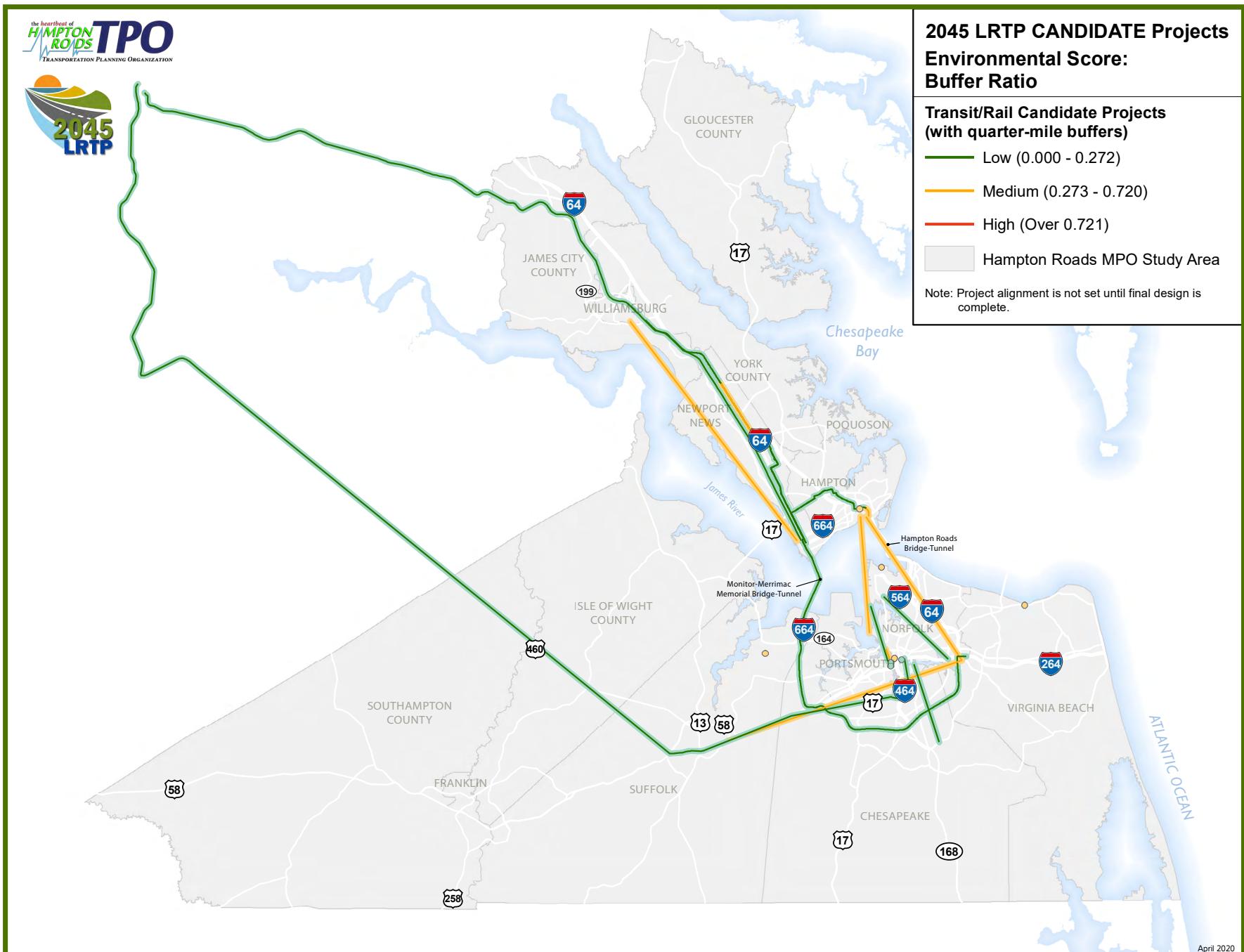
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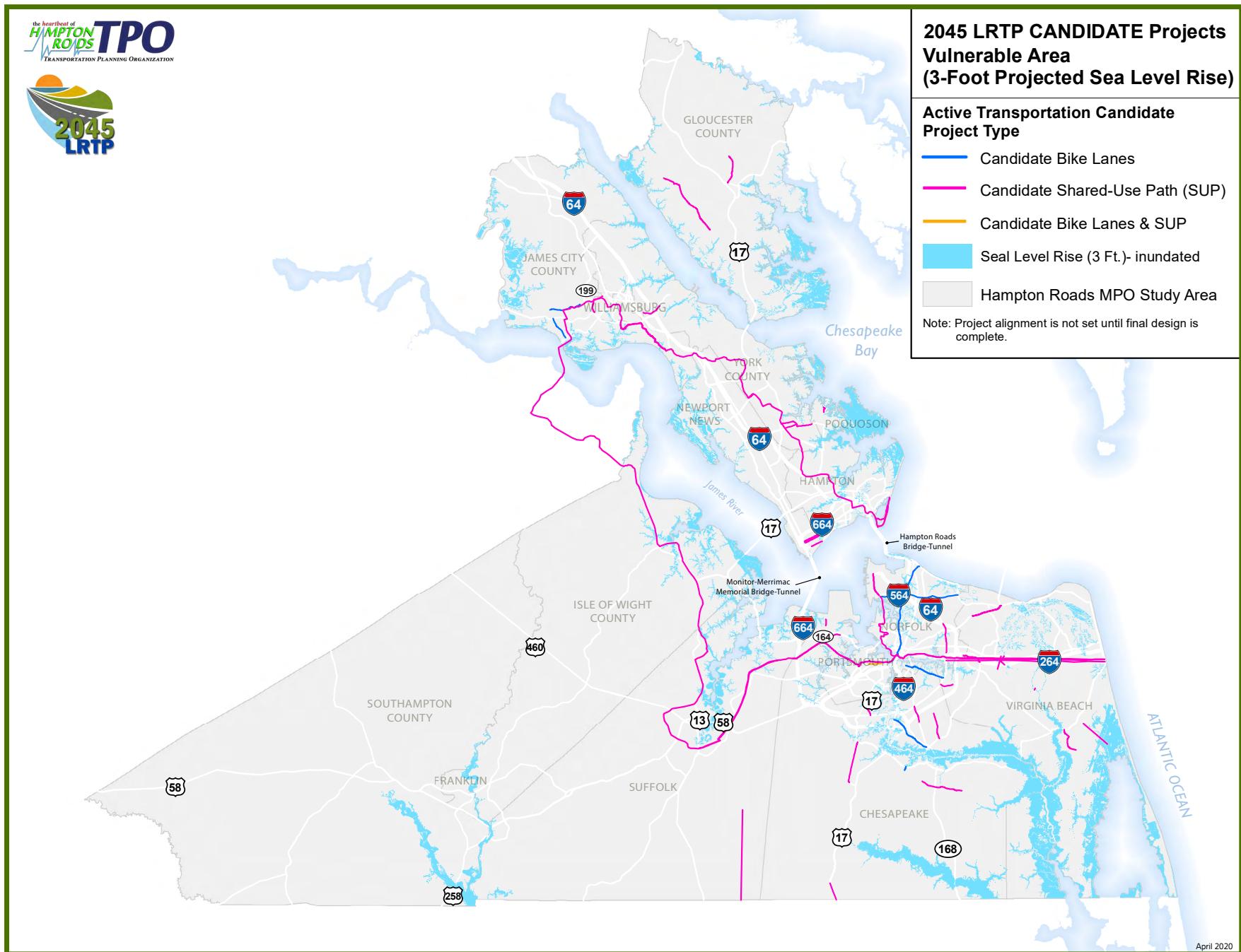
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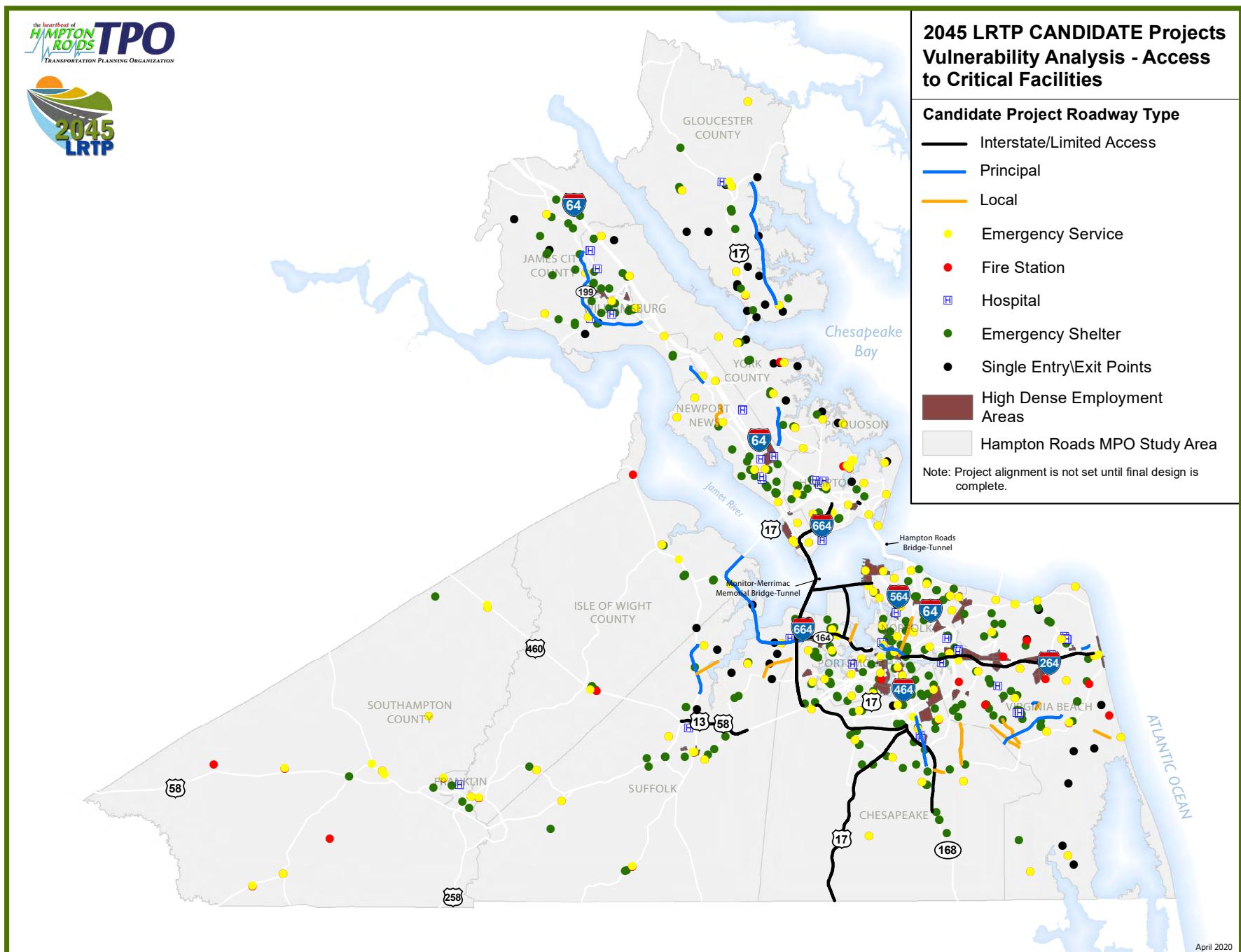
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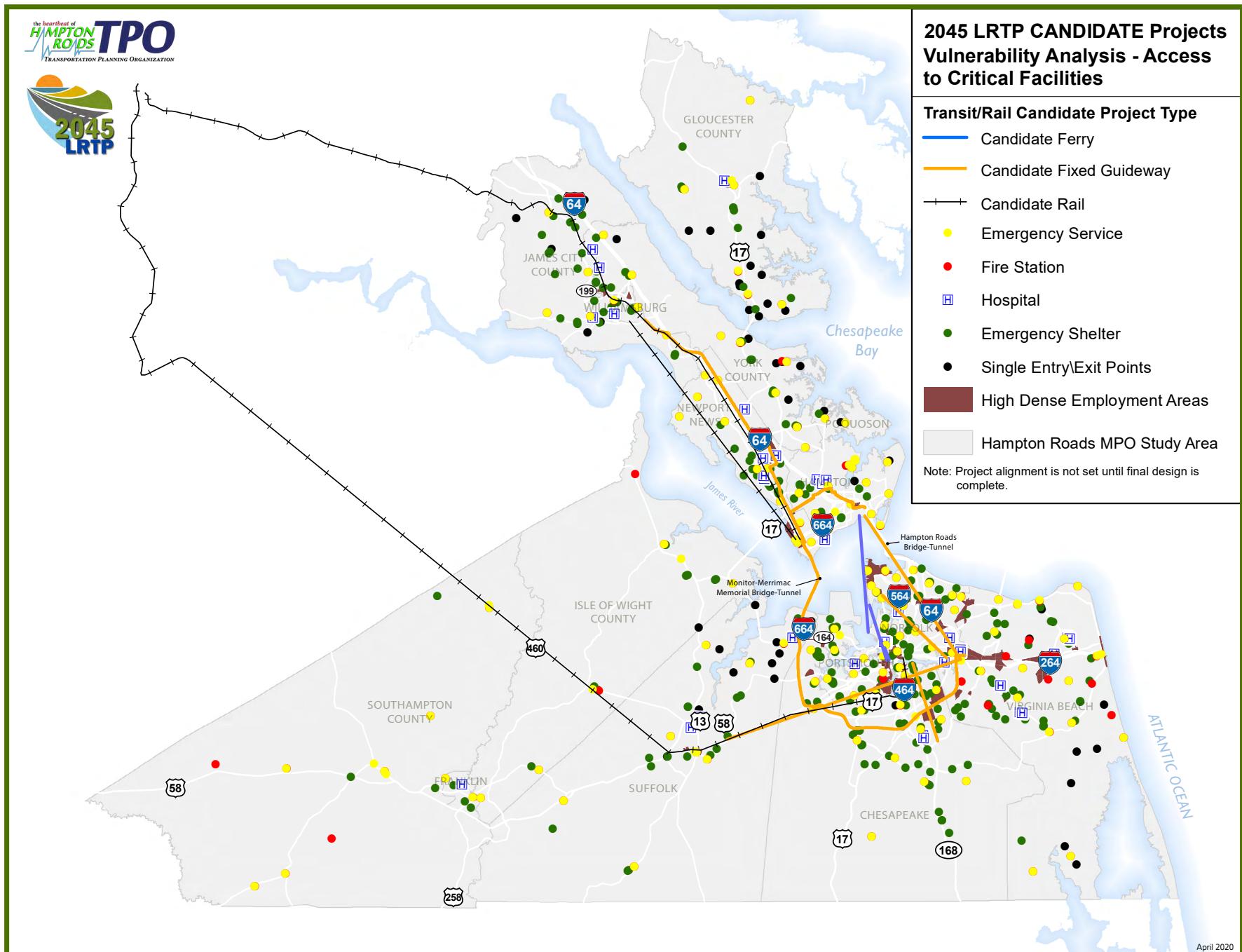
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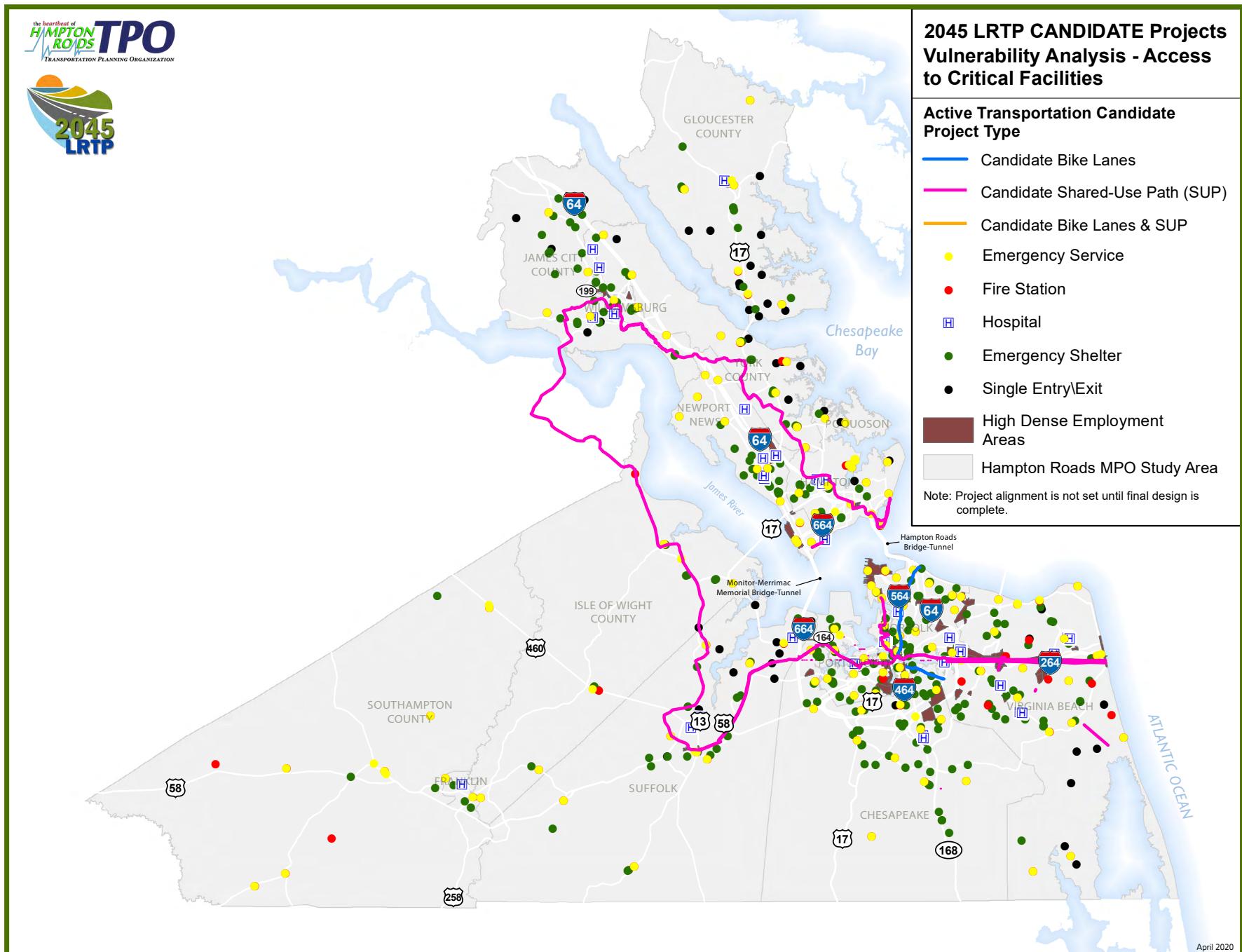
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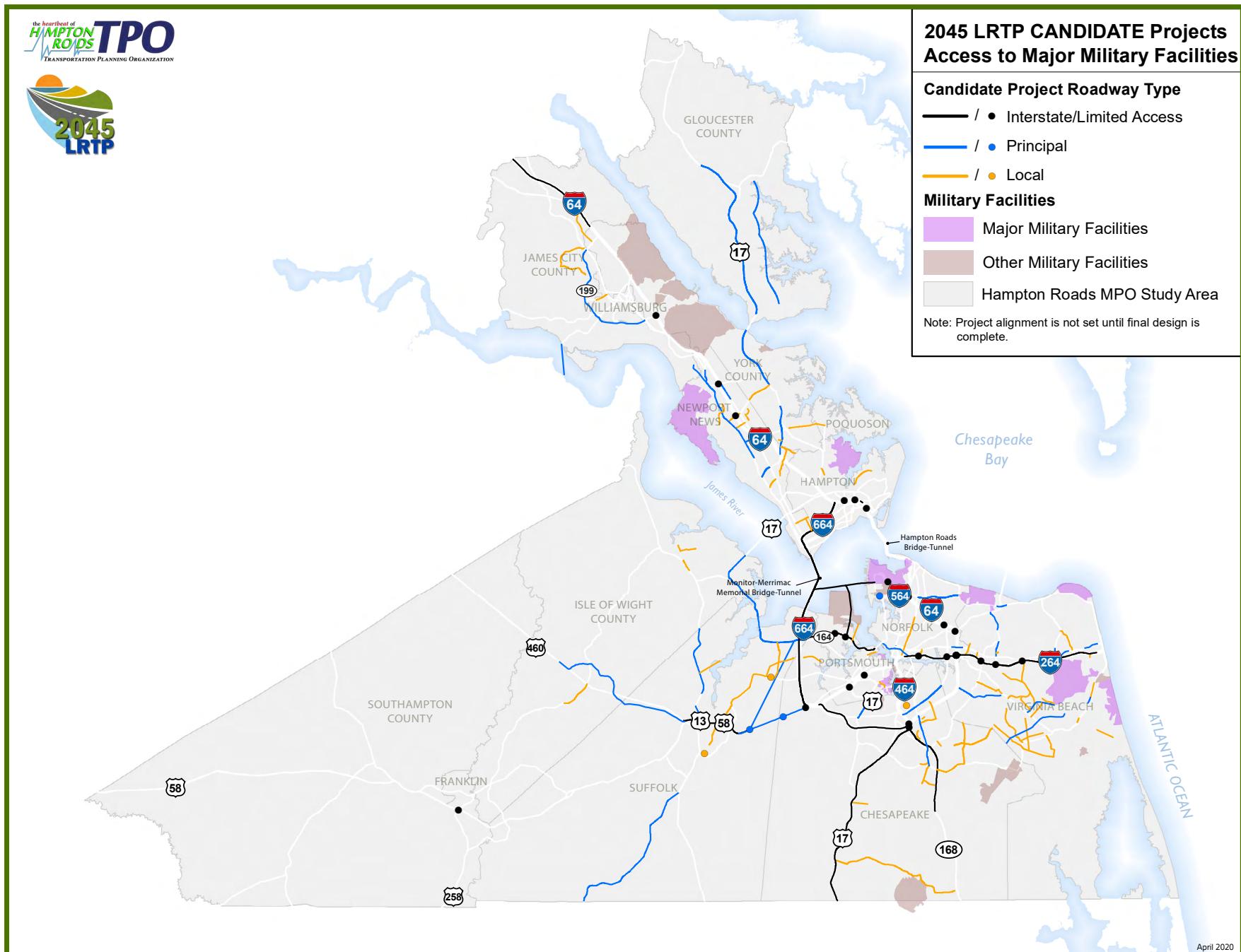
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2045 LRTP SPATIAL OVERLAY MAPS

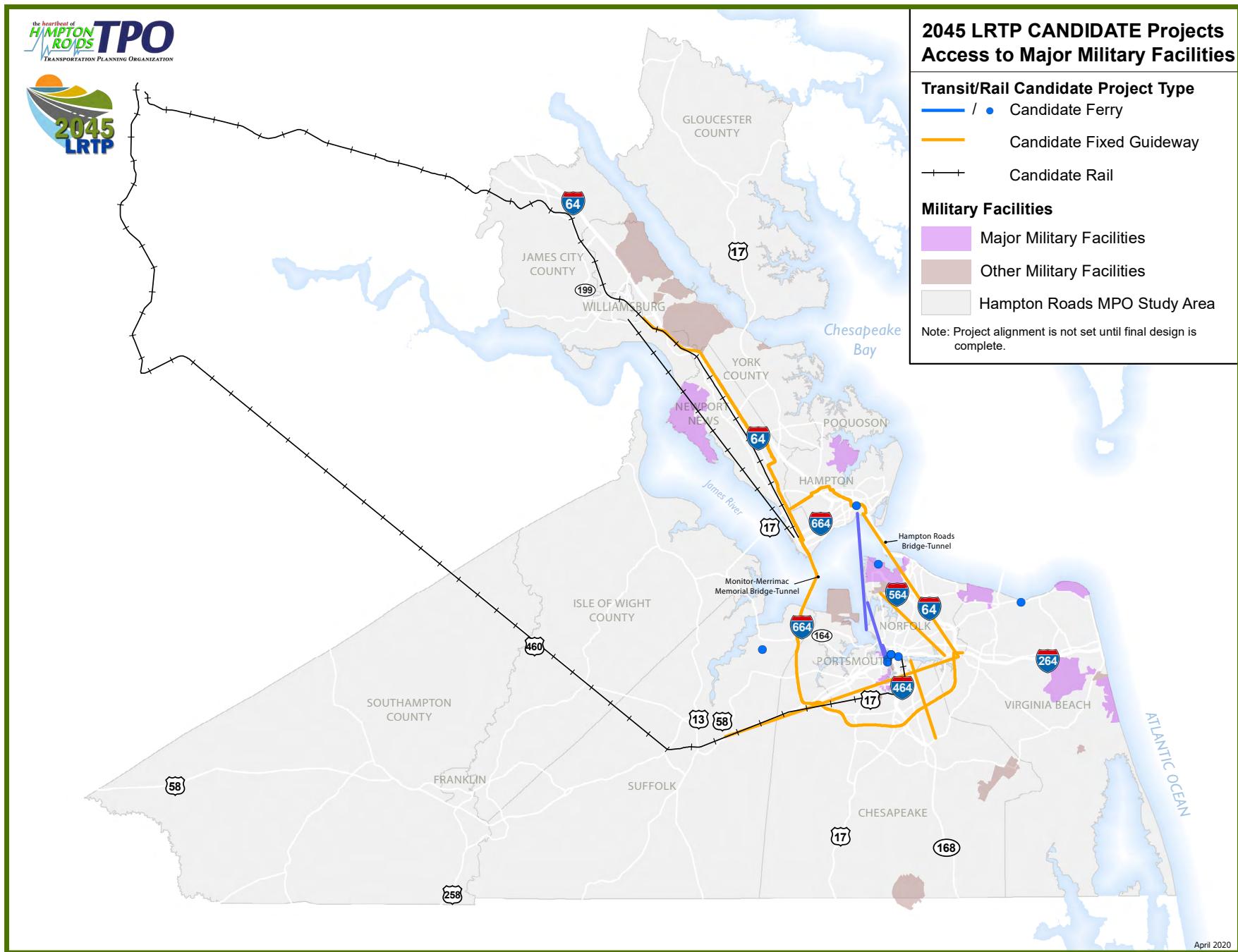


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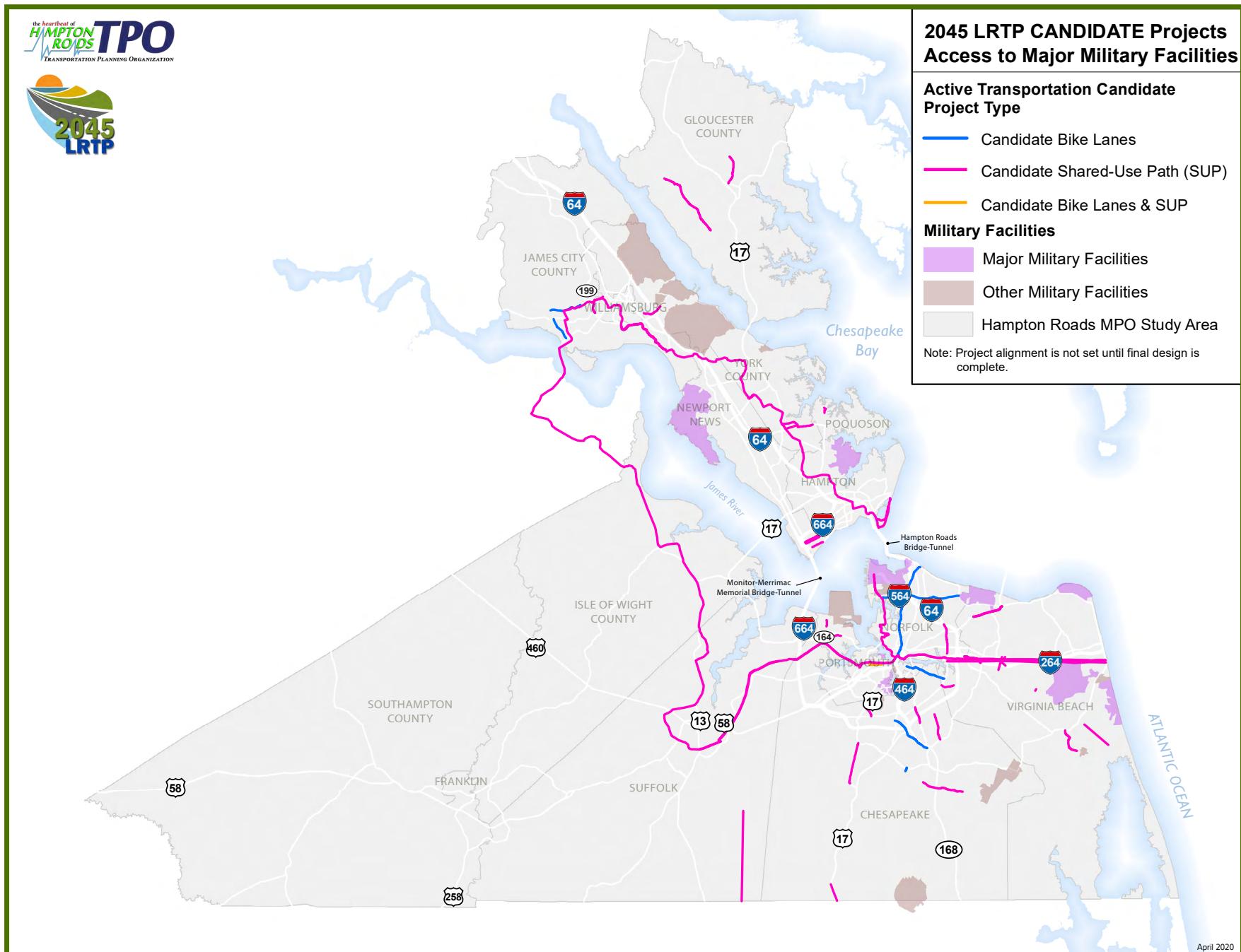


April 2020

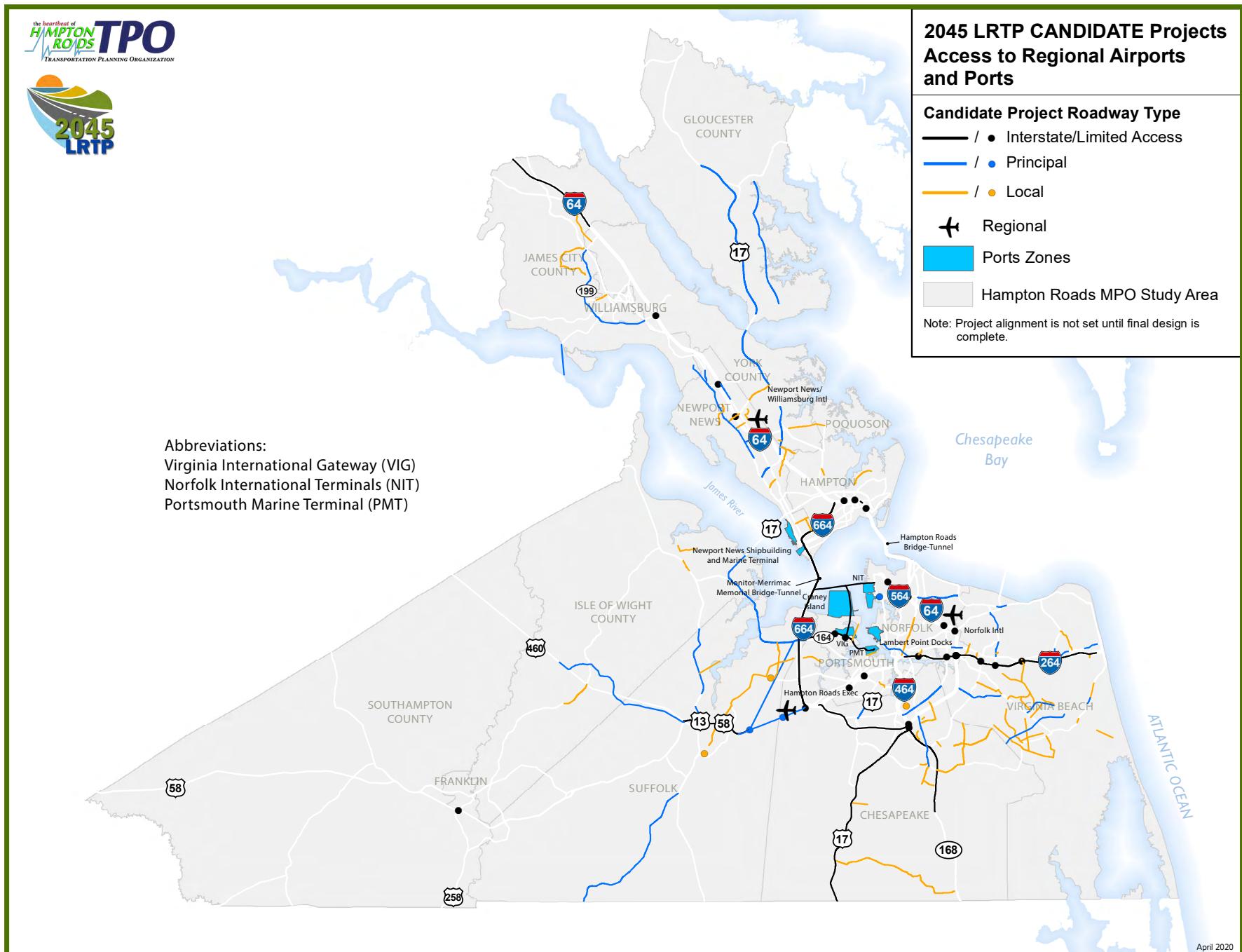
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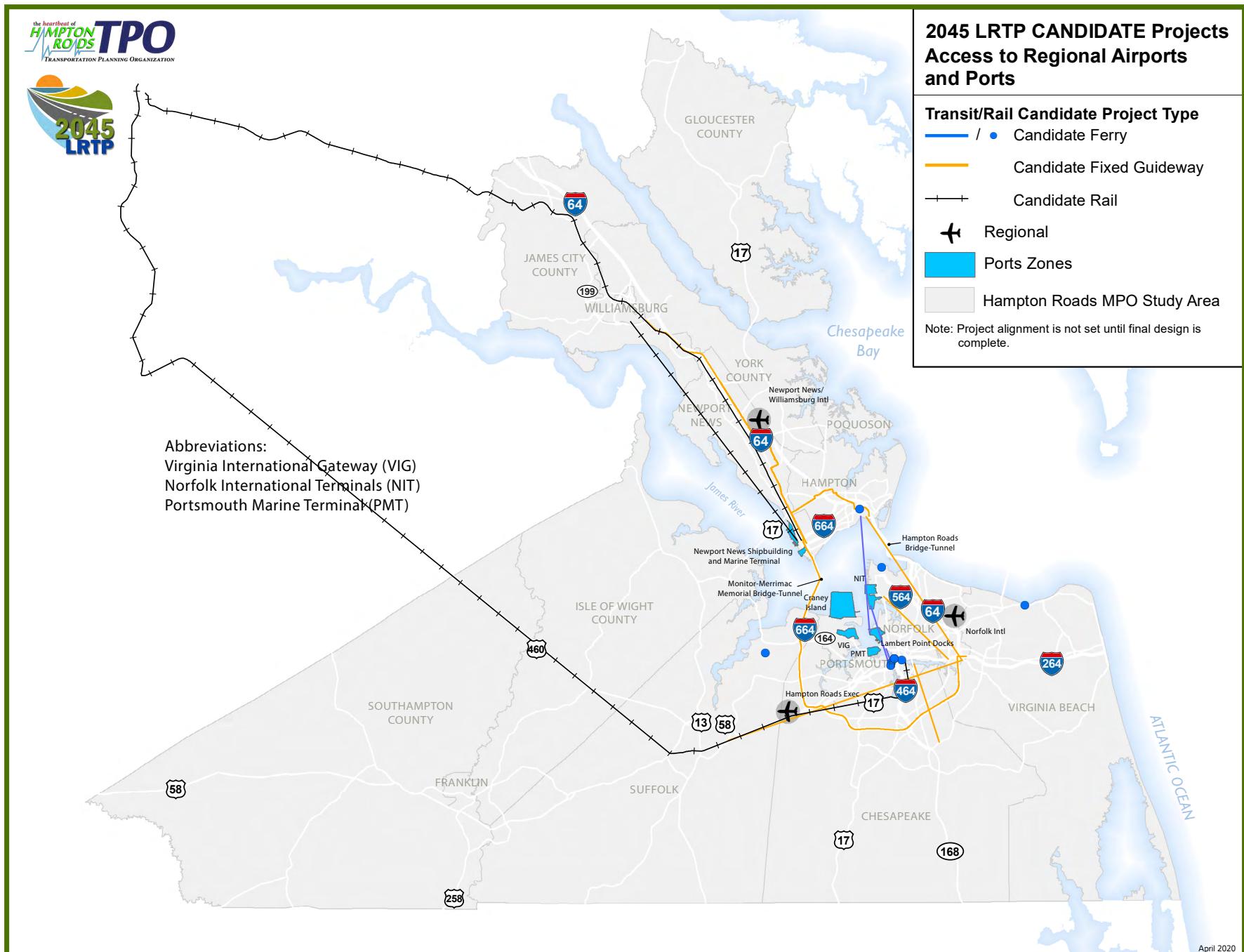
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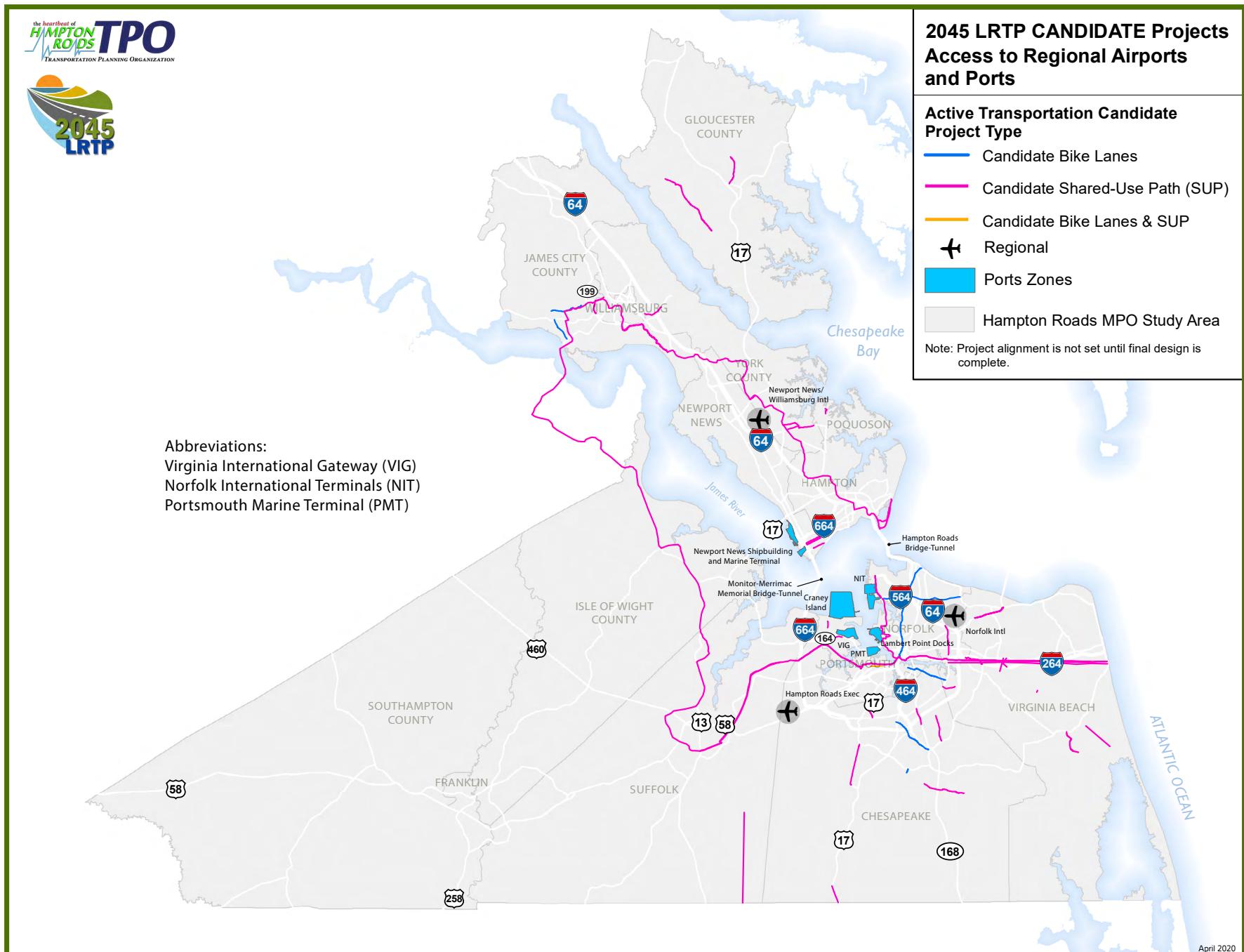
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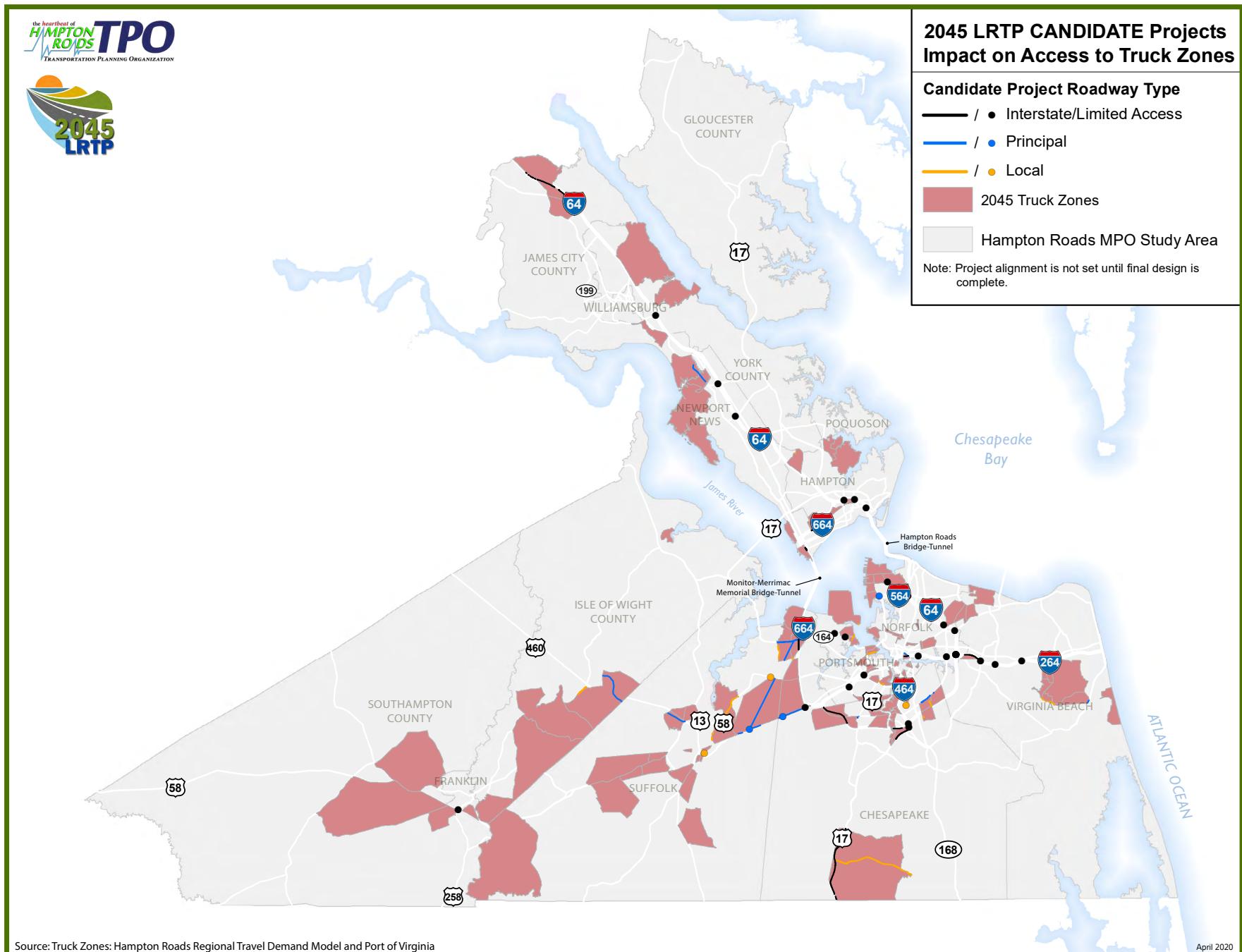
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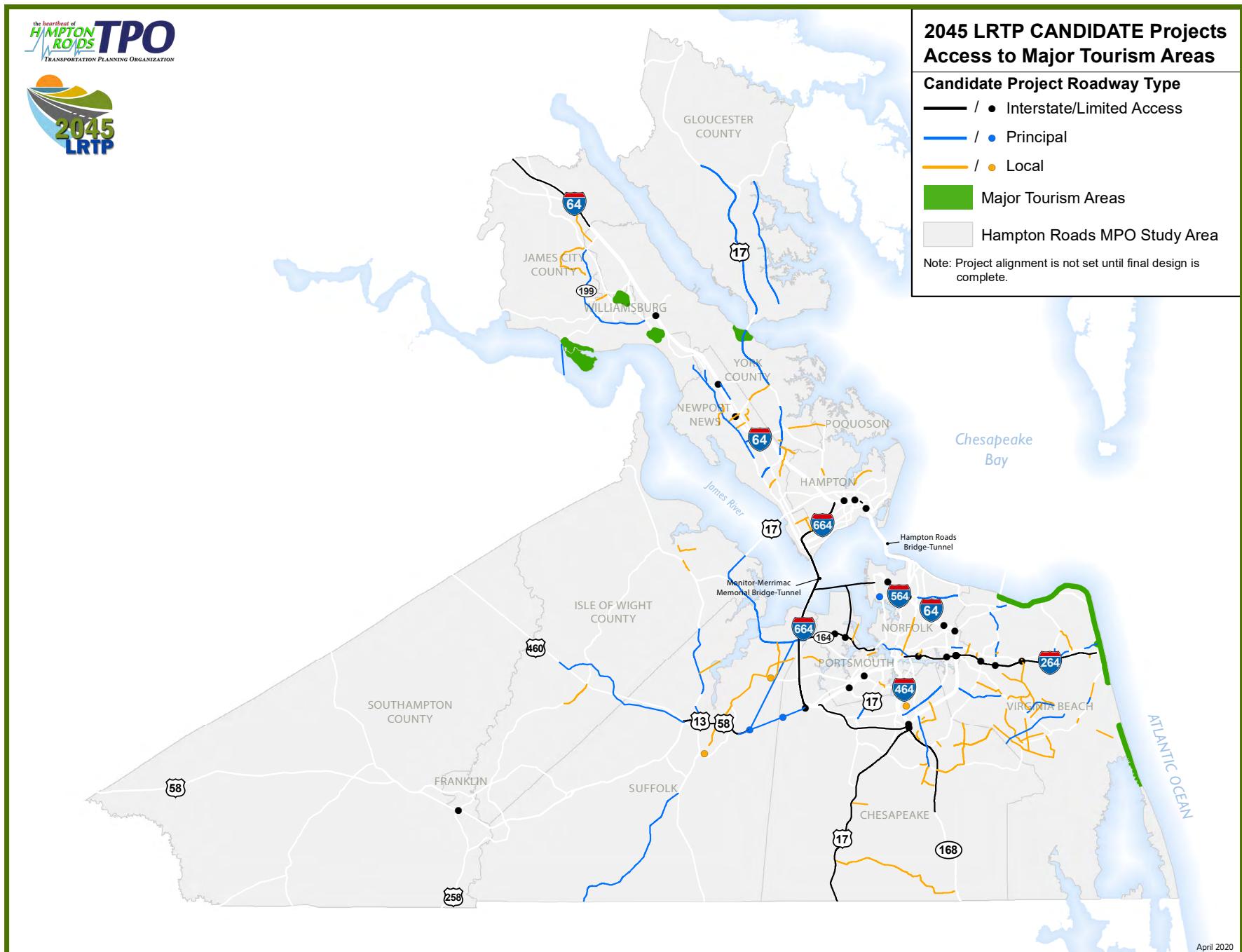
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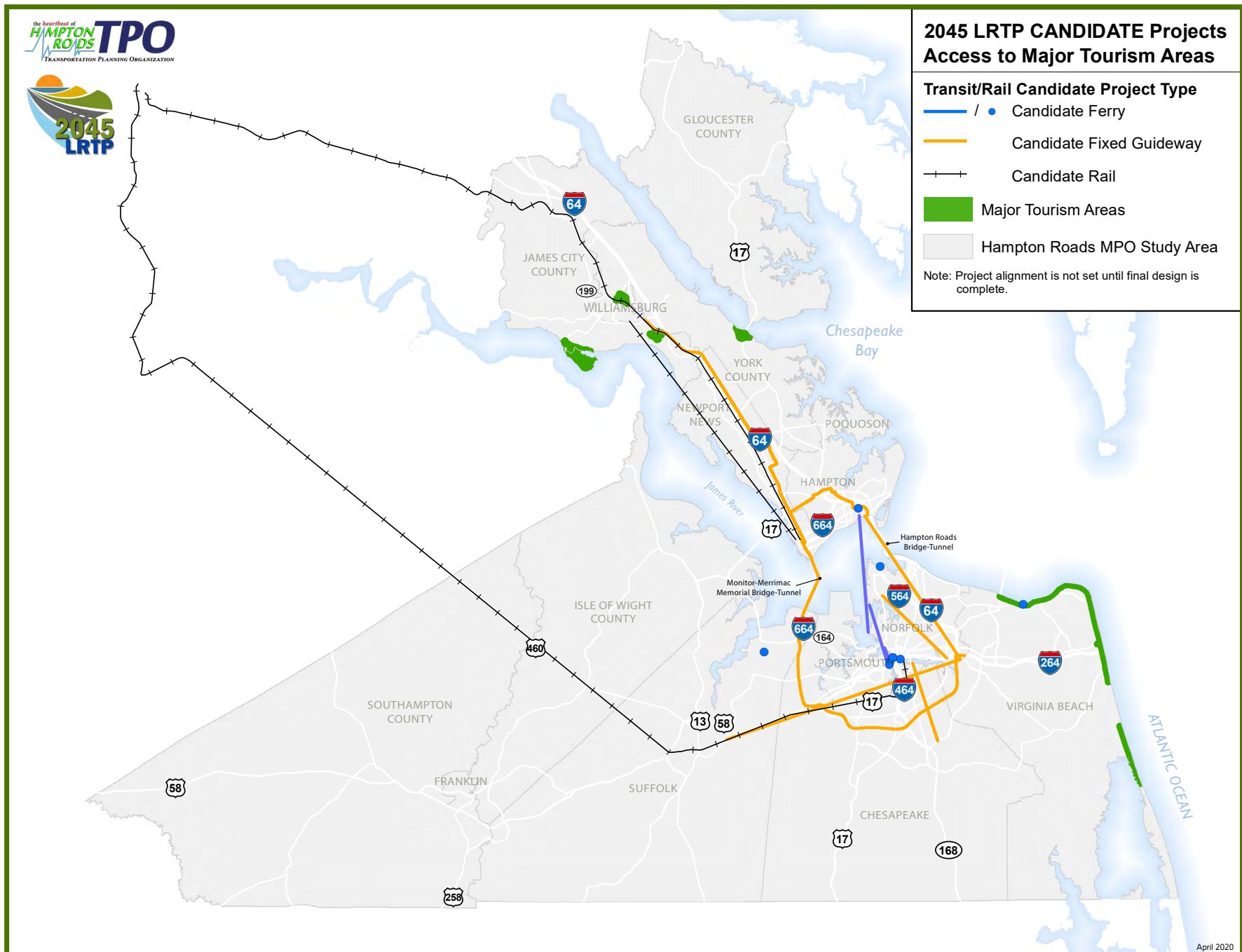
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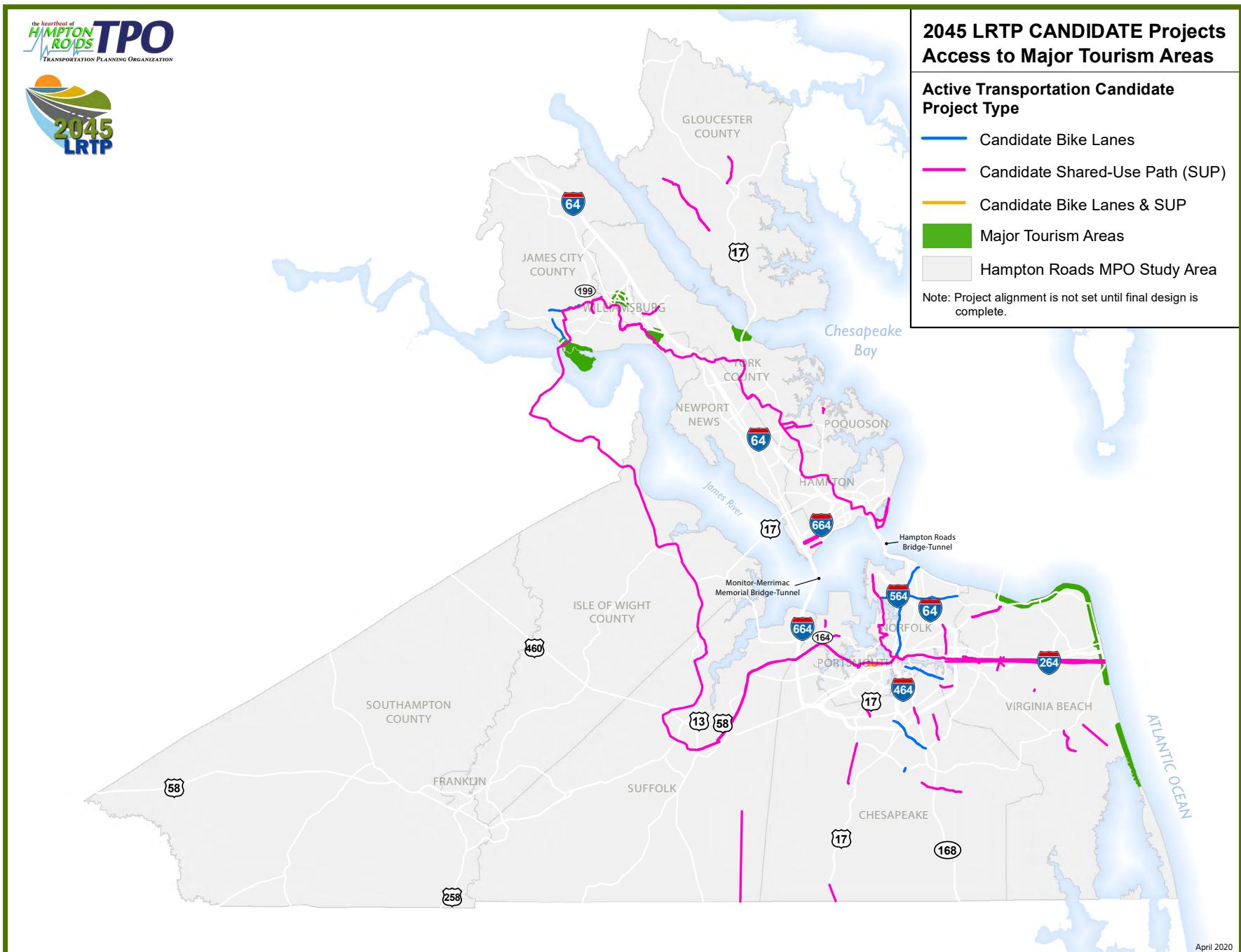


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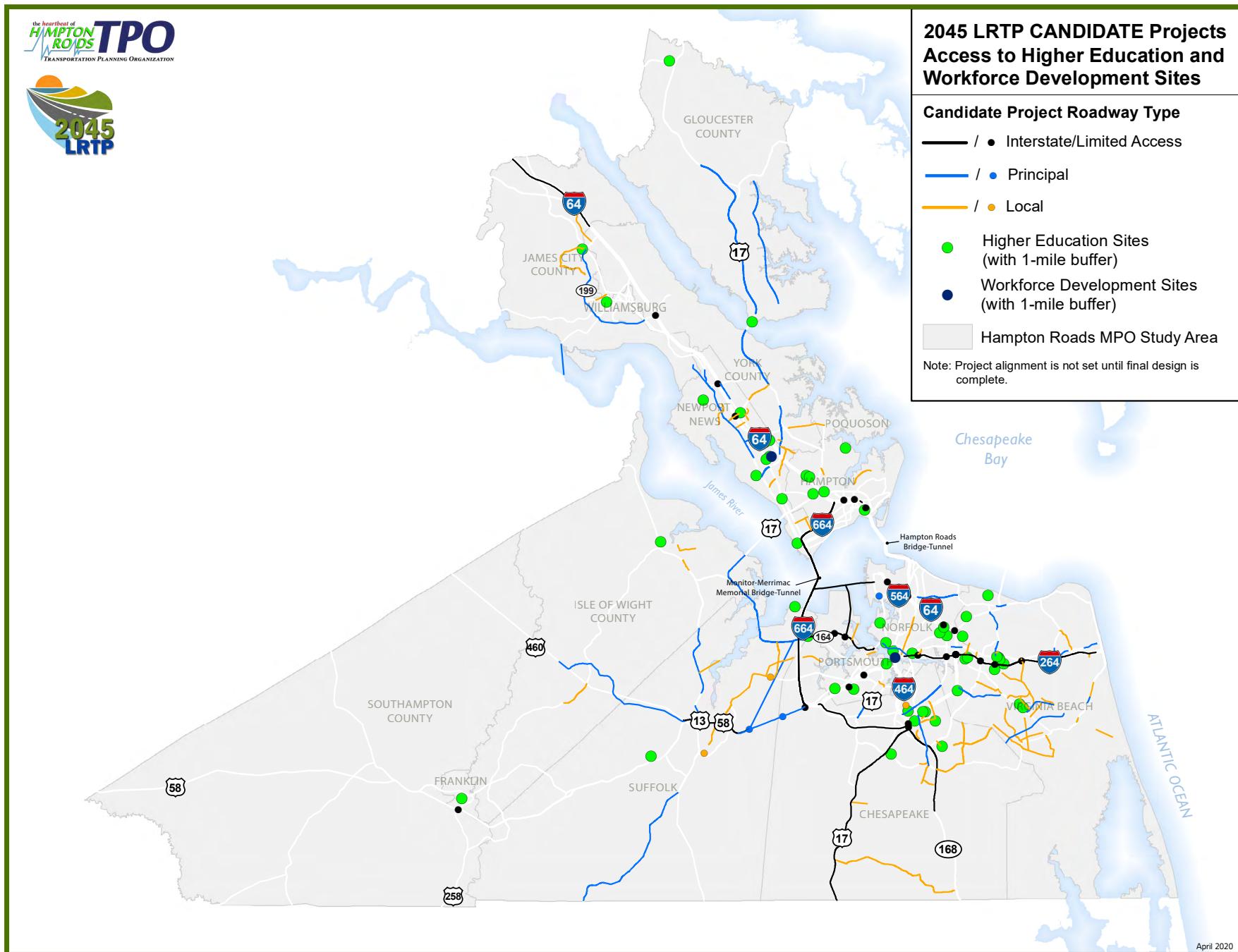


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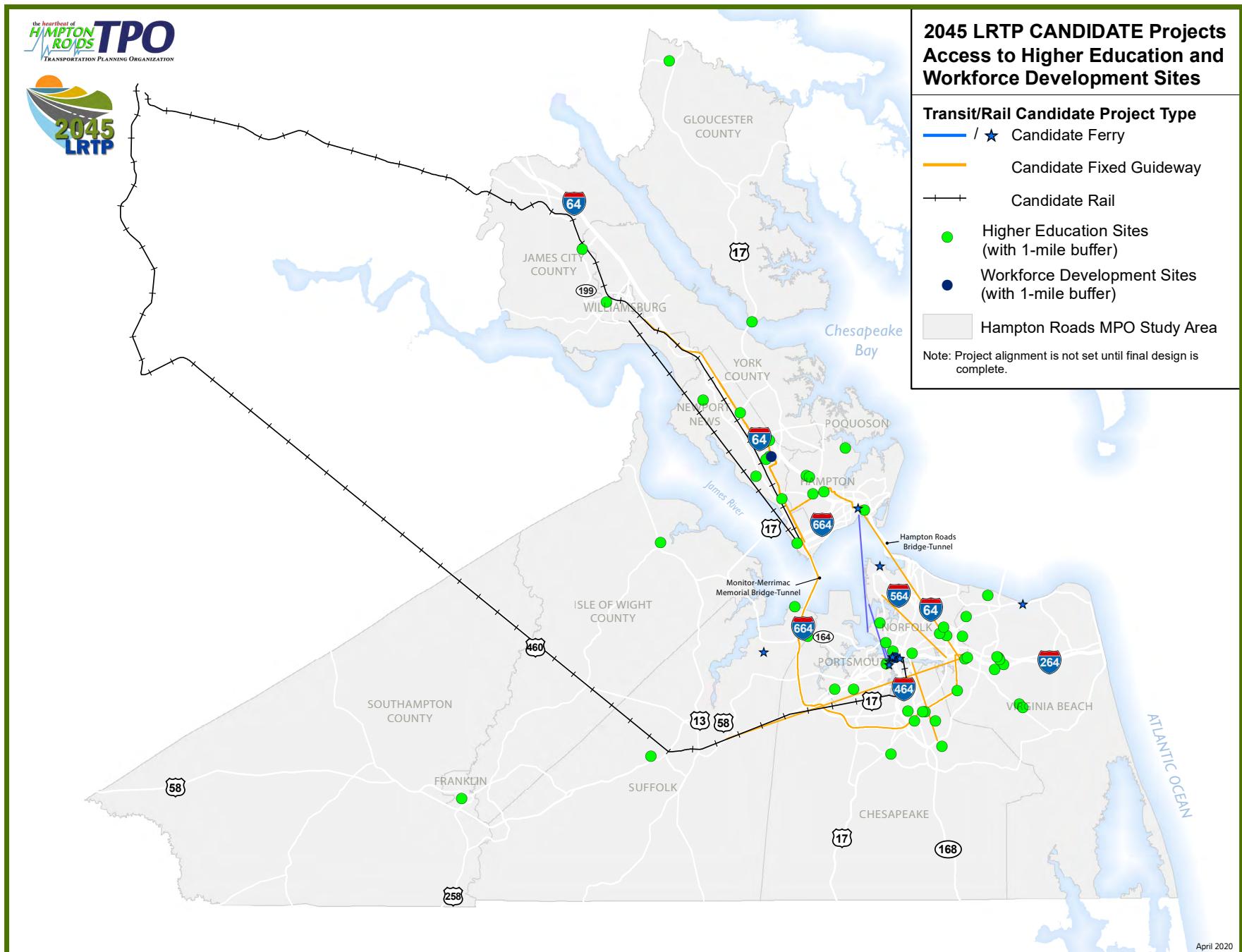
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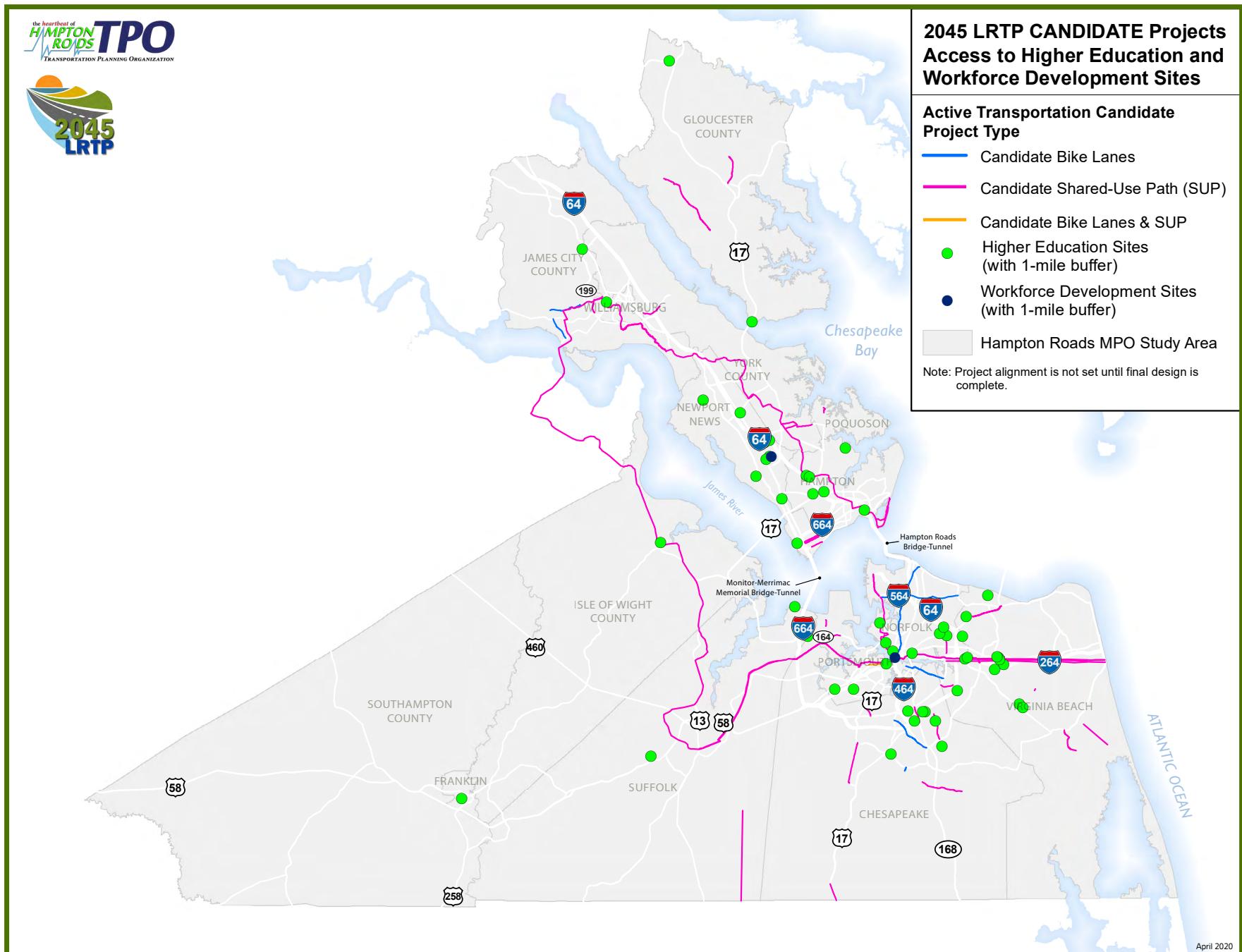
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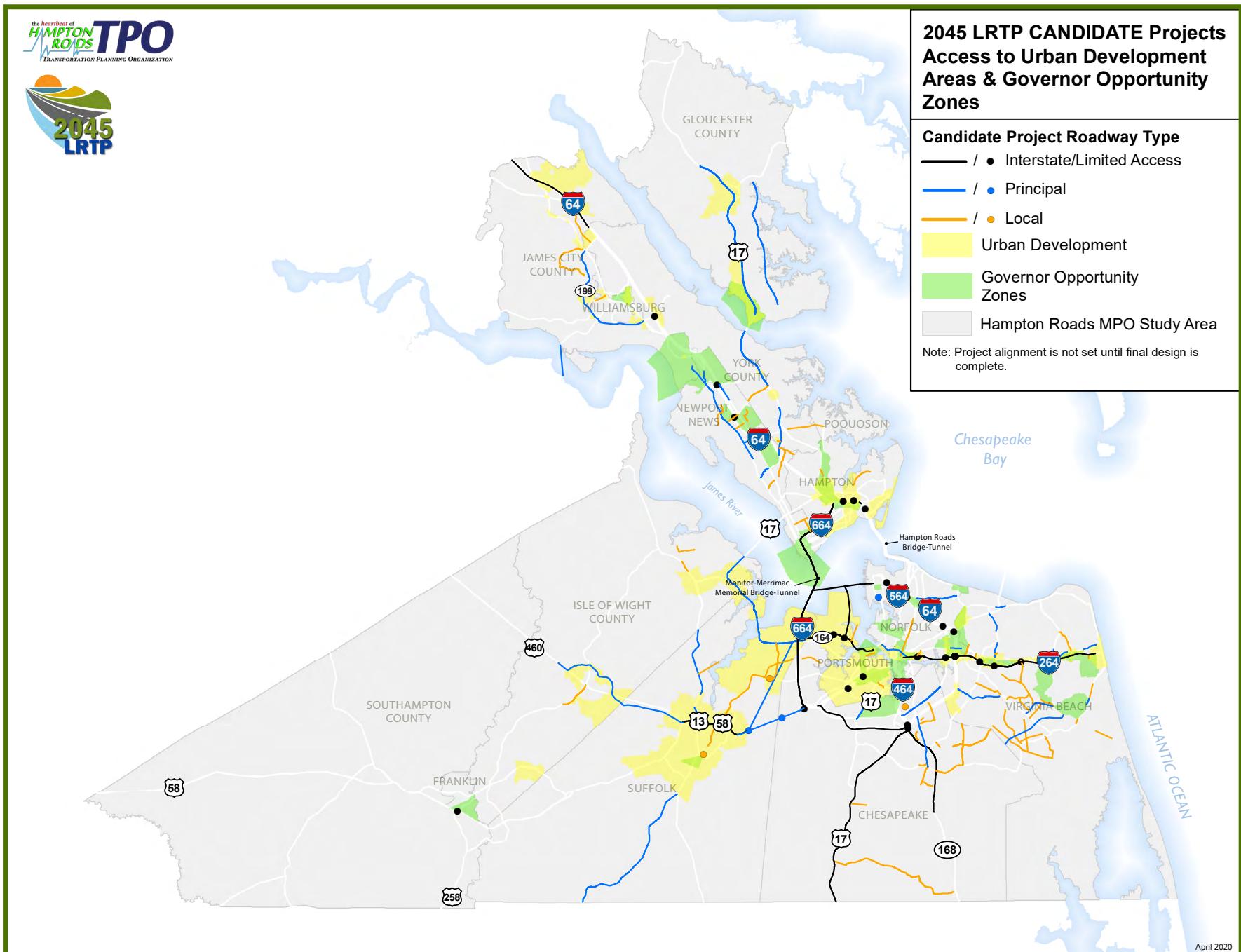
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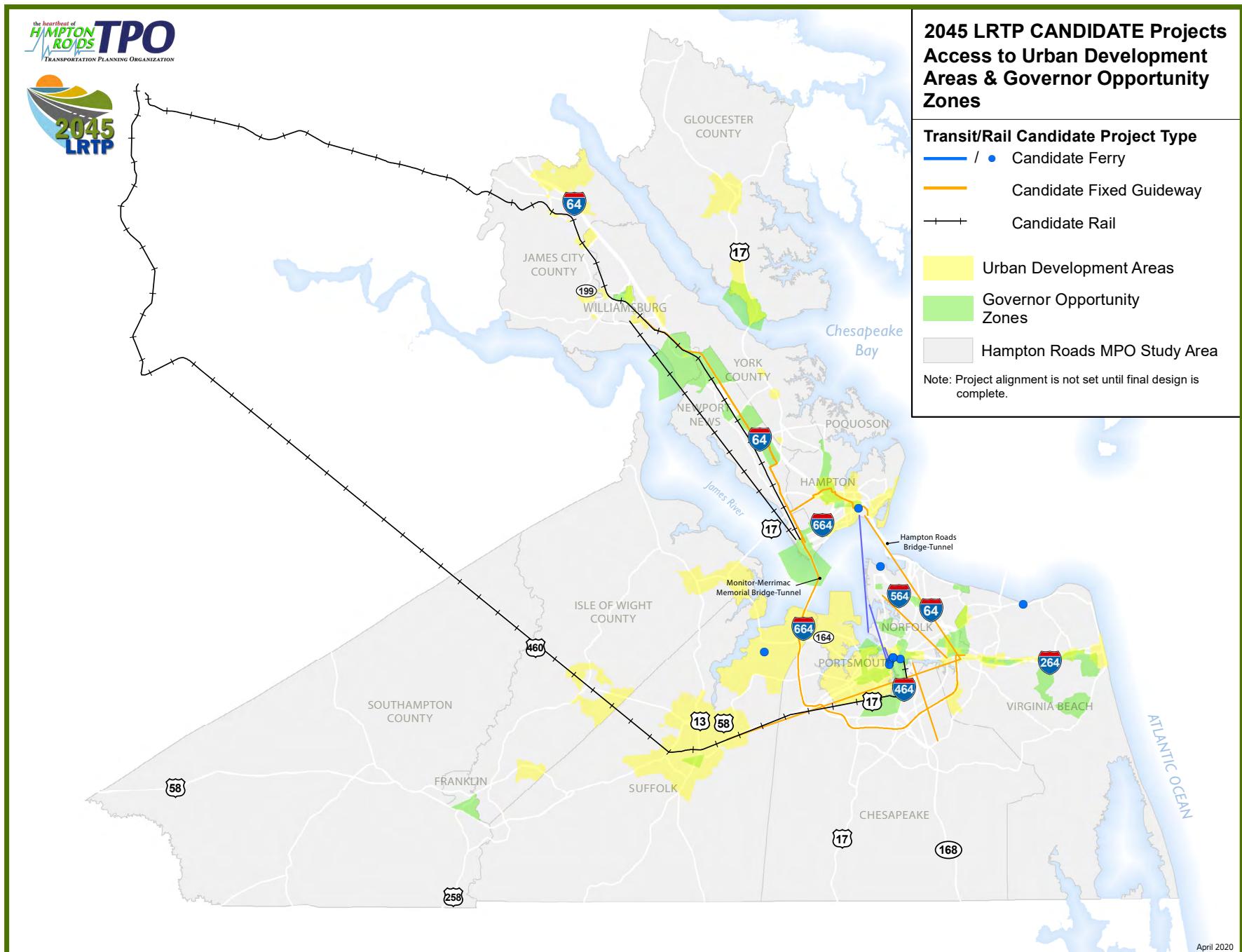
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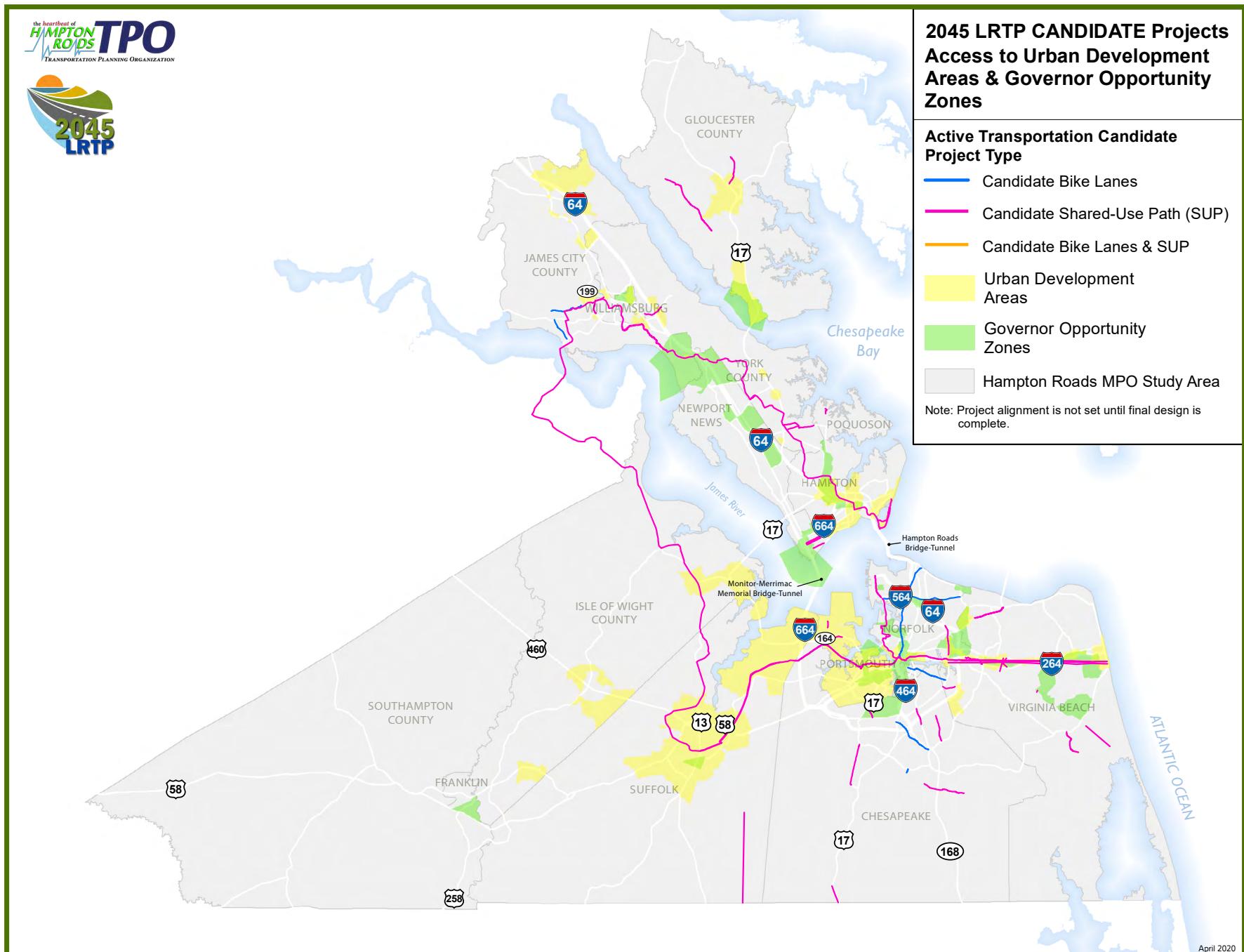
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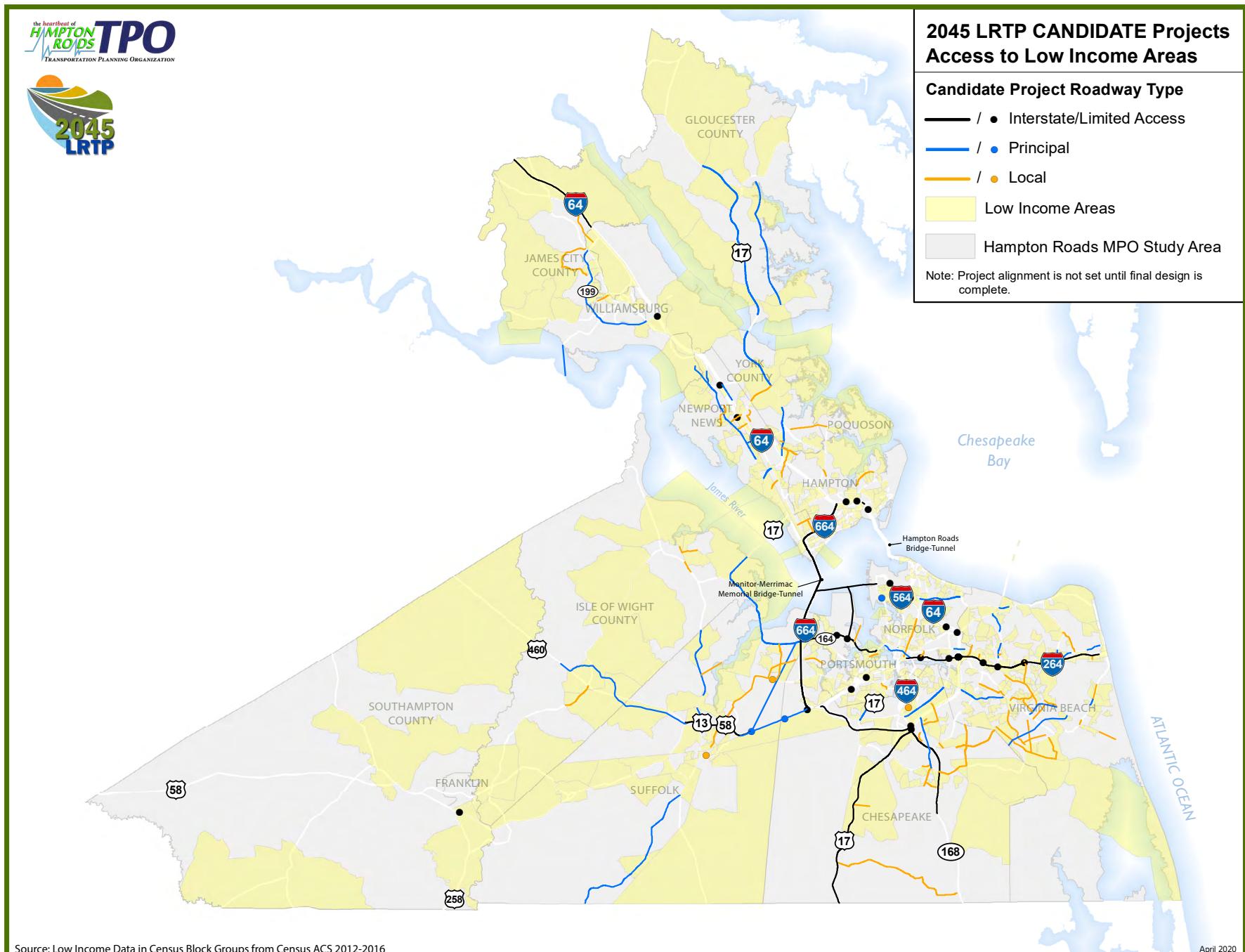
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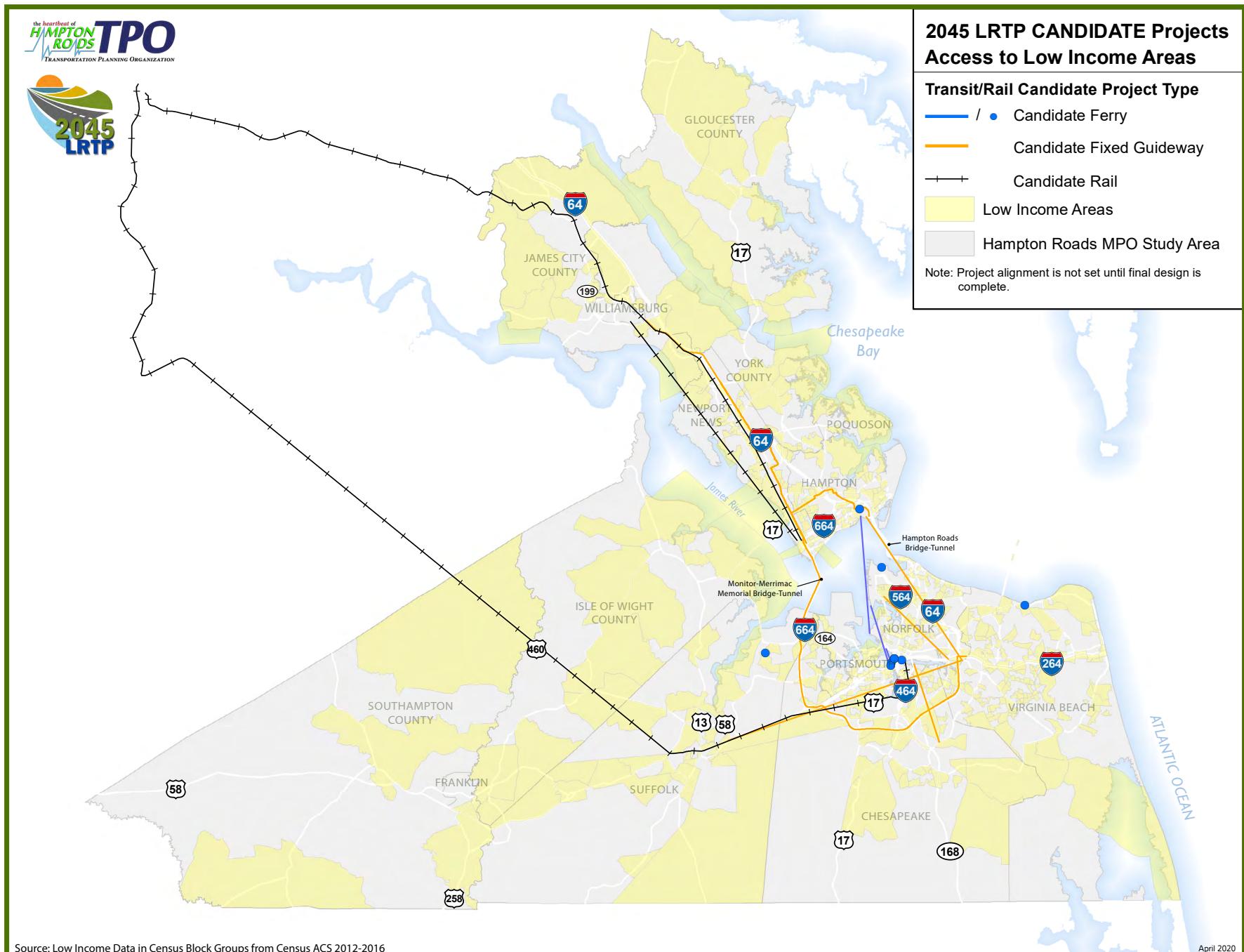
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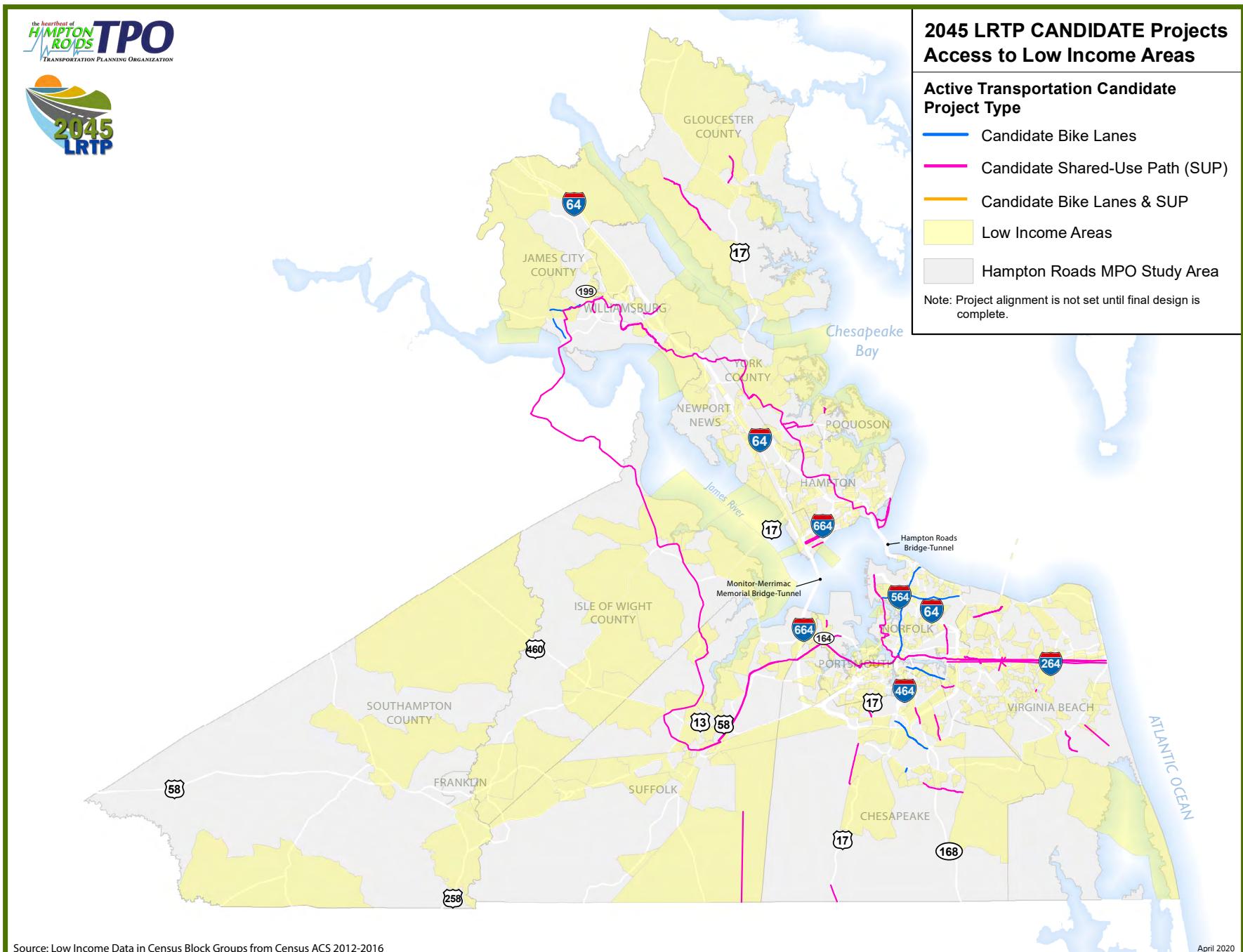
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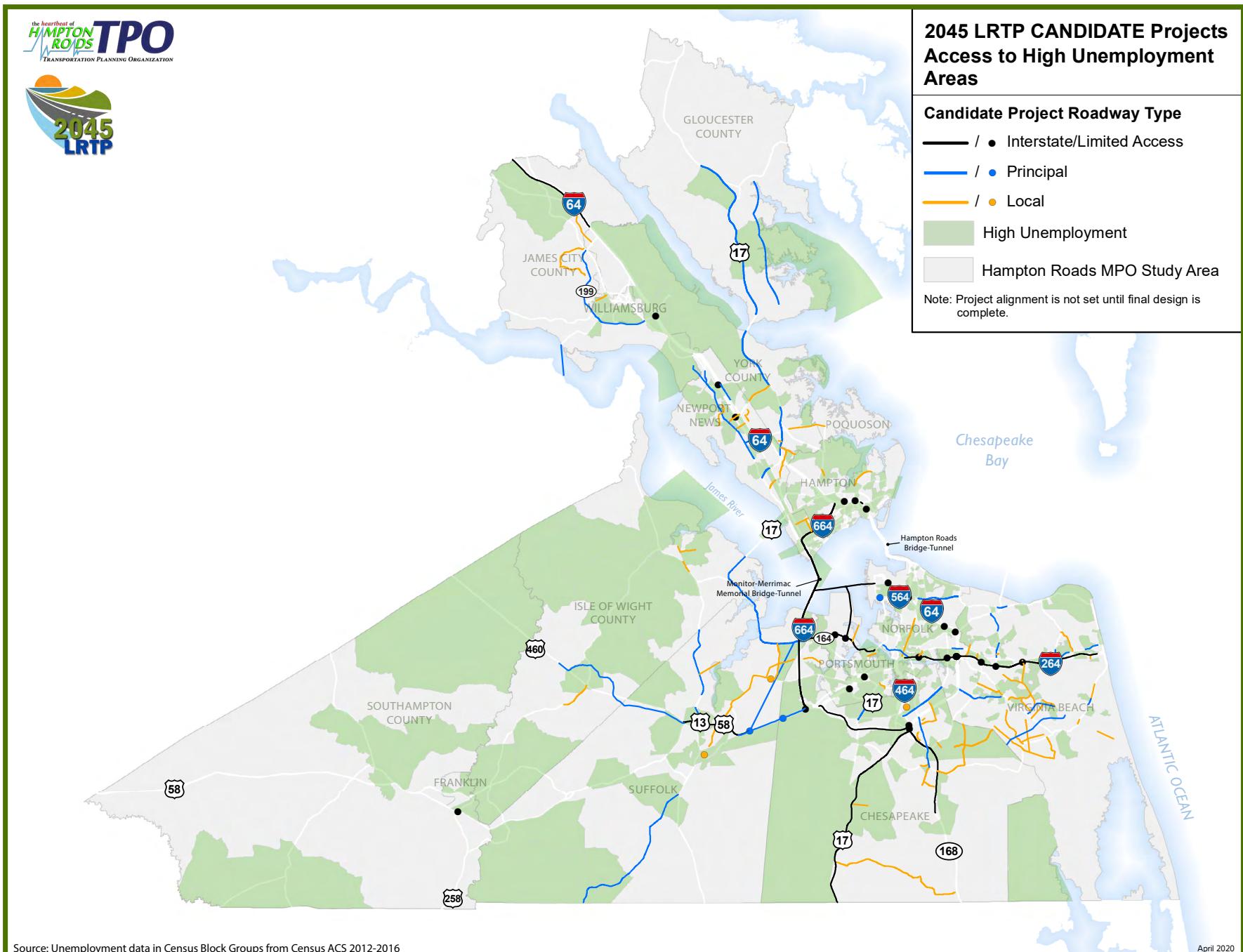
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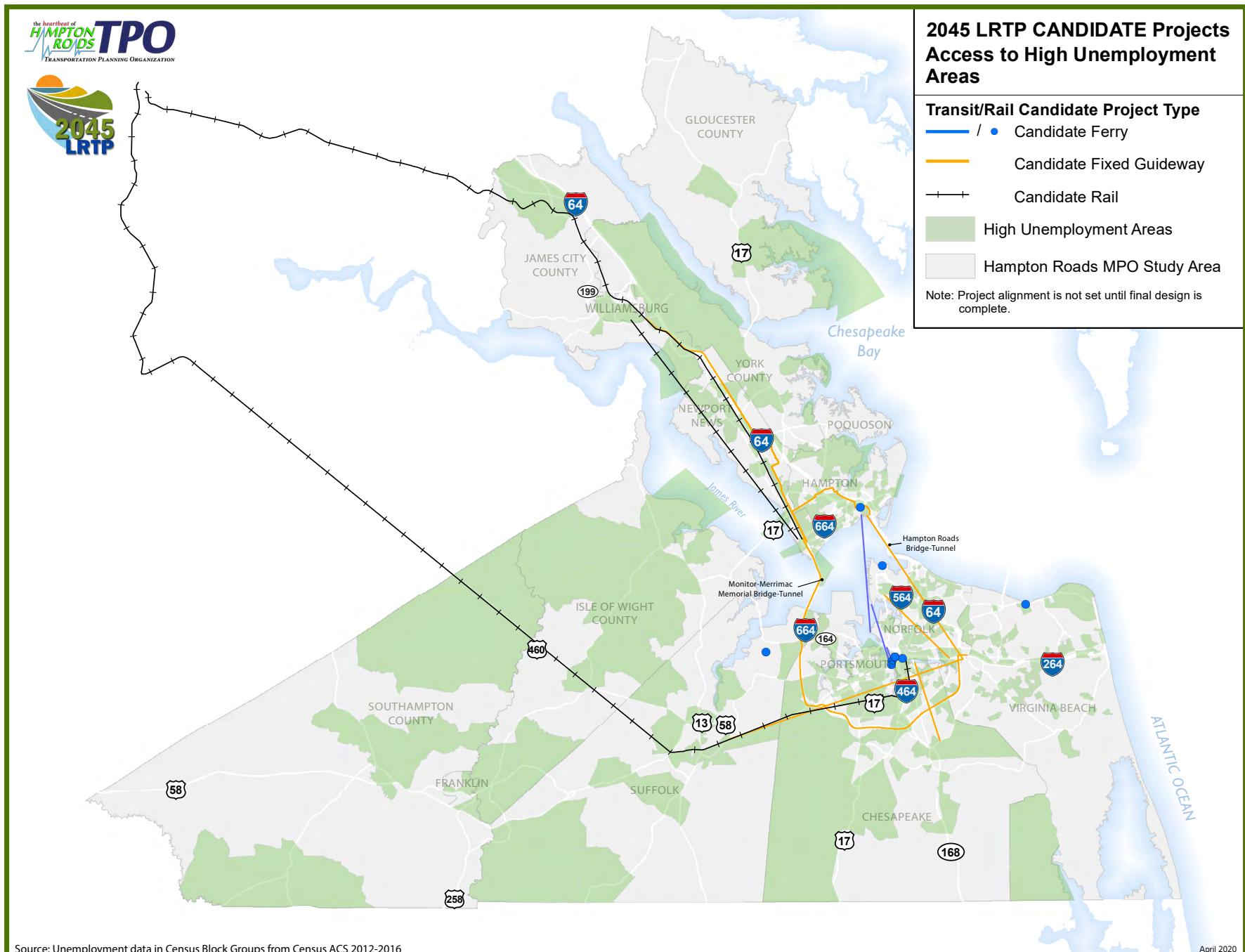
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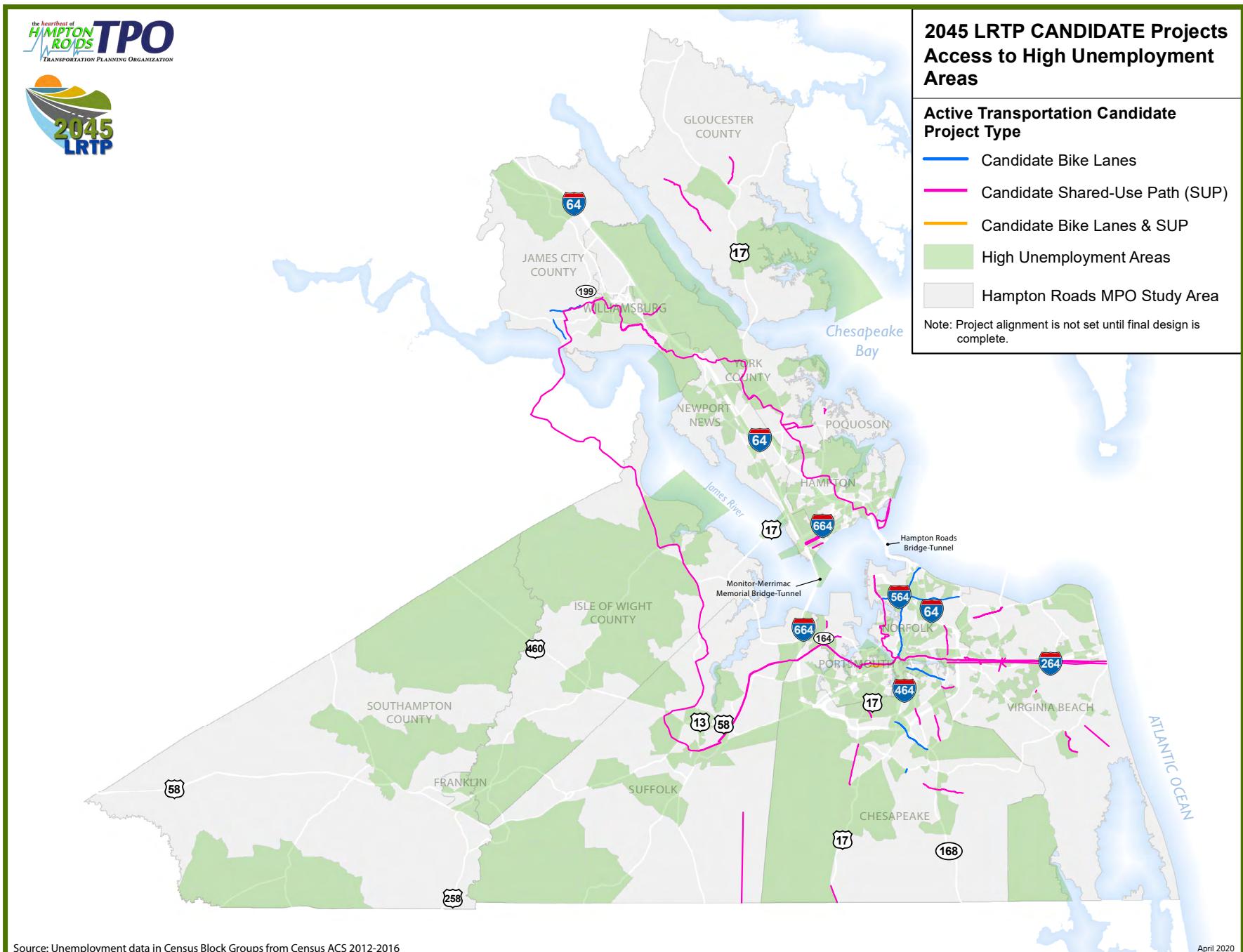
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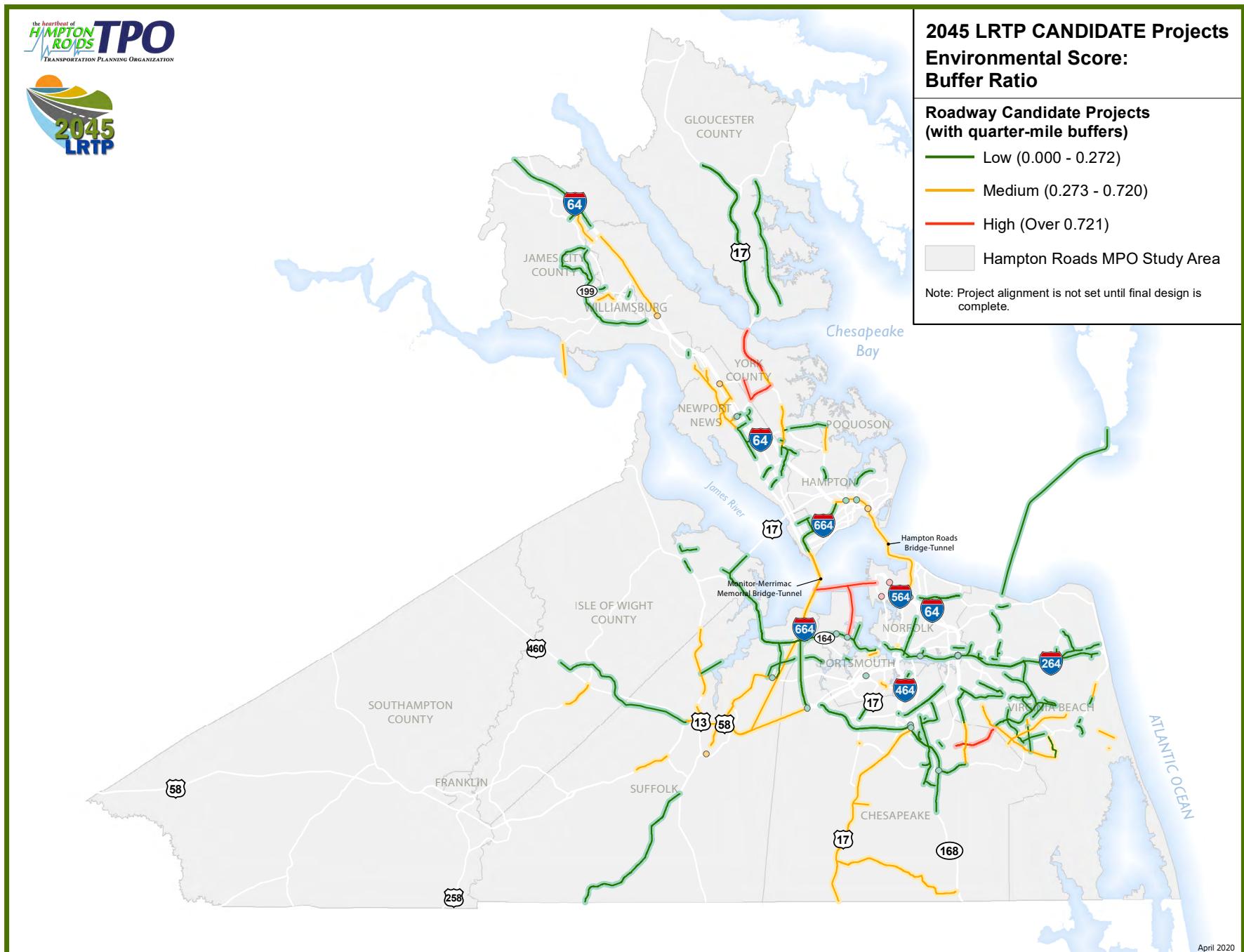
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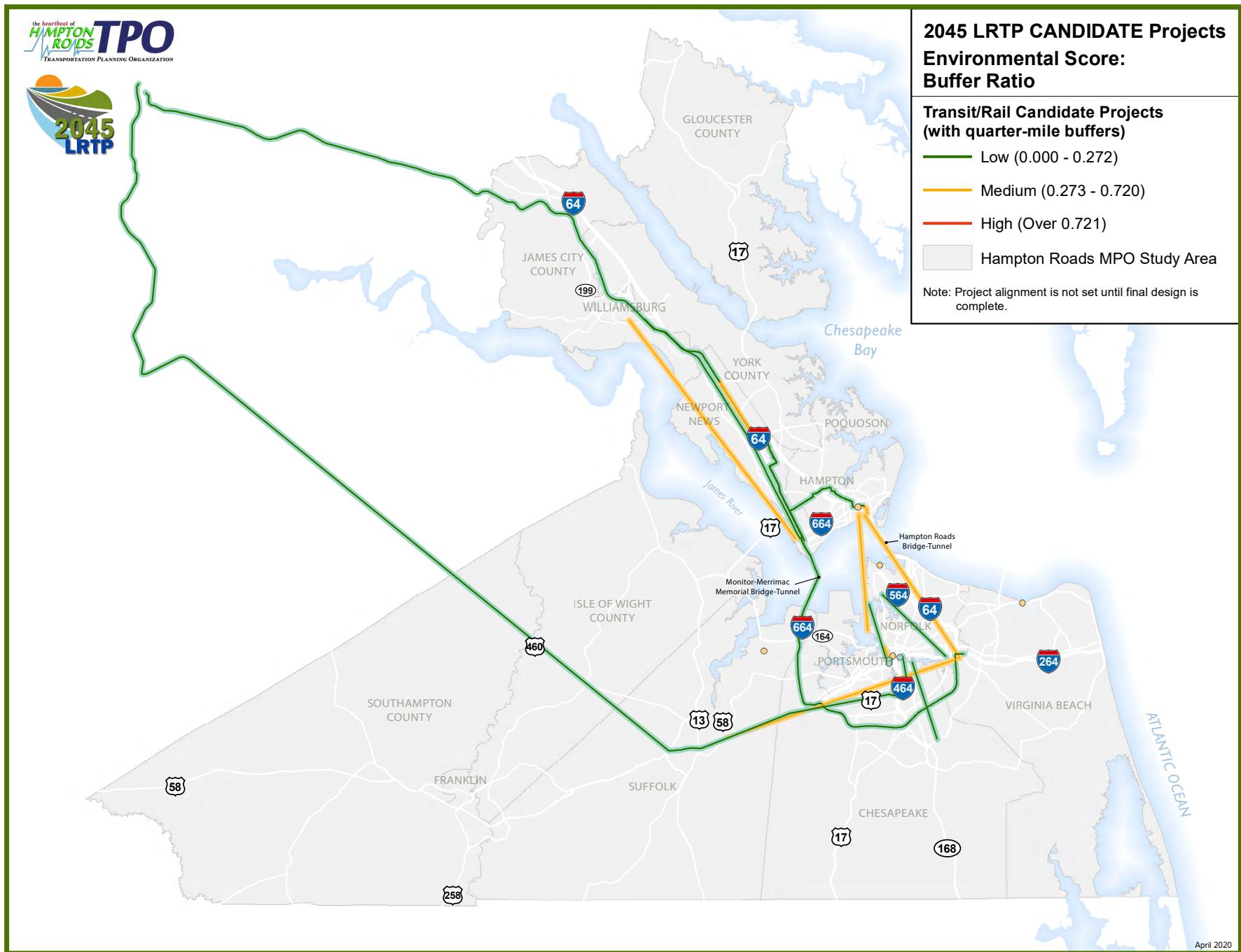
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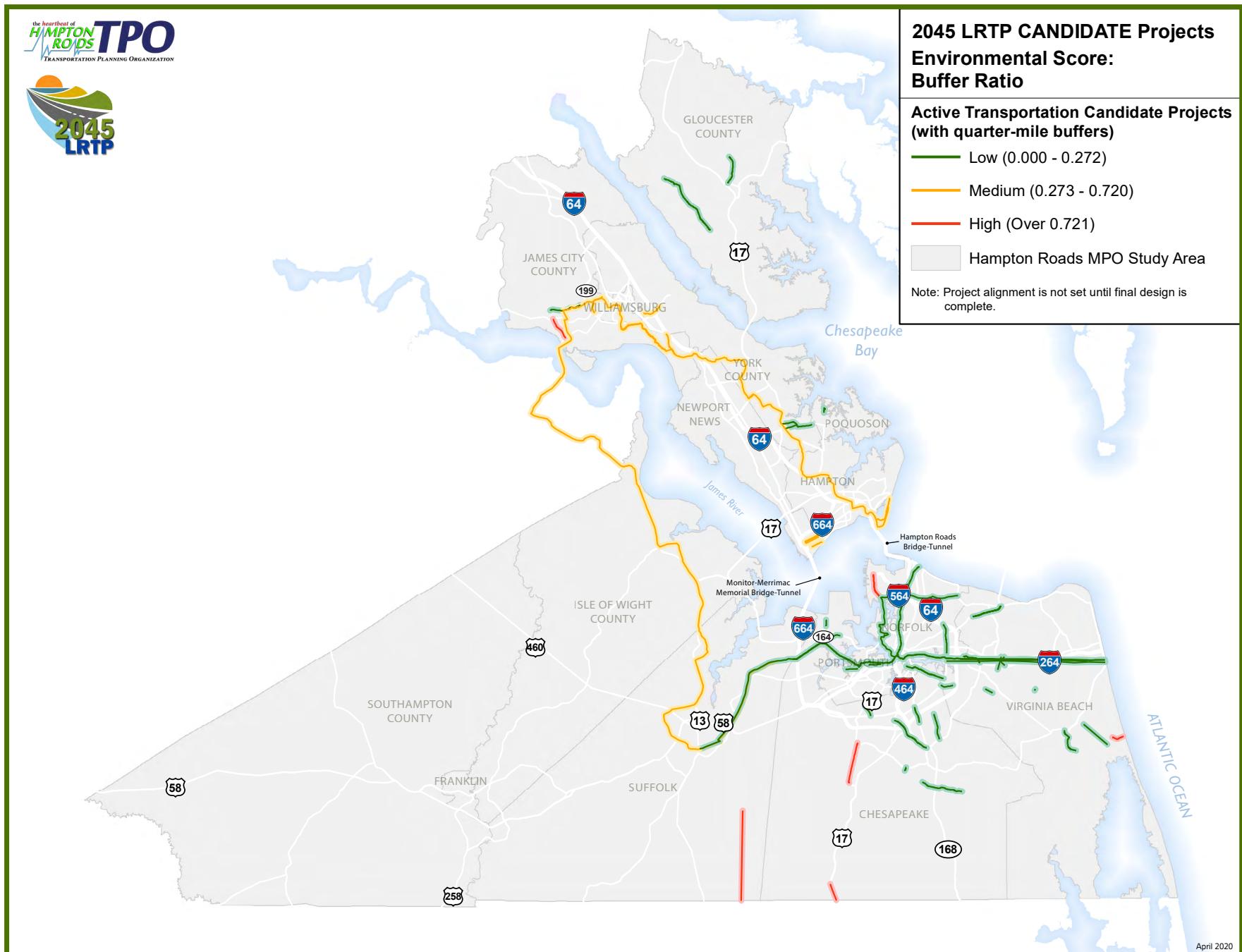
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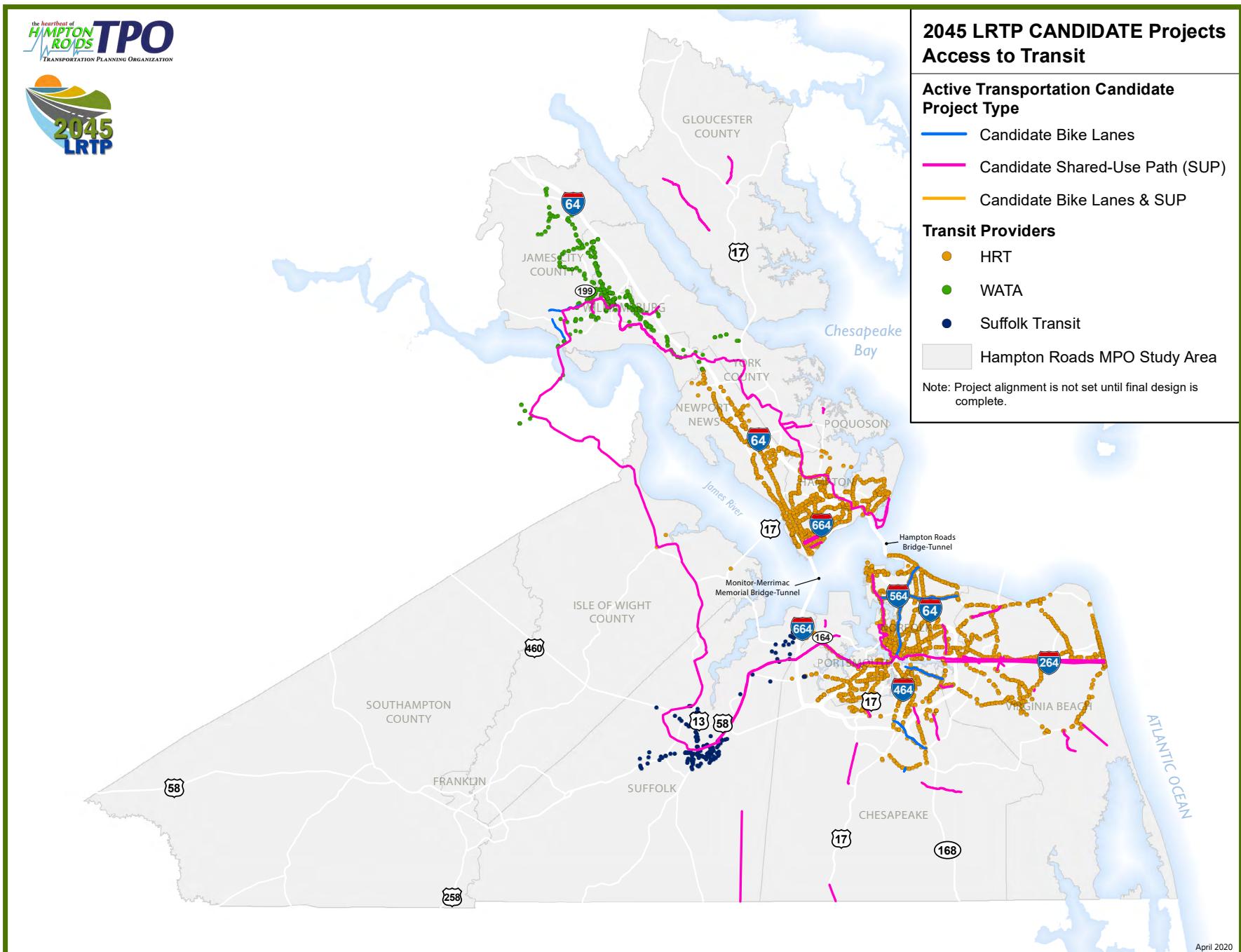
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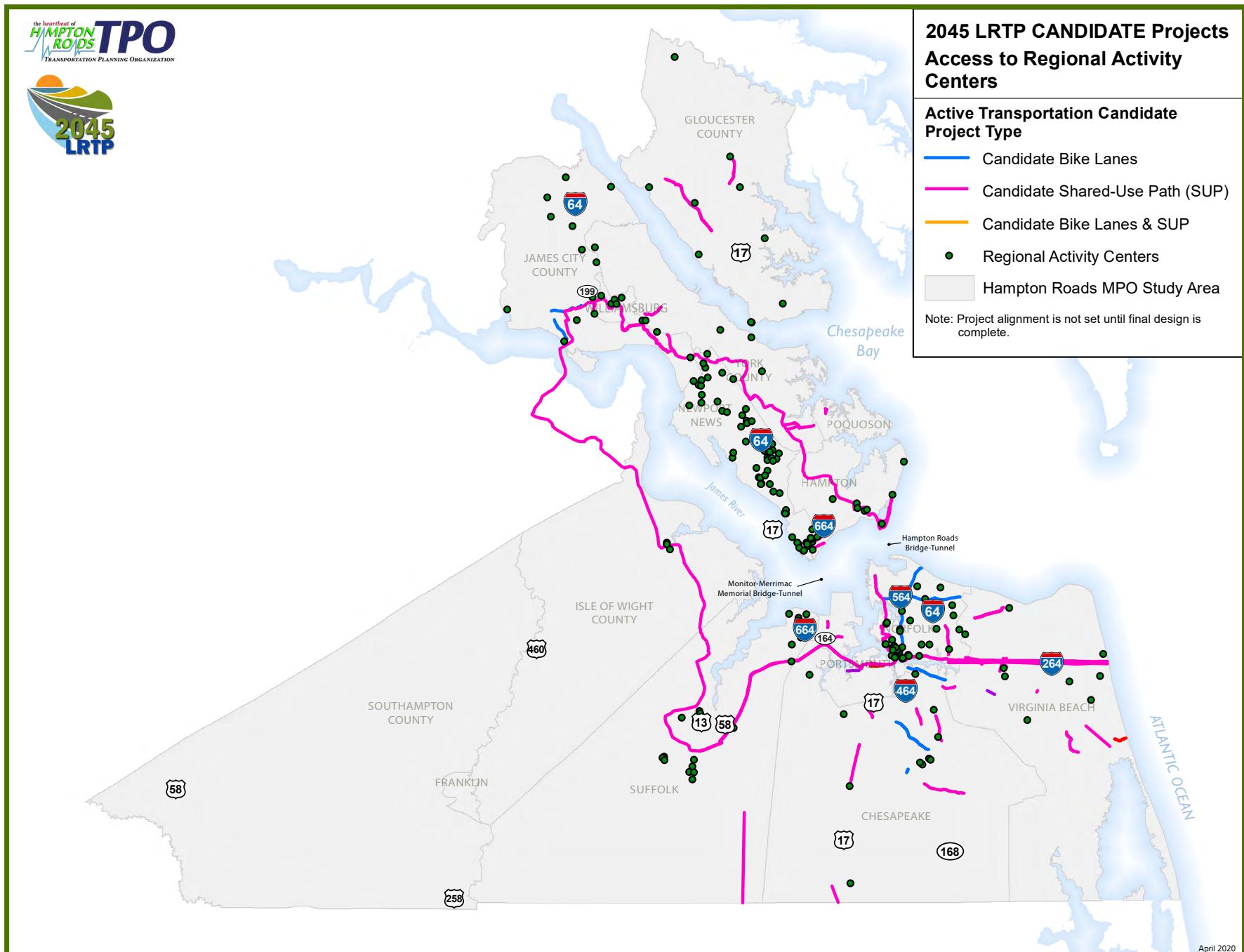
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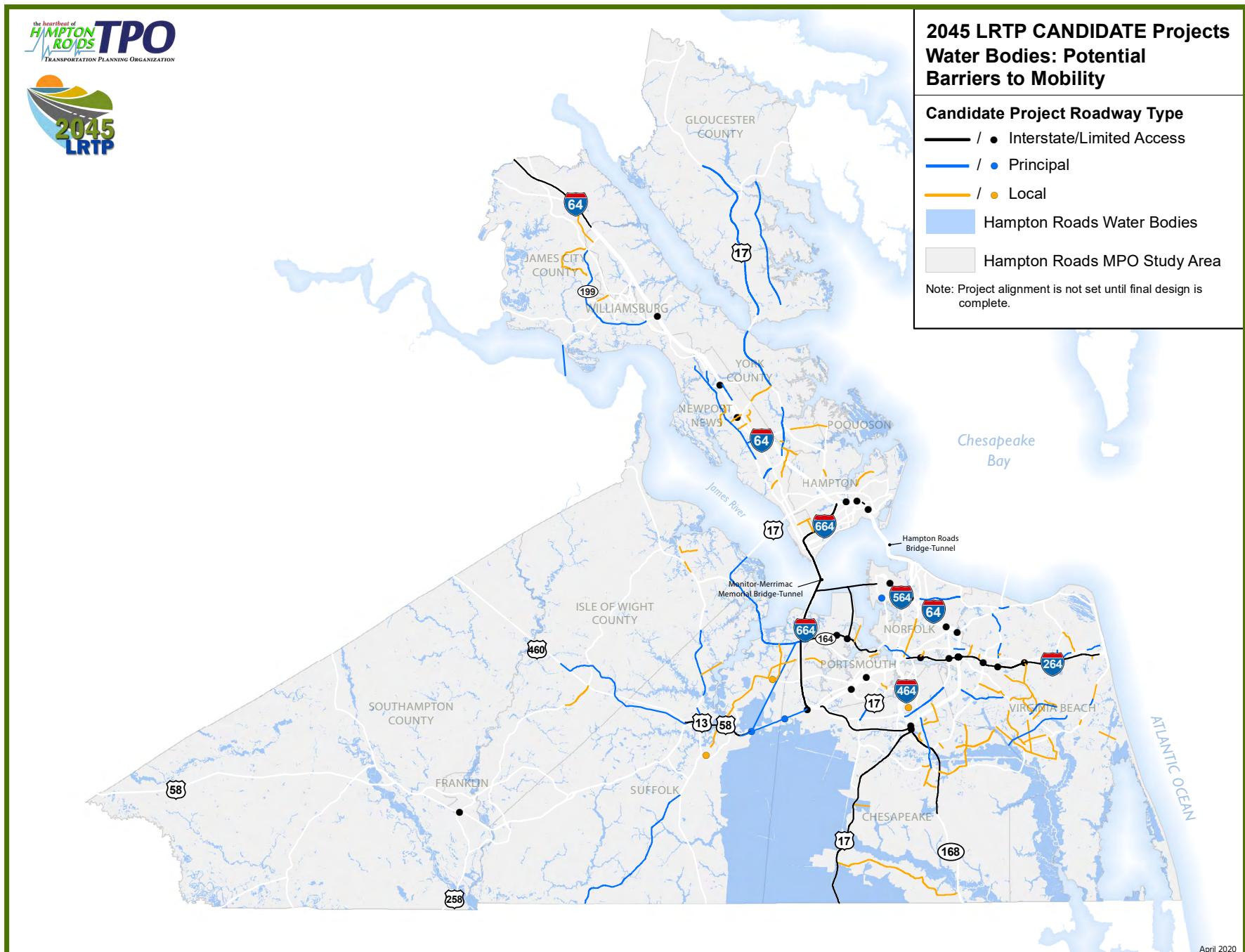
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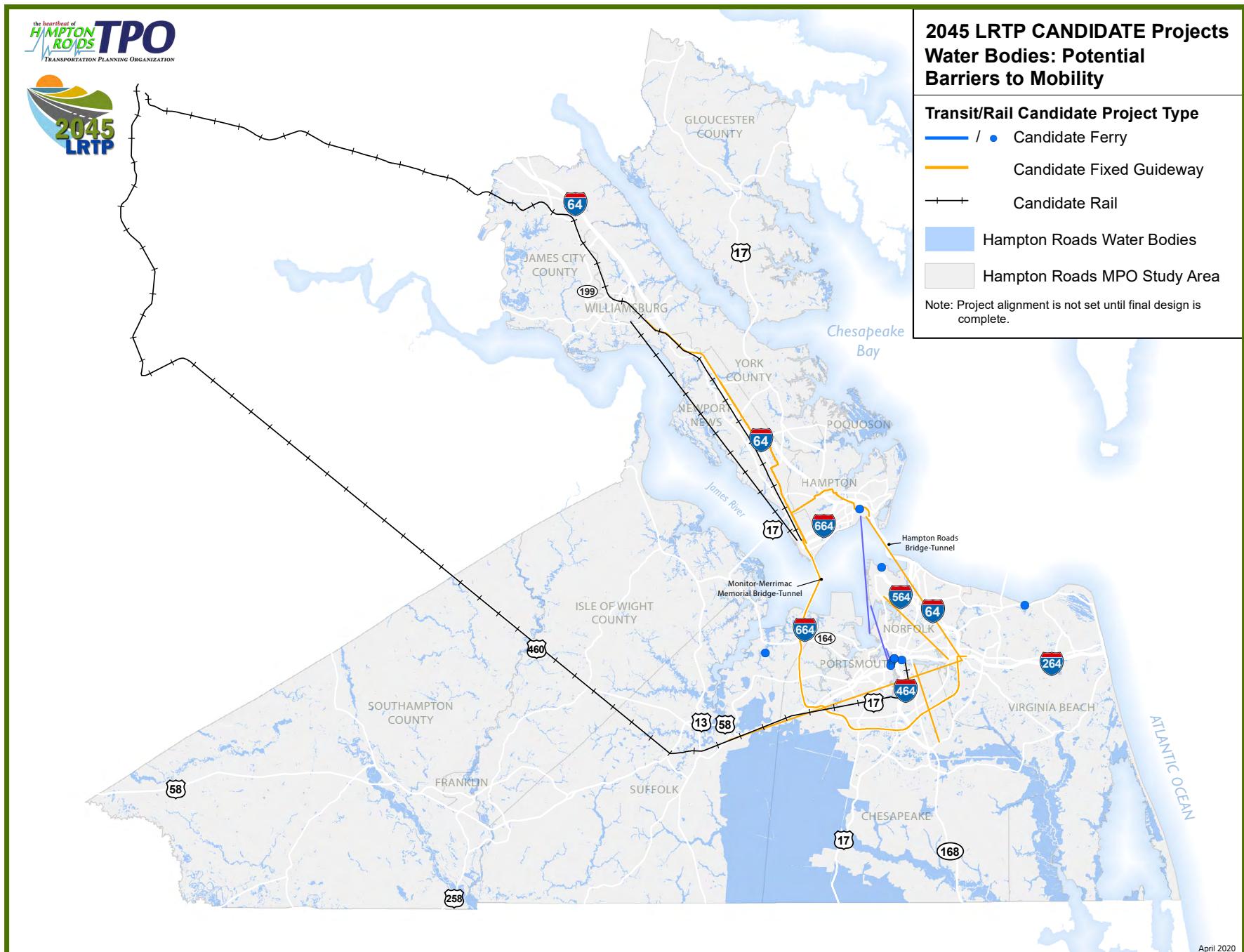
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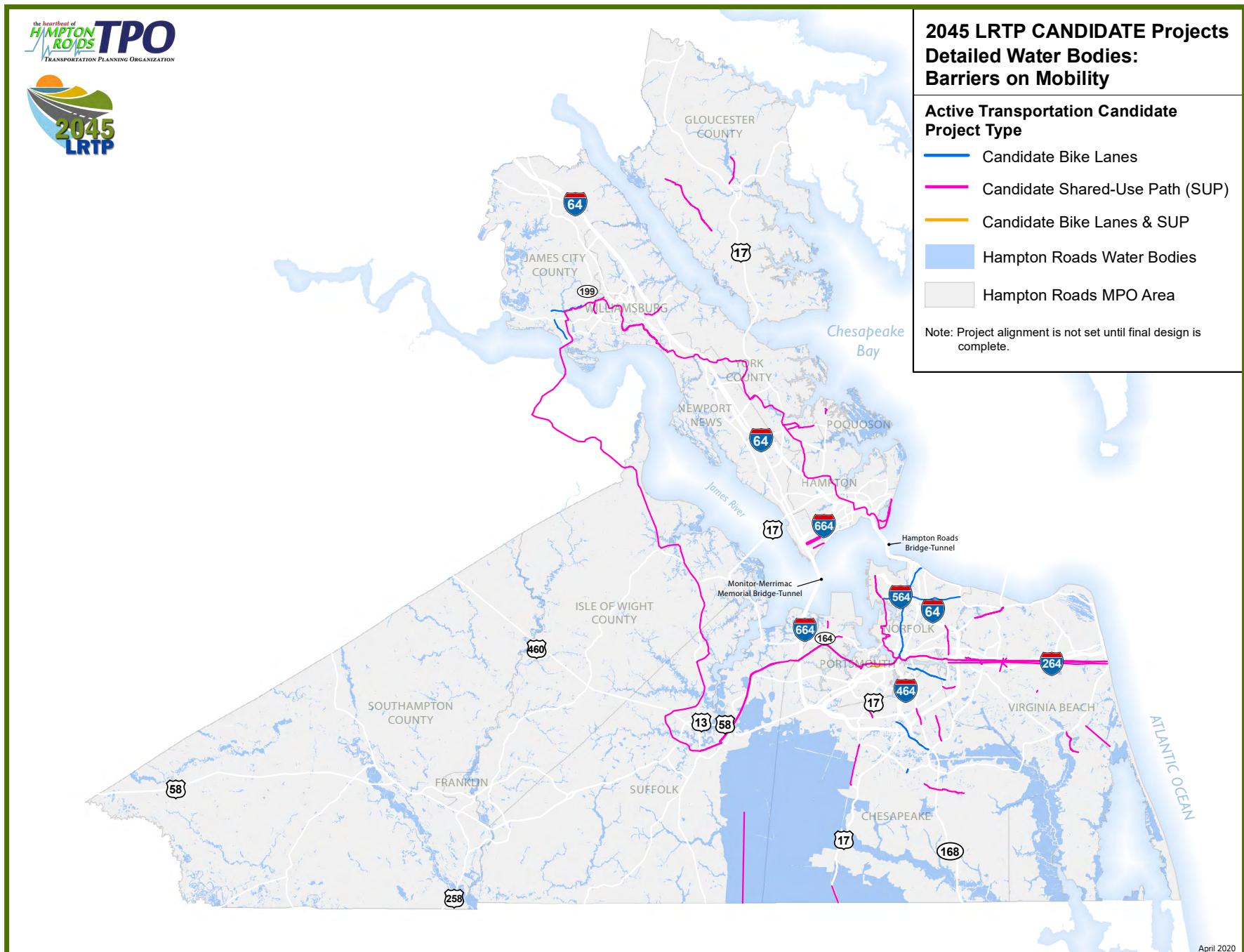
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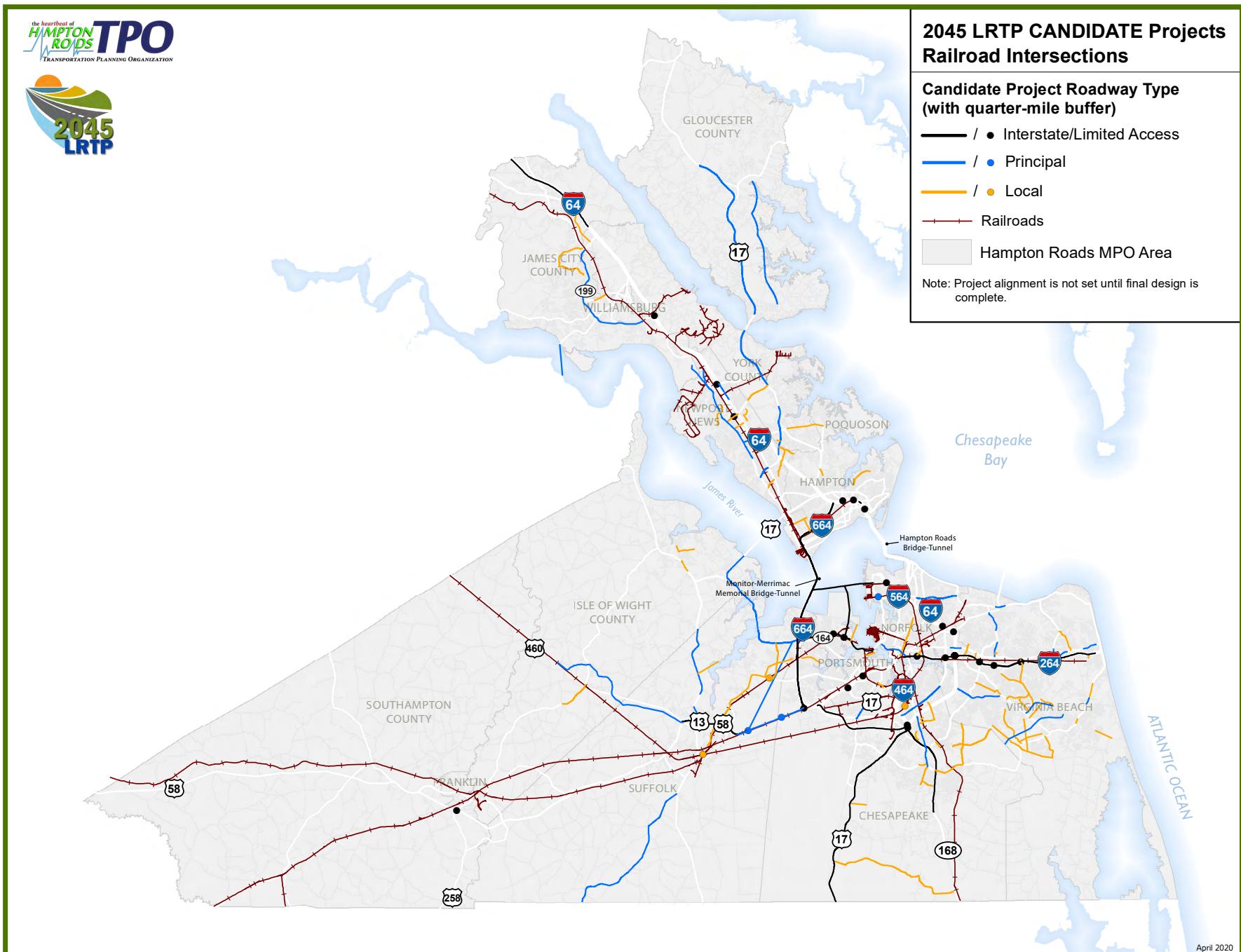
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2045 LRTP SPATIAL OVERLAY MAPS



2045 LRTP SPATIAL OVERLAY MAPS



PUBLIC REVIEW

In addition to the public engagement opportunities described within this document, this report was also made available for public review and comment from May 28 – June 12, 2020. No comments were received.

NEXT STEPS

The next steps in the development of the 2045 LRTP will be to evaluate the candidate projects using the approved scenario planning framework and the updated HRTPO Project Prioritization Tool. As part of this process, a congestion screen for potential Regional Priority Projects (projects identified as eligible for Hampton Roads Transportation Funds) will be applied.¹ Results from this analysis, along with a funding plan outlining how the region can finance the construction of project recommendations, will help decision-makers identify the most robust projects for the region to include in the 2045 LRTP.

FINALIZE PROJECT PRIORITIZATION TOOL RECOMMENDED ENHANCEMENTS

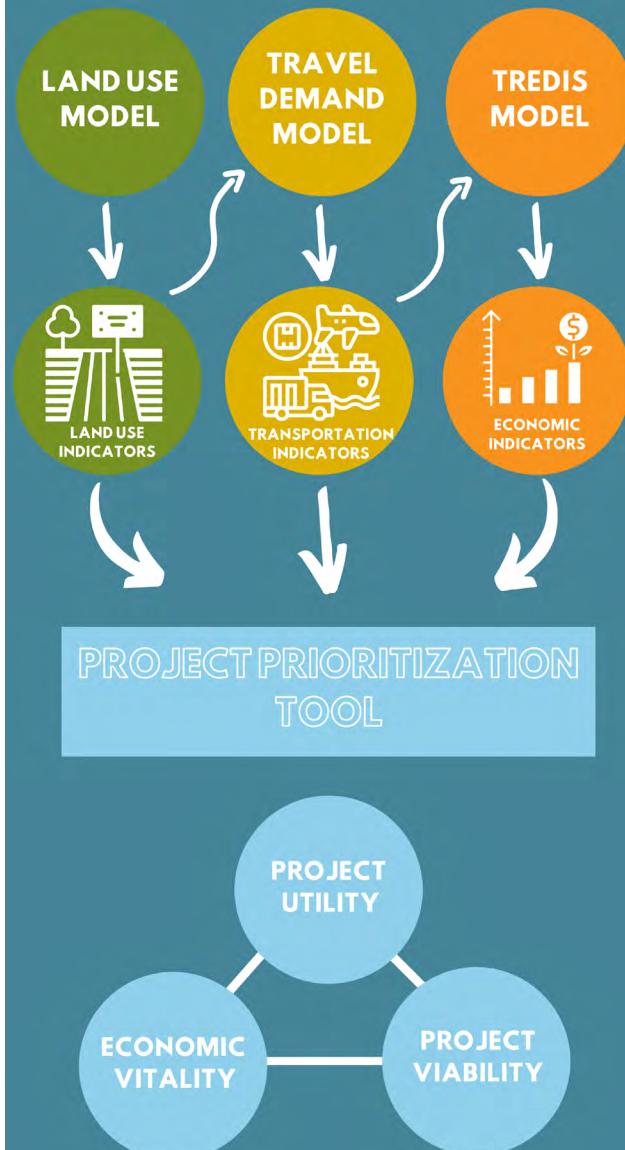
CONDUCT PROJECT EVALUATION AND PRIORITIZATION USING SCENARIO PLANNING AND UPDATED PROJECT PRIORITIZATION TOOL

DEVELOP FUNDING PLAN/FISCAL-CONSTRAINT

ADOPT 2045 LRTP: JUNE 2021

¹For the HRTF congestion screen, congestion measures from the HRTPO Project Prioritization Tool will be used to ensure candidate Regional Priority Projects are meeting the HRTAC requirement in that projects funded with HRTF must provide the most congestion relief for the most citizens in Hampton Roads.

MODELING THE SCENARIOS



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APPENDIX A: SUMMARY OF REGIONAL SURVEYS

As part of the development of the 2045 Long-Range Transportation Plan (LRTP) vision and goals, two surveys were developed to help identify regional priorities: 1) a statistically valid survey, which was conducted through the Regional Connectors Study (RCS), and 2) a web-based public survey. Stakeholder interviews were also conducted through the RCS planning effort.



CAPTURING THE VISION – THE SURVEYS

As part of the development of the 2045 Long-Range Transportation Plan (LRTP), two surveys were developed to help identify regional priorities: 1) a statistically valid survey, which was conducted through the Regional Connectors Study (RCS), and 2) a web-based public survey.

Both surveys were developed in collaboration with regional stakeholders. Potential questions were derived from previous LRTP surveys (i.e. 2034 and 2040) and provided to regional stakeholders for review and comment; survey questions were revised based on the provided feedback.

RCS STATISTICALLY VALID PUBLIC SURVEY SUMMARY

20,000 surveys were mailed to randomly selected households in the Hampton Roads region. An unweighted total of 1,612 responses were received. After reviewing the demographics of submitted surveys, and to ensure diverse groups were represented, an additional 120 participants selected from a Precision Sample online panel submitted survey responses. In total, 1,732 responses were collected for a margin of error of +/- 2.4%. A [full summary on the RCS Statistically Valid Regional Survey](#) is available on the RCS Resources webpage .

WEB-BASED PUBLIC SURVEY

The web-based public survey covered an array of transportation related topics including critical transportation issues, infrastructure, housing and new job growth, and public/active transportation issues. The survey was active from March 28, 2019 through April 26, 2019. HRTPO staff received 238 survey submissions. Some questions were open ended asking respondents for their “vision” and regional transportation needs in the form of candidate project ideas. Survey responses were compiled and reviewed for common themes as input into the 2045 LRTP vision and goals development process. Candidate project suggestions were reviewed for LRTP applicability and locality compatibility. The following section includes the results of the web-based public survey.



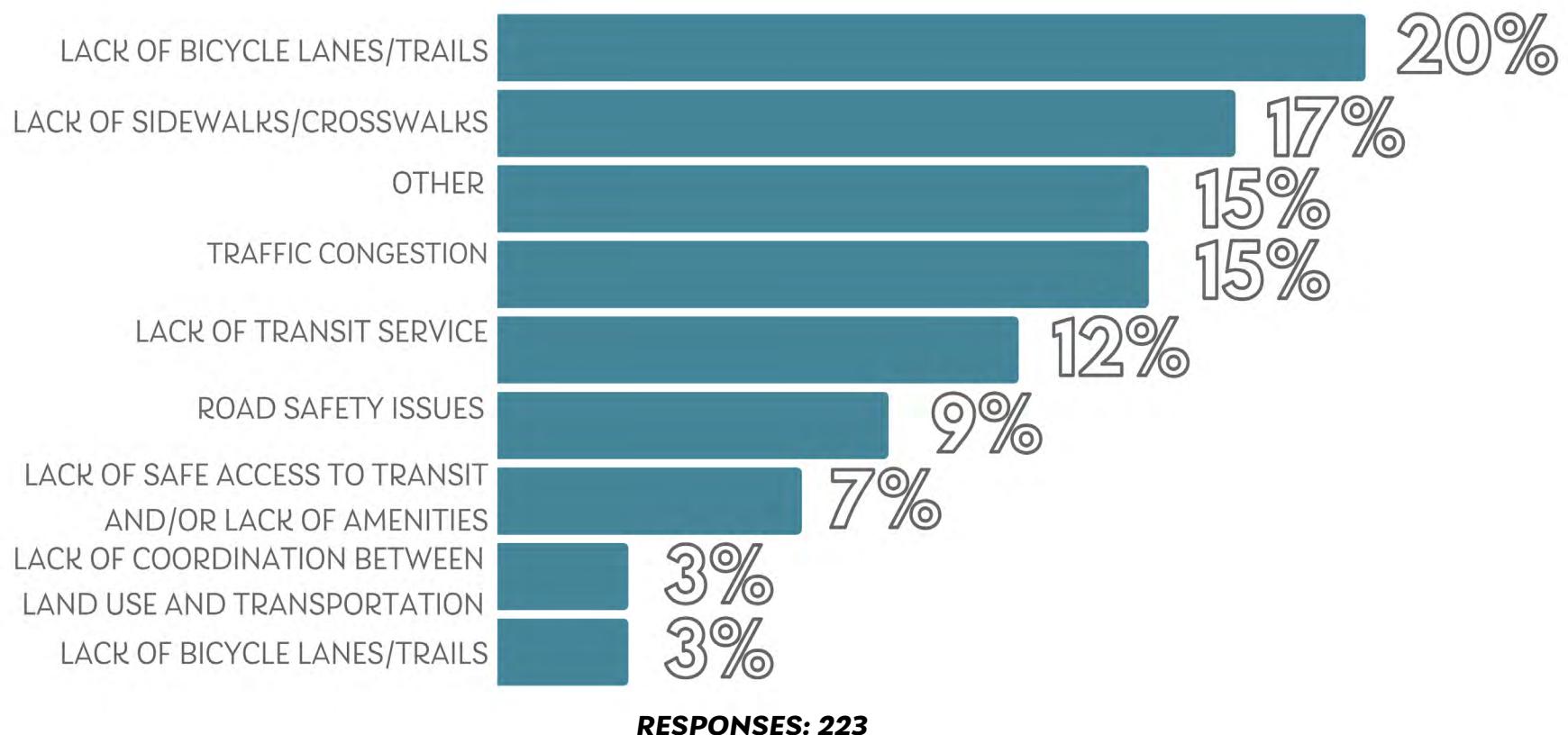
2045 Long-Range Transportation Plan (LRTP) Survey
Progress:

Imagine the year 2045 - what will Hampton Roads look like? How will we get around? What transportation choices will be available for the next generation?

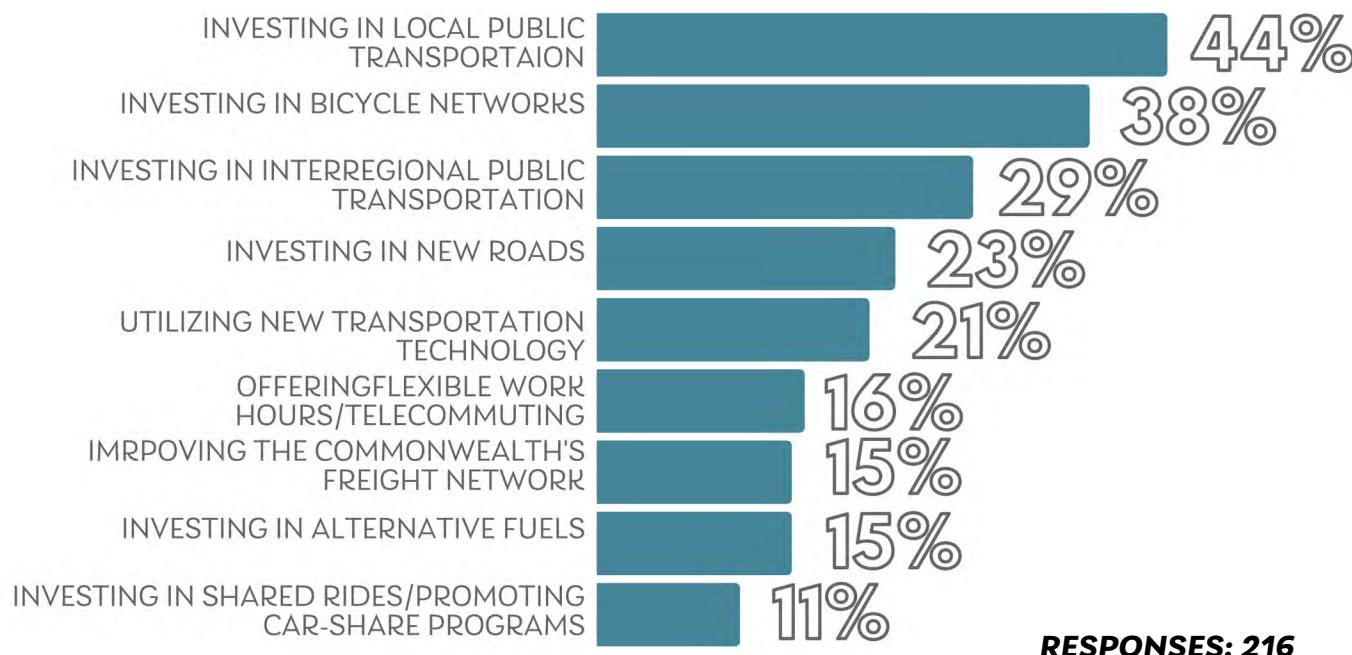
The Hampton Roads Transportation Planning Organization (HRTPO) is updating the Long-Range Transportation Plan to the horizon year 2045. This Plan will address future road, transit, passenger rail, freight, bicycle and pedestrian needs for the region. Because these are your needs, and because this plan will directly impact you and shape your quality of life, we want to hear your perspective and opinions on important transportation issues in the region. In this way, together we can shape a vision for Hampton Roads. This short survey should only take about 5-10 minutes to complete and will be used to help guide transportation in Hampton Roads. We thank you for assisting us with identifying these issues, and enabling us to direct resources to solving these needs.

QUESTION 1: WHAT IS THE MOST CRITICAL TRANSPORTATION PROBLEM IN YOUR NEIGHBORHOOD? (CHOOSE ONE)

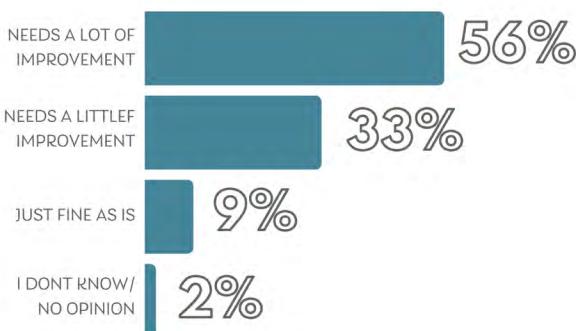
The top two concerns amongst survey respondents involved the Lack of bicycle lanes/trails and the Lack of sidewalks/crosswalks in their neighborhoods. Following the top two concerns were Traffic congestion and Other (Flooding and Roadway maintenance were most critical transportation problem described in Other).



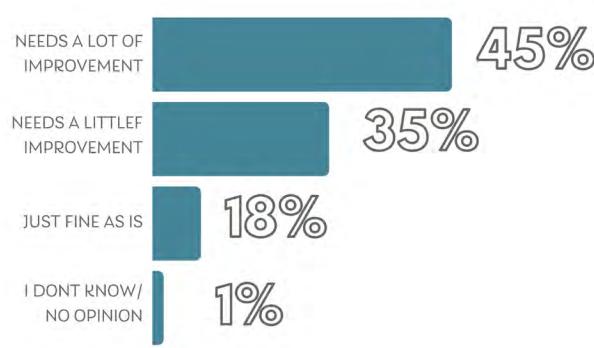
**QUESTION 2: WHAT SHOULD THE REGION FOCUS ON WITH REGARDS TO TRANSPORTATION IN THE NEXT 10 YEARS?
(PLEASE LIMIT YOUR RESPONSE TO YOUR TOP THREE OPTIONS).**



QUESTION 3: TRAFFIC FLOW ON HIGHWAYS IS...



QUESTION 4: TRAFFIC FLOW ON LOCAL STREETS AND ROADS IS...

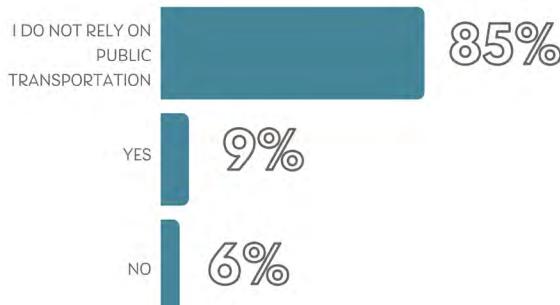


The survey respondents that selected “Yes” to Question 5 provided comments regarding the limited service/access of public transportation, the unreliability of public transportation, and the long travel times of public transportation. It should be noted that the majority of comments provided by survey respondents selected “I do not rely on public transportation”. Their reasoning for not relying/using public transportation echoed opinions of the survey respondents who selected “Yes”.

As for Question 6, the survey respondents that selected “No” provided comments regarding the lack of security and lack of lighting as their main reasons of feeling unsafe using public transportation.

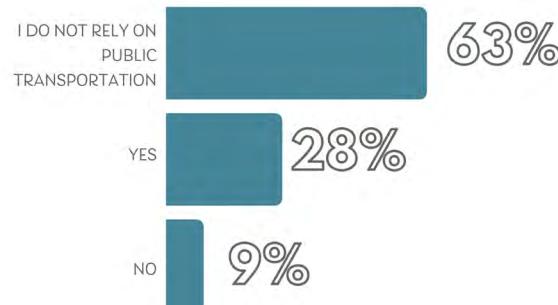
Regarding Question 7, more survey respondents thought that bus service needed a lot of improvement in order for users to get to their destinations in a timely manner than survey respondents who thought that bus service needed only a little improvement.

QUESTION 5: IF YOU RELY ON PUBLIC TRANSPORTATION, DO YOUR TRANSPORTATION OPTIONS PROHIBIT OR LIMIT ACCESS TO IMPORTANT DESTINATIONS (I.E. WORK, SCHOOL, MEDICAL FACILITIES, ETC.)? IF YES, PLEASE EXPLAIN.



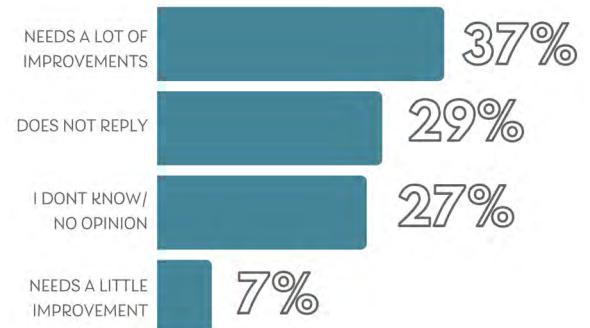
RESPONSES: 214

QUESTION 6: DO YOU FEEL SAFE USING PUBLIC TRANSPORTATION? IF NO, PLEASE EXPLAIN.



RESPONSES: 210

QUESTION 7: BUS SERVICE THAT GETS YOU WHERE YOU WANT TO GO IN TIMELY MANNER IS.....



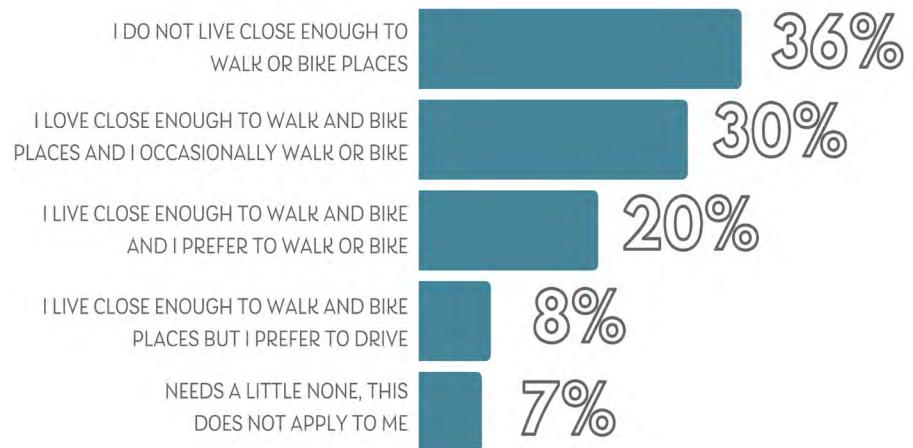
RESPONSES: 208

Regarding the use of active transportation (Question 8), just over a third of survey respondents shared that they do not live close enough to walk or bike to destinations. Another third of survey respondents shared that they do live close enough to walk and bike to destinations and occasionally walk and bike.

The top three barriers to walking and biking to most places for survey respondents were the lack of bike facilities, the belief that they are not safe, and the lack of sidewalks.

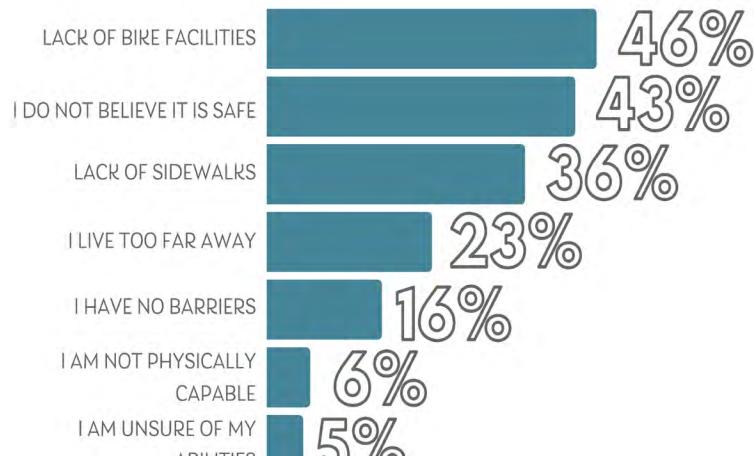
For Question 10, half the survey respondents use bike facilities in Hampton Roads.

QUESTION 8: WHICH METHOD BEST DESCRIBES YOUR USE OF ACTIVE TRANSPORTATION (BIKING AND WALKING)?



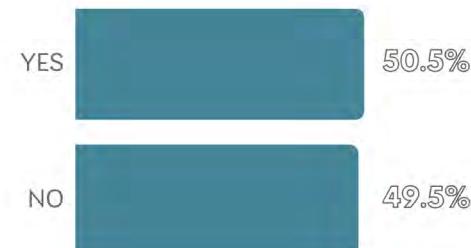
RESPONSES: 214

QUESTION 9: WHAT DO YOU BELIEVE ARE YOUR BIGGEST BARRIERS TO WALKING AND BIKING TO MOST PLACES? (PLEASE LIMIT YOUR RESPONSE TO NO MORE THAN THREE BARRIERS.)



RESPONSES: 214

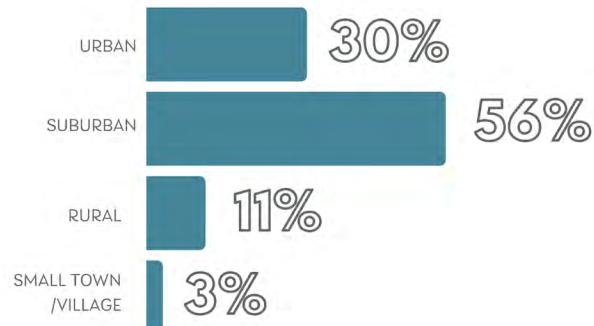
QUESTION 10: DO YOU USE BIKE FACILITIES IN HAMPTON ROADS (FOR EXAMPLE: BIKE TRAILS, BIKE LANES, ETC.)?



RESPONSES: 212

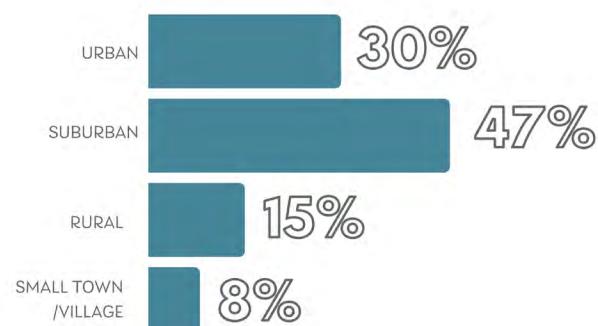
Regarding Question 11 and Question 12, survey respondents would still prefer to live in the same communities in the future as they do now.

QUESTION 11: WHAT TYPE OF COMMUNITY DO YOU LIVE IN?



RESPONSES: 213

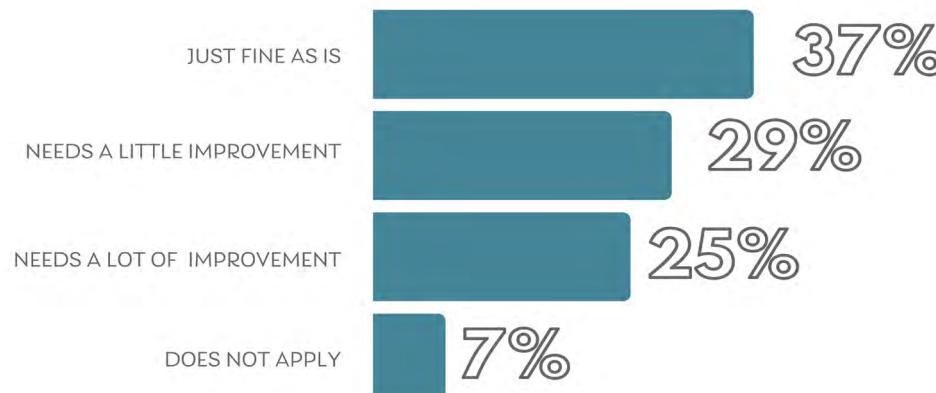
QUESTION 12: IN WHAT TYPE OF COMMUNITY WOULD YOU LIKE TO LIVE IN THE FUTURE (10 – 20 YEARS FROM NOW)?



RESPONSES: 214

QUESTION 13: AMOUNT OF STORES, RESTAURANTS, OTHER SERVICES AND/OR RECREATION WITHIN A 10 MINUTE WALK FROM YOUR HOME...

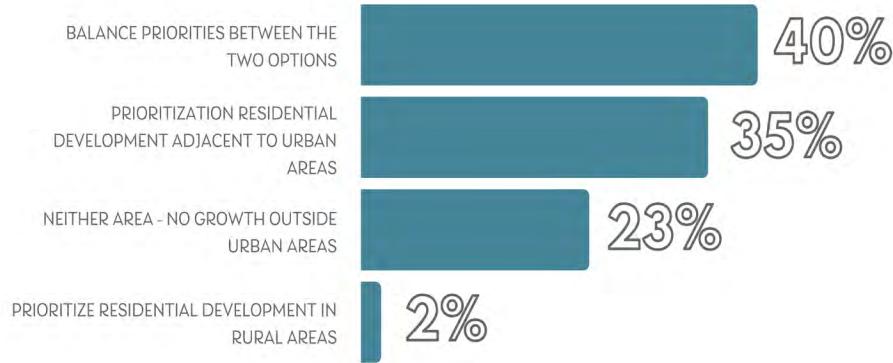
Over one third of the survey respondents thought that the amount of stores, restaurants, other services and/or recreation within a 10 minute walk from their homes were acceptable as is. However, over half of the survey respondents thought that the amount of stores, restaurants, other services and/or recreation within a 10 minute walk from their home needed some kind of improvement.



RESPONSES: 214

QUESTION 14: WHEN CONSIDERING NEW RESIDENTIAL DEVELOPMENT OUTSIDE URBAN AREAS, PICK YOUR FAVORITE STATEMENT.

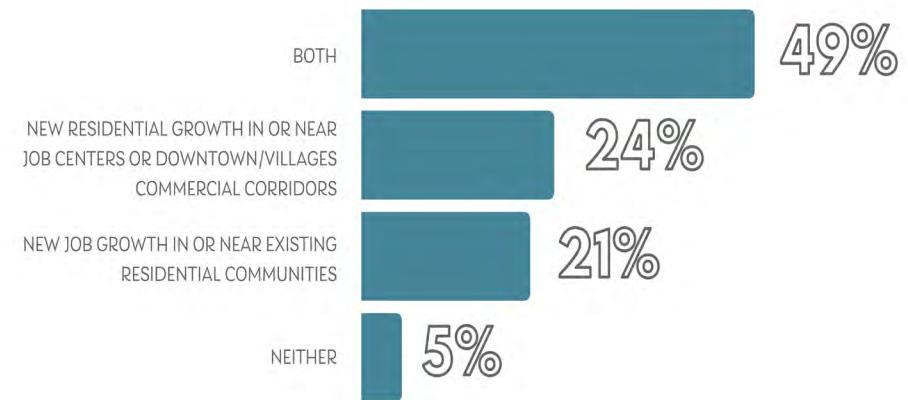
Most survey participants shared that they would either like to prioritize residential development adjacent to urban areas or balance priorities between residential development adjacent to urban areas and residential development in rural areas.



RESPONSES: 204

QUESTION 15: WHEN CONSIDERING NEW HOUSING GROWTH AND NEW JOB GROWTH, DO YOU THINK OUR NEW PLAN SHOULD FOCUS ON...

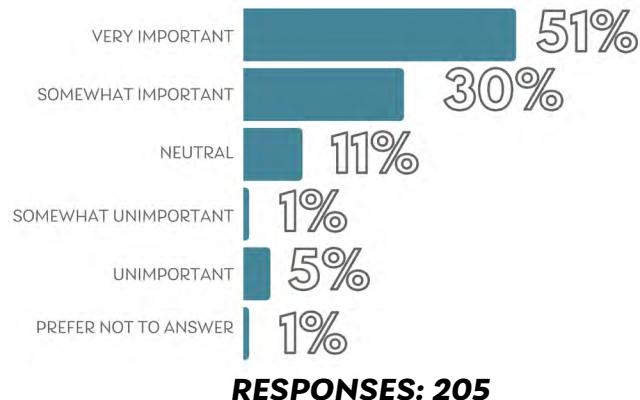
Nearly half of the survey respondents thought that the 2045 LRTP should focus on new residential growth in or near job centers or downtown/villages, and commercial corridors and new job growth in or near existing residential communities.



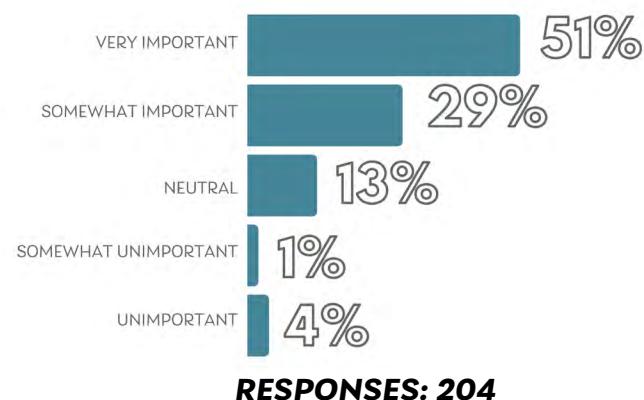
RESPONSES: 204

Half the survey respondents thought the proximity to bus services was very important for growth inside urban areas and for growth adjacent to urban areas.

QUESTION 16: FOR GROWTH INSIDE URBAN AREAS, WHAT ARE YOUR THOUGHTS ON PROXIMITY TO BUS SERVICES?

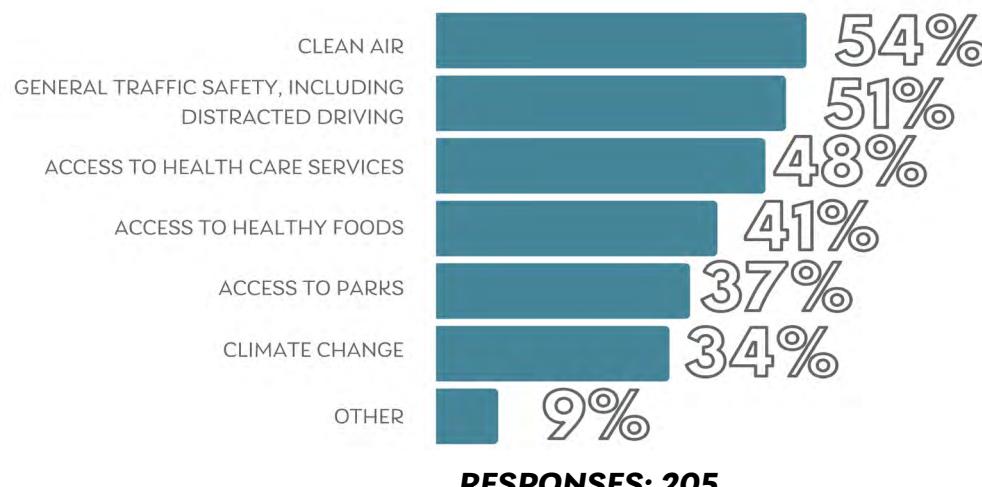


QUESTION 17: FOR GROWTH ADJACENT TO URBAN AREAS, WHAT ARE YOUR THOUGHTS ON PROXIMITY TO BUS SERVICES?



QUESTION 18: WHICH AREAS OF PUBLIC HEALTH ARE MOST IMPORTANT TO YOU? (PLEASE LIMIT YOUR RESPONSE TO NO MORE THAN THREE AREAS.)

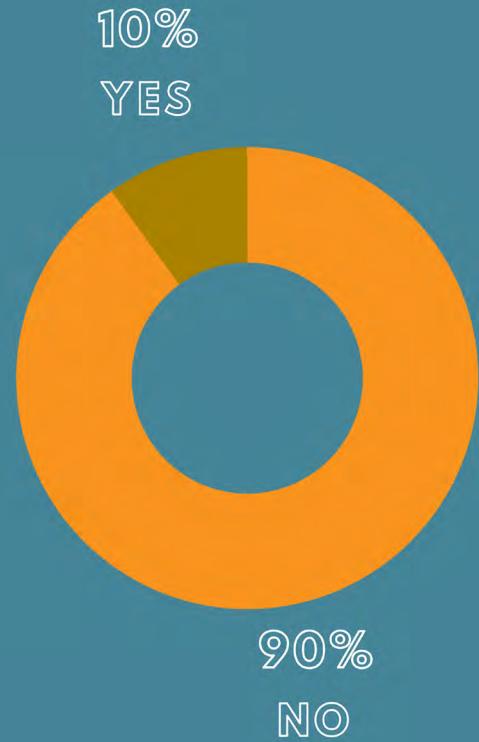
The top three areas of public health that were most important to the survey respondents were clean air, general traffic safety, including distracted driving, and access to health care services.



QUESTION 19

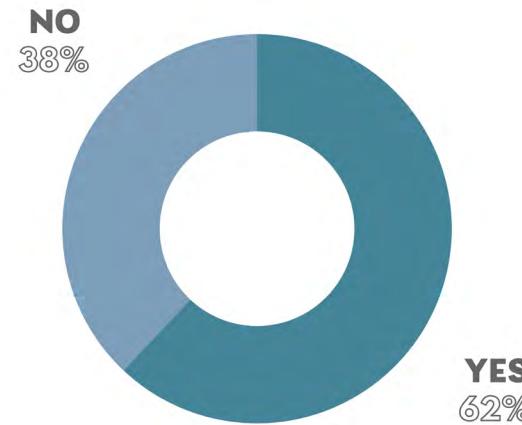
DOES ANYONE IN YOUR HOUSEHOLD HAVE A SPECIAL TRANSPORTATION NEED DUE TO AGE OR DISABILITY?

MOST SURVEY RESPONDENTS INDICATED THAT THEY DO NOT HAVE ANYONE IN THEIR HOUSEHOLD WITH SPECIAL TRANSPORTATION NEEDS DUE TO AGE OR DISABILITY.



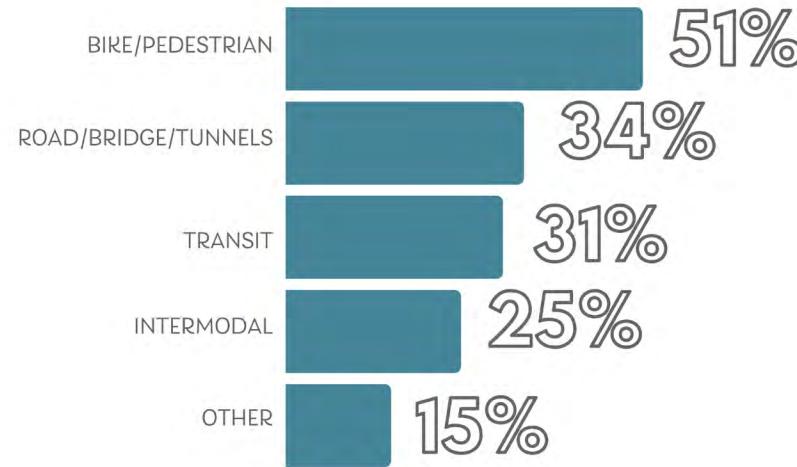
As a part of this survey, the public was provided an opportunity to submit potential candidate transportation projects to be considered for the 2045 LRTP.

QUESTION 20: DO YOU HAVE IDEAS ABOUT SPECIFIC TRANSPORTATION PROJECTS/LOCATIONS FOR PROJECTS?



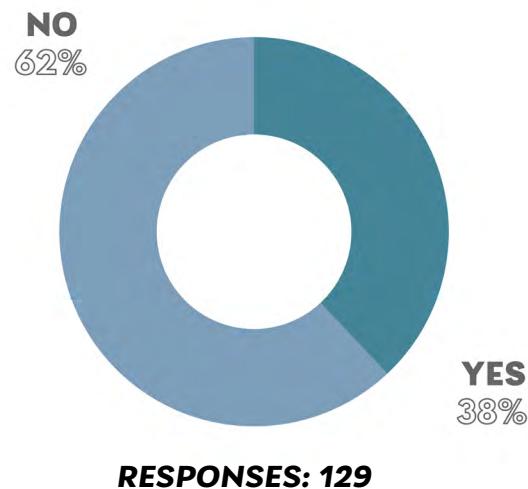
RESPONSES: 203

QUESTION 21: WHAT TYPE OF TRANSPORTATION PROJECT DO YOU WISH TO SEE INCLUDED? PLEASE DESCRIBE THE LOCATION AND THE PROJECT.

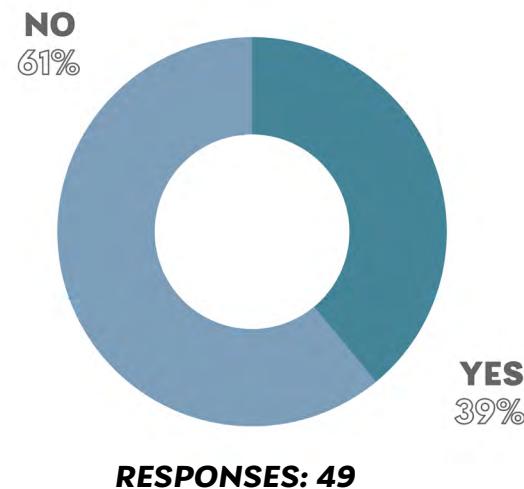


RESPONSES: 130

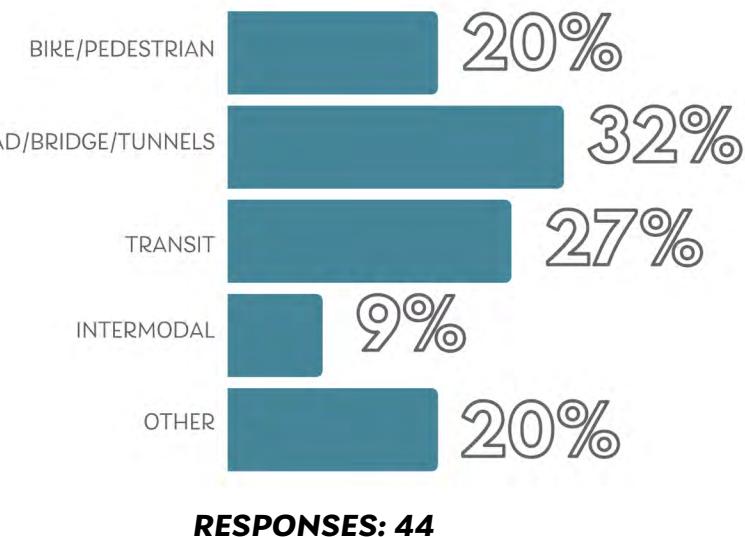
QUESTION 22: DO YOU HAVE A SECOND PROJECT YOU WOULD LIKE TO INCLUDE?



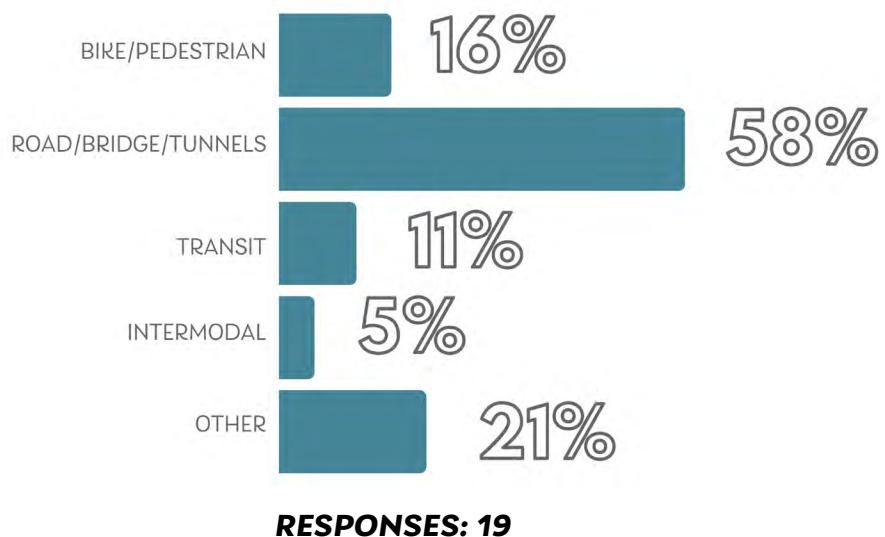
QUESTION 24: DO YOU HAVE A THIRD PROJECT YOU WOULD LIKE TO INCLUDE?



QUESTION 23: WHAT TYPE OF TRANSPORTATION PROJECT IS THE SECOND PROJECT YOU WISH TO SEE INCLUDED? PLEASE DESCRIBE THE LOCATION AND THE SECOND PROJECT.



QUESTION 25: WHAT TYPE OF TRANSPORTATION PROJECT IS THE THIRD PROJECT YOU WISH TO SEE INCLUDED? PLEASE DESCRIBE THE LOCATION AND THE THIRD PROJECT.

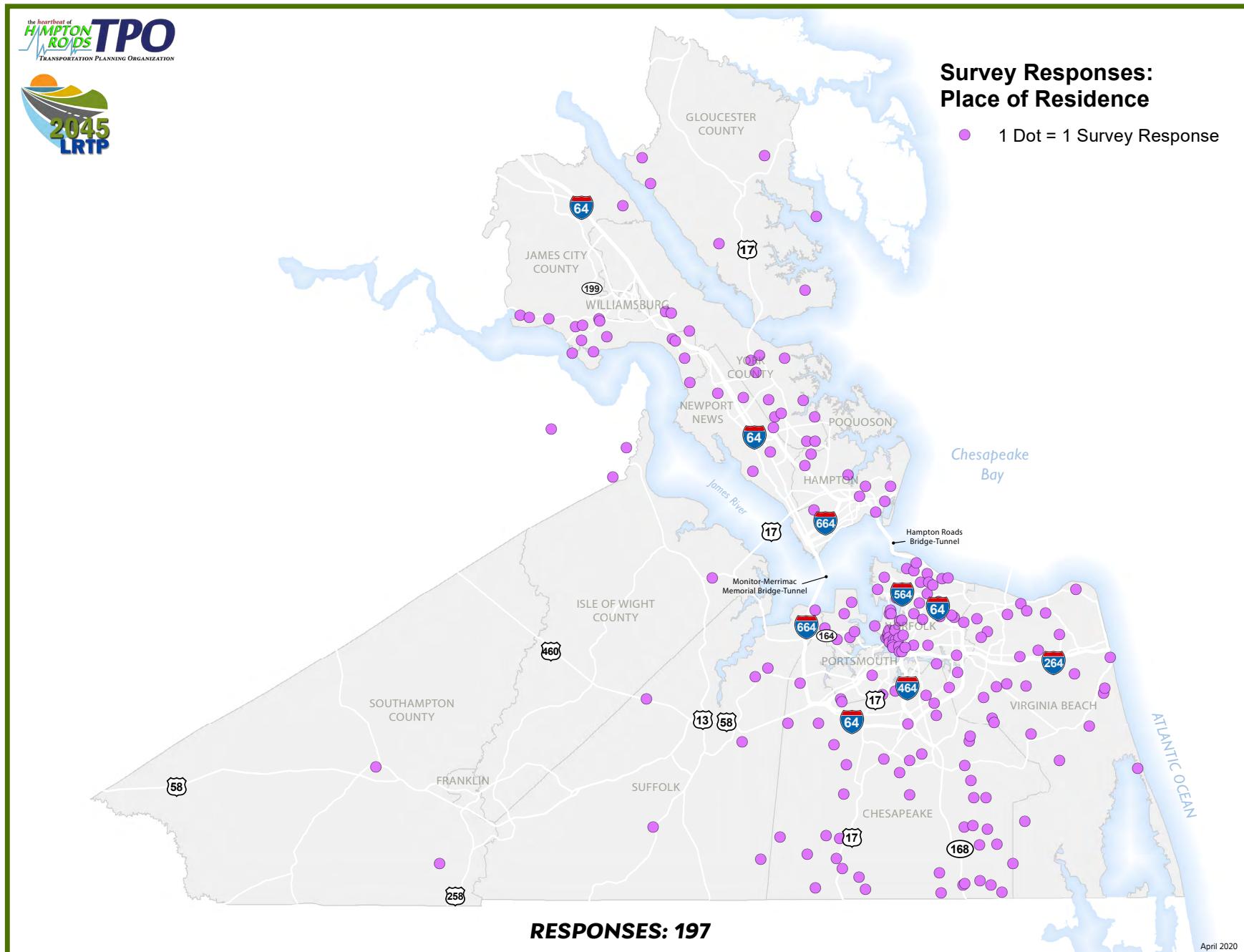


QUESTION 26: WHAT IS YOUR VISION OF TRANSPORTATION IN HAMPTON ROADS IN 2045? (LIMIT 350 CHARACTERS)

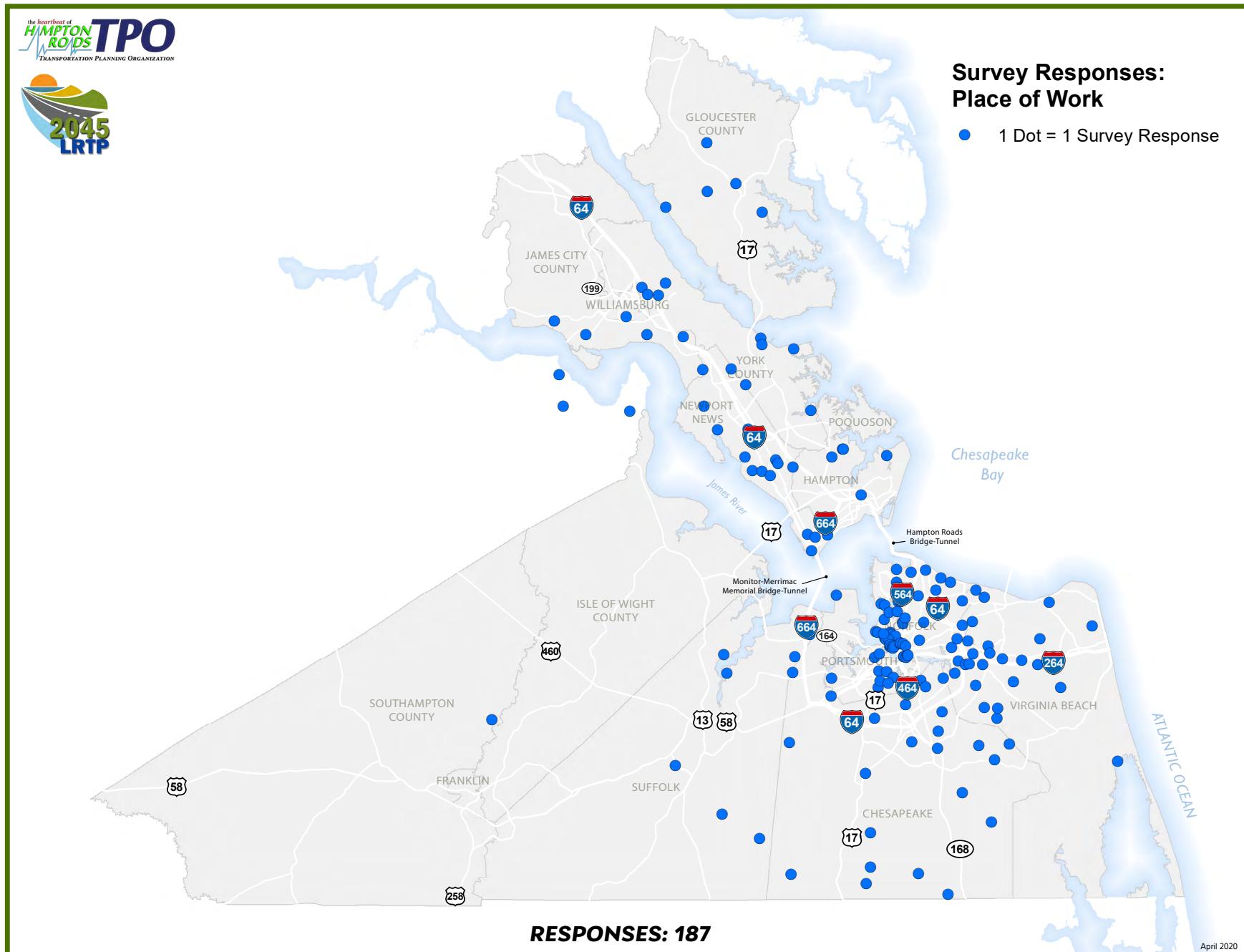
In Question 26, survey respondents provided their vision of transportation in the region in 2045. HRTPO staff evaluated the vision responses and made note of common themes.



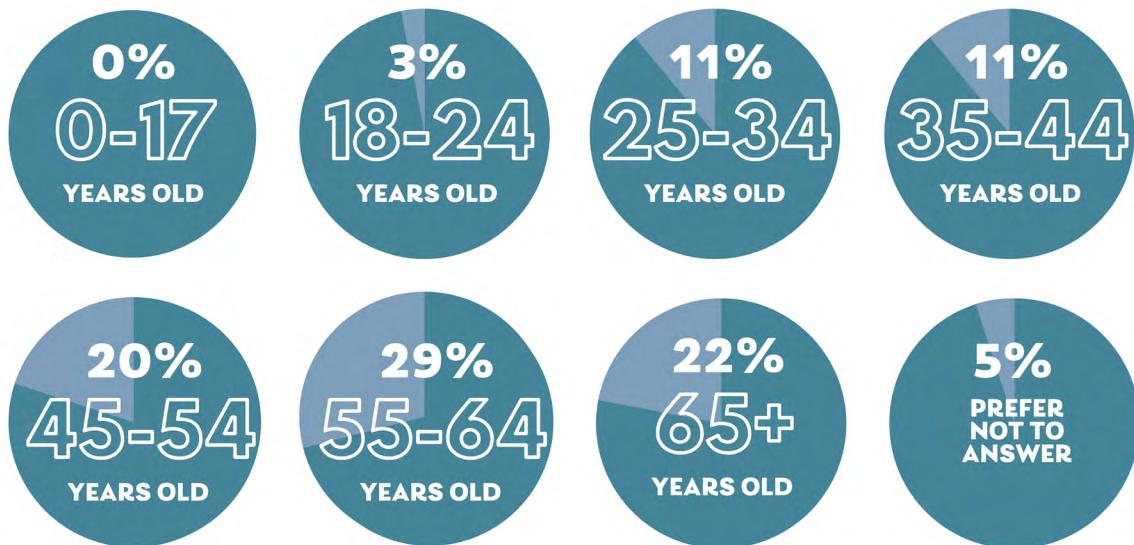
QUESTION 27: WHAT IS THE ZIP CODE OF YOUR HOME RESIDENCE? (5 DIGIT NUMBER)



QUESTION 28: WHAT IS THE ZIP CODE OF YOUR PRIMARY WORKPLACE? (5 DIGIT RESPONSE)

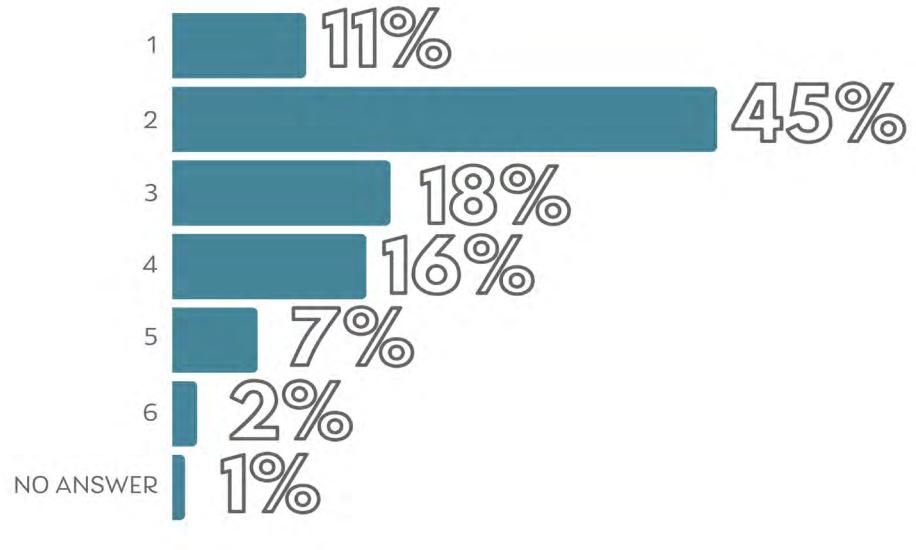


QUESTION 29: WHAT IS YOUR AGE?



RESPONSES: 199

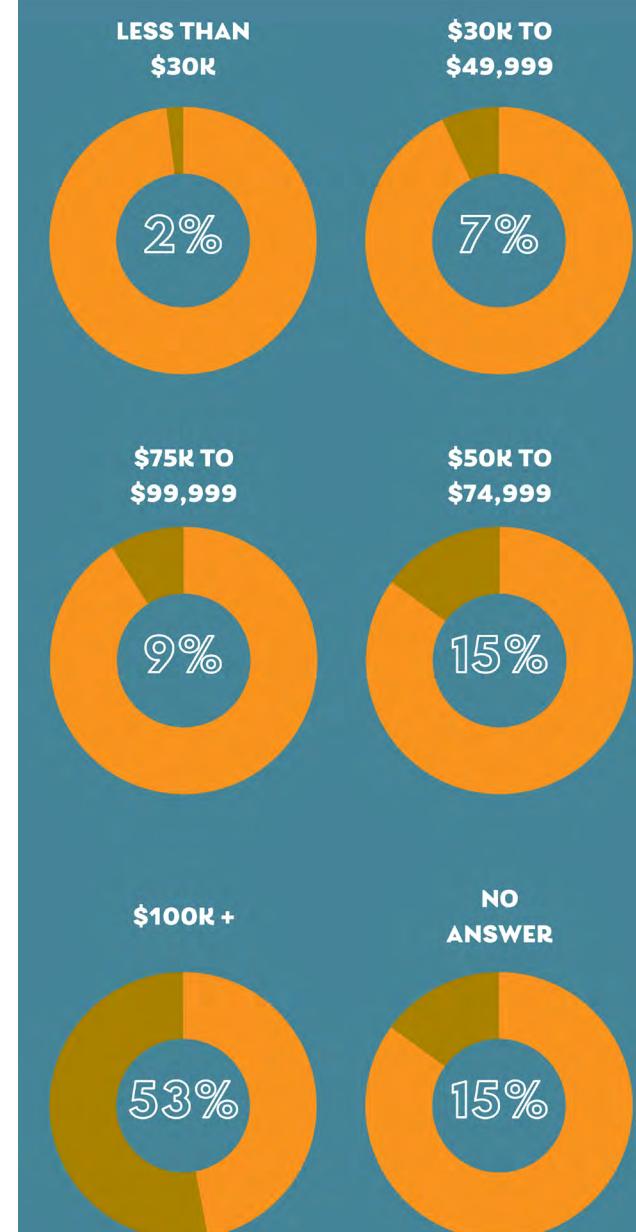
QUESTION 30: HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD (INCLUDING YOURSELF)?



RESPONSES: 195

QUESTION 31

WHICH LEVEL REPRESENTS YOUR CURRENT HOUSEHOLD INCOME?





APPENDIX B: PUBLIC COMMENTS

As part of the public review of the 2045 LRTP Candidate Projects, comments were submitted by the Southern Environmental Law Center (SELC). HRTPO staff provided a written response to SELC and addressed the project specific comments with the LRTP Subcommittee at its meeting on March 4, 2020. Feedback received from the LRTP Subcommittee was incorporated and remarks were conveyed to SELC in follow up emails.



APPENDIX B: PUBLIC COMMENTS CONTINUED



Southern
Environmental
Law Center

201 West Main Street, Suite 14
Charlottesville, VA 22902-5065
434-977-4090
Fax 434-977-1483
SouthernEnvironment.org

February 13, 2020

BY EMAIL

Ms. Theresa Brooks
Transportation Engineer III
Hampton Roads Transportation Planning Organization

Re: Draft Candidate Projects for the 2045 Long-Range Transportation Plan

Dear Ms. Brooks:

The Southern Environmental Law Center (SELC) would like to provide the following comments on the Hampton Roads Transportation Planning Organization's (HRTPO) draft list of candidate projects for the region's 2045 Long-Range Transportation Plan (LRTP). SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that strengthen our communities, protect our environment, and improve our quality of life.

We appreciate the opportunity to provide input at this early stage of HRTPO's long-range planning process. Thoughtful transportation and land use planning will be especially important in the coming years given the many challenges facing the Hampton Roads region. Among other things, the recent VTrans Mid-term Needs Assessment indicates a growing need to expand and provide more equitable access to public transit and non-motorized transportation options throughout the region, particularly in its urban cores.¹

Hampton Roads also faces some of the most serious climate change-related threats from flooding and sea level rise in the country. As a result, it is essential that the long-range planning process include careful consideration of these risks to the region's transportation infrastructure, and that projects are sited and designed to prevent further loss of natural resiliency features such as wetlands and floodplains that help slow and store flood water and provide communities with valuable storm protection. The threats faced by Hampton Roads also underscore the need to make significant progress in this LRTP toward reducing the region's greenhouse gas (GHG) emissions from the transportation sector—the largest source of GHG emissions in Virginia.

We strongly support the inclusion in the draft candidate list of many projects focused on expanding residents' travel options as well as advancing cleaner transportation modes, including several key projects to expand the region's public transit and passenger rail networks and a host of active transportation improvements. However, in viewing this draft candidate list as a whole and in light of the challenges and threats noted above, we are concerned to see its overwhelming focus on highway expansion. Indeed, highway projects comprise 183 out of 309 total projects on the list (not including interchange and bridge improvements), and the vast majority of these

¹ Office of Intermodal Planning and Investment, Executive Summary and 2019 Mid-Term Transportation Needs, Hampton Roads Construction District at 23 et seq. (Jan. 2020), available at http://www.vtrans.org/resources/VTrans_Midterm_Report_HamptonRoads.pdf.

projects involve adding new asphalt. Below we identify several examples from the draft candidate project list that raise serious concerns because of their substantial adverse effects on the region's communities and environment. These proposed projects should be removed from further consideration in the LRTP process.

- **New Route 460 (Suffolk to Zuni):** Previous plans for a new highway parallel to Route 460 were extremely expensive relative to their limited benefits, and ran into serious permitting issues due to their severe impacts on wetlands and other resources. After scoring poorly in SMART SCALE, the Virginia Department of Transportation's (VDOT) most recent plans to build a new highway along this stretch were wisely scrapped in favor of a focus on targeted upgrades to existing Route 460.
- **Route 460/58/13 Connector:** VDOT also recently pulled the plug on a study of improvements—and potential widening—for this stretch of highway after finding that its existing capacity should be able to handle expected travel demand through 2040.² VDOT further found that each of the options under review would have enormous impacts on wetlands in the corridor,³ which runs alongside the Great Dismal Swamp National Wildlife Refuge containing some of Virginia's most important habitat.
- **Southeastern Parkway and Greenbelt:** Similarly, in 2010 the Federal Highway Administration terminated the environmental review process for this project after decades of study in which federal agencies raised serious and repeated concerns with its impacts on wetlands and other resources—essentially finding this project unpermittable.⁴ These issues were significant in 2010, but are even greater today in light of the immediate threats posed by climate change and the need to protect wetlands as a resiliency resource for local communities.
- **Nimmo Parkway Phase VII-B:** This proposal to build a raised parkway across part of the Back Bay National Wildlife Refuge and through the largest contiguous forest in the Back Bay watershed raises serious concerns regarding impacts on wildlife populations and habitat. Further, it threatens to exacerbate local flooding both to the north and the south of the proposed parkway by restricting the normal bi-directional flow of water in response to winds, tides, and rainstorms, and by isolating wetlands that help absorb floodwaters. Improving the existing Sandbridge Road corridor is a far less damaging alternative that should be pursued instead.

² See Angel Deem, Presentation to HRTPO, "Route 460/58/13 Connector Environmental Assessment (EA) Status Update (Nov. 15, 2018), available at https://www.hrtpo.org/uploads/docs/111518%20P13%20%20Route%20460%2058%2013%20TPO%20Meeting%2011-15-18_Rev.pdf.

³ VDOT reported that the wetlands impacts of the four alternatives under review ranged from 76.7 acres for the six-lane option to improve access at the eastern end of the corridor to 98.9 acres for the eight-lane option to improve access at both the eastern and western ends. *Id.*

⁴ "Termination of Environmental Review Process Cities of Chesapeake and Virginia Beach, VA," 75 Fed. Reg. 70351 (Nov. 17, 2010) (noting that the proposal would result in the net loss of over 170 acres of wetlands and quoting the U.S. Environmental Protection Agency's comments that "even the best mitigation may not be able to adequately compensate for the environmental harm expected" from the project).

APPENDIX B: PUBLIC COMMENTS CONTINUED

Finally, we also recommend close scrutiny of any proposals for the Bowers Hill Interchange. While we recognize the importance of this interchange to the region's transportation network, it is located in a sensitive area containing several environmental justice communities, substantial wetlands, streams, and floodplains, and in close proximity to the Great Dismal Swamp National Wildlife Refuge. Expansion of this vast interchange could also have significant effects in increasing vehicle miles traveled and related GHG emissions. These communities and potential impacts must be carefully considered in relation to any potential improvements to this facility.

Thank you for your consideration, and we look forward to continuing to participate as this long-range planning process moves forward.

Sincerely,



Morgan Butler
Senior Attorney



Travis Pietila
Staff Attorney



John L. Rowe, Jr., Chair, Donnie R. Tuck, Vice-Chair
Robert A. Crum, Jr., Executive Director

February 24, 2020

Mr. Morgan Butler, Senior Attorney
Mr. Travis Pietila, Staff Attorney
Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902-5065

Re: Draft Candidate Projects for the 2045 Long-Range Transportation Plan

Dear Mr. Butler and Mr. Pietila,

Thank you for participating in the HRTPO's 2045 Long-Range Transportation Plan (LRTP) public comment and review period. SELC's comments, along with other public input, help to inform HRTPO of public and stakeholder concerns and questions. Knowing your concerns and questions help us to consider and address them during the LRTP planning process.

We agree that long-range planning should include careful consideration of potential risks to the region's transportation infrastructure and have developed recommendations to enhance our Project Prioritization Tool (tool designed to objectively measure effectiveness, economic vitality, and viability of projects) to include resiliency and other environmental measures. The Project Prioritization Tool will be used to evaluate and rank projects to be considered for inclusion in the 2045 LRTP (to learn more about the HRTPO Project Prioritization Tool and the recommended enhancements, please visit <https://www.hrtpo.org/page/project-prioritization/>).

With regard to SELC's comments on the quantity of highway candidate projects, I'd like to provide some background on the candidate list. Candidate projects are proposals for the HRTPO to consider for potential inclusion in the LRTP. These proposed projects are subjected to a rigorous evaluation process and fiscal constraint (demonstration that sufficient funds will be available to cover project costs). Less than half of the 300+ candidate projects will ultimately make it into the Plan. The candidate projects came from a variety of sources, including the current 2040 LRTP, 2040 Vision Plan, other HRTPO planning studies, HRTPO advisory committees, and public input. Therefore, the quantity of any particular group of candidate projects is not a reflection of a preferred mode, but a result of the unrestricted collection process.

The HRTPO is committed to planning a balanced, multimodal transportation system through our LRTP and other planning efforts, and the final 2045 LRTP will support a multimodal system in which all transportation modes, including transit, active transportation, etc., are represented. In addition, over the past few years, HRTPO staff has been coordinating with regional stakeholders and the public to develop a regional active transportation plan. *Linking Hampton Roads, A Regional Active Transportation Plan*, is a framework to help improve safety and connectivity for non-motorized modes like walking and bicycling, and to promote more active and healthy lifestyles. The HRTPO is also a strong advocate for dedicated transit funding to help improve the quality of our regional transit system and promote transportation choices for our residents.

APPENDIX B: PUBLIC COMMENTS CONTINUED

We will forward your project specific comments to the appropriate localities and agencies. As part of our outreach to environmental agencies regarding development and environmental mitigation discussions associated with the 2045 LRTP, we would like to include SELC's comments as a resource. Please let us know if you have any issues/concerns with us sharing your comments.

Sincerely,



Theresa Brooks
Transportation Engineer III

TB/nb

Dale Stith

From: Travis Pietila <tpietila@selcva.org>
Sent: Monday, March 30, 2020 4:13 PM
To: Theresa Brooks
Cc: Morgan Butler; Dale Stith; Mike Kimbrel
Subject: RE: SELC Comments on 2045 LRTP Candidate Projects

Theresa,

I hope everyone at HRTPO is staying safe and healthy. Sorry for the delay in responding, but we appreciate your update on the LRTP planning process, as well as the close consideration that you and the LRTP Subcommittee have given to our comments.

We look forward to continuing to participate as planning for the LRTP moves forward, and will let you know if we have any further questions.

Best,
Travis

Travis Pietila
Staff Attorney
Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
(434) 977-4090
SouthernEnvironment.org

From: Theresa Brooks [mailto:tbrooks@hrtpo.org]
Sent: Monday, March 23, 2020 10:22 AM
To: Travis Pietila
Cc: Morgan Butler; Dale Stith; Mike Kimbrel
Subject: RE: SELC Comments on 2045 LRTP Candidate Projects

Good Morning Travis,

Hope you're doing well. I wanted to follow up to inform you that we shared SELC's comments regarding the 2045 LRTP Candidate Projects with the LRTP Subcommittee at its meeting on March 4, 2020 (links to the meeting agenda and associated presentation included below). In addition to summarizing SELC's comments in the presentation, we also included your submitted comments as an attachment. At that meeting, the LRTP Subcommittee made the following suggestions regarding the project specific SELC comments:

- Route 460 (Suffolk to Zuni)
 - SELC concerned over "serious permitting issues." Also, refined improvements have been developed that focus on targeted upgrades to the existing Route 460.
 - LRTP Subcommittee response: Long term capacity needs still need to be addressed along corridor, so retain as a candidate project.
- US 460/58/13 Connector

APPENDIX B: PUBLIC COMMENTS CONTINUED

- SELC concerned because recent VDOT study was halted because "existing capacity should be able to handle expected travel demand through 2040" and "VDOT further found that each of the options under review would have enormous impacts on wetlands in the corridor"
- LRTP Subcommittee response: There are safety concerns along the corridor; therefore, retain candidate project. However, modify project description to reflect safety improvements along corridor (not a widening), including a potential interchange at regional landfill to reduce cross-traffic conflicts.
- Southeastern Pkwy and Greenbelt (SEPG)
 - SELC concerned because FHWA "terminated the environmental review process" over "raised serious and repeated concerns with its impacts on wetland and other resources - essentially finding this project unpermissible" and that these issues "are even greater today in light of the immediate threats posed by climate change and the need to protect wetlands as a resiliency resource for local communities."
 - LRTP response: Virginia Beach staff will modify the project termini, submitting two viable segments of the SEPG to evaluate as candidate projects.
- Nimmo Pkwy VII-B
 - SELC concerned over potential "impacts on wildlife populations and habitat" and states the project could "exacerbate local flooding" thereby "restricting the normal bi-directional flow of water in response to winds, tides, and rainstorms, and by isolating wetlands that help absorb floodwaters." SELC further suggests that "Improving the existing Sandbridge Road corridor is a far less damaging alternative that should be pursued instead."
 - LRTP Subcommittee response:
 - Tara Reel, Transportation and Transit Planner, City of Virginia Beach, stated that "The main purpose of the transportation improvements to Sandbridge Road are to reduce recurring flooding. The environmental impacts are essentially the same for Sandbridge Road and Nimmo Parkway. It becomes more difficult to raise Sandbridge Road because of the proximity to houses, driveways, septic tanks, parking areas, etc. Raising Sandbridge Road and providing the necessary shoulder treatments would likely result in impacts to residential or commercial properties due to inadequate access or driveways that are too steep. Therefore, Nimmo Parkway becomes a less impactful option at that point. Also, as provided in the approved United States Army Corps of Engineers (USACOE) permit with Sandbridge—Nimmo 7A, there are culvert crossings to allow natural stormwater flow to occur. There are also culvert crossings dedicated for wildlife movement as well. In addition to the bridge for Nimmo 7B, we would anticipate similar infrastructure for stormwater and wildlife movement."
 - Based on VB's response, project will be retained as a candidate project.

Additionally, we shared SELC's concerns regarding the Bowers Hill Interchange candidate project with the LRTP Subcommittee at that meeting. We will also forward SELC's concerns over this project to the Bowers Hill Interchange Study Working Group.

Please feel free to reach out to us if you have any additional questions or comments.

March 4, 2020 LRTP Subcommittee Agenda
<https://www.hrtpo.org/events/details/790/lrtp-subcommittee/>

Agenda Item 6 - 2045 Long-Range Transportation Plan Candidate Projects: Comments Received Presentation
<https://www.hrtpo.org/uploads/docs/030420%20P6-2045LRTP-CandidateProjects-Comments-030420.pdf>

Thank you,
Theresa



Theresa K. Brooks
Transportation Engineer III
Hampton Roads Transportation Planning Organization
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Chesapeake, Virginia 23320
phone: 757-420-8300 | fax: 757-523-4881
email: tbrooks@hrtpo.org

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From: Travis Pietila <tpietila@selcva.org>
Sent: Thursday, February 27, 2020 2:29 PM
To: Theresa Brooks <tbrooks@hrtpo.org>
Cc: Morgan Butler <mbutler@selcva.org>; Dale Stith <dstith@hrtpo.org>; Mike Kimbrel <mkimbrel@hrtpo.org>
Subject: RE: SELC Comments on 2045 LRTP Candidate Projects

Theresa,

We appreciate HRTPO's consideration of our comments, and please feel free to include them in your outreach to environmental agencies. We look forward to continuing to participate as this 2045 Long-Range Transportation Plan process moves forward.

Best,
Travis

Travis Pietila
Staff Attorney
Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
(434) 977-4090
SouthernEnvironment.org

From: Theresa Brooks [mailto:tbrooks@hrtpo.org]
Sent: Wednesday, February 26, 2020 1:55 PM
To: Travis Pietila
Cc: Morgan Butler; Dale Stith; Mike Kimbrel
Subject: RE: SELC Comments on 2045 LRTP Candidate Projects

Mr. Pietila,

APPENDIX B: PUBLIC COMMENTS CONTINUED

Thank you for reviewing and providing comments regarding the draft candidate projects list for the HRTPO's 2045 Long-Range Transportation Plan. Please find attached our response to SELC's comments. As noted in the letter, we plan to share SELC's project specific comments at our next LRTP Subcommittee meeting with the appropriate localities and agencies. Additionally, we would like to include SELC's comments as a resource in our outreach to environmental agencies.

If you have any additional questions or comments, please do not hesitate to contact us.

Thank you,
Theresa



Theresa K. Brooks
Transportation Engineer III
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From: Travis Pietila <tpietila@selcva.org>
Sent: Thursday, February 13, 2020 10:17 AM
To: Theresa Brooks <tbrooks@hrtpo.org>
Subject: SELC Comments on 2045 LRTP Candidate Projects

Ms. Brooks,

Please find attached comments from the Southern Environmental Law Center on the draft candidate projects list for HRTPO's 2045 Long-Range Transportation Plan.

Thank you for your consideration,

Travis Pietila

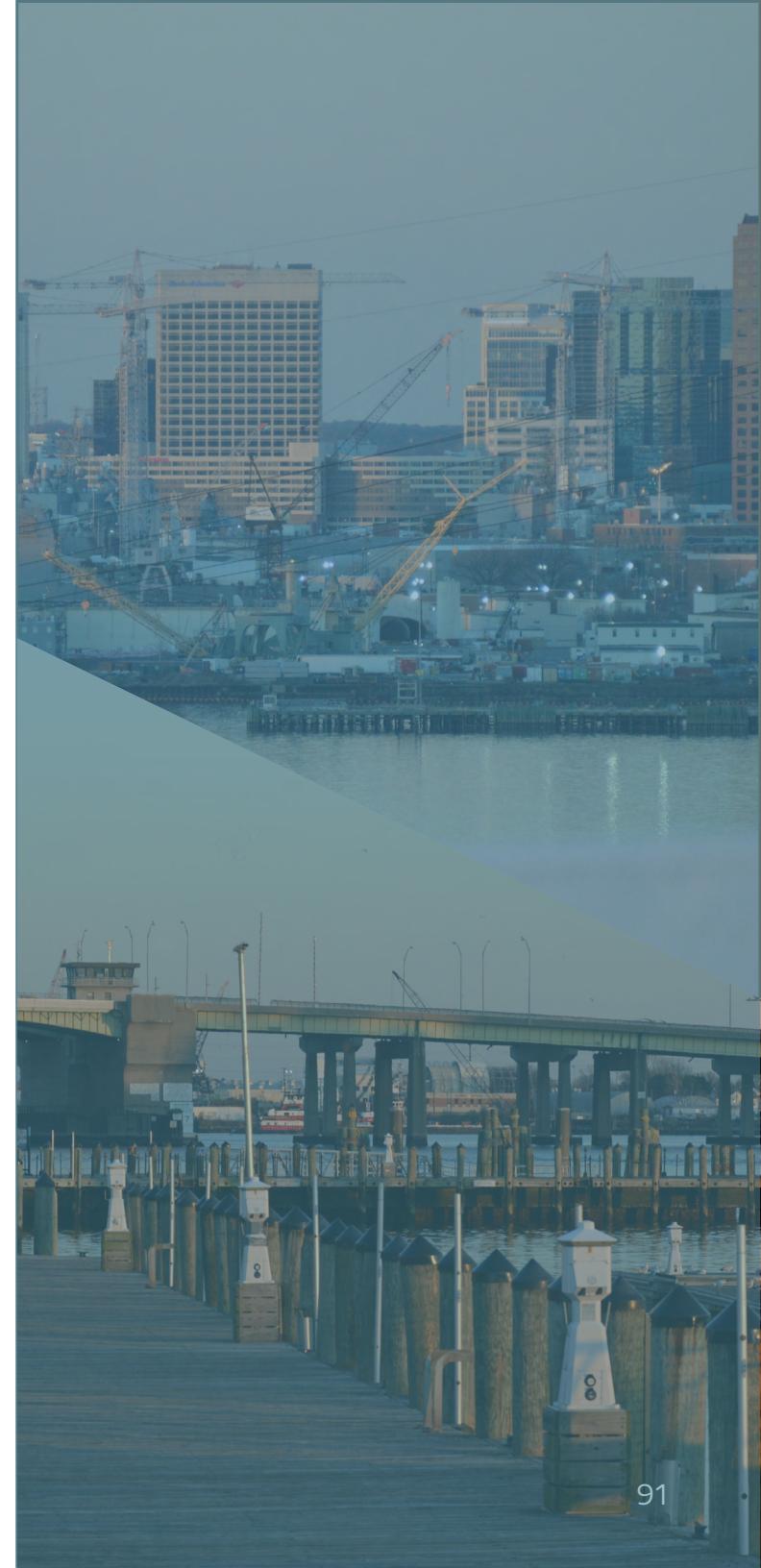
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APPENDIX C: LIST OF COMMITTED AND CANDIDATE PROJECTS

In order to determine the best alternatives to effectively address future regional needs, a list of candidate projects for consideration in the 2045 LRTP has been developed using various sources including:

- 2040 LRTP and Regional Vision Plan
- HRTPO planning studies
- Public input received via a web-based public survey
- Locality and regional stakeholder input received from HRTPO advisory and technical committees

Candidate transportation projects will be evaluated through the HRTPO Project Prioritization Tool and each of the 2045 LRTP alternative scenarios in an effort to identify those projects that provide the most benefit to the region regardless of which future assumption is analyzed.



2045 LRTP COMMITTED PROJECTS

| 2045 LRTP COMMITTED PROJECTS | | | | | | | | |
|------------------------------|----------------------|---|---|--|----------------|----------------|--|----------------------------------|
| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | COMMITTED STATUS |
| BRIDGE/TUNNEL | | | | | | | | |
| 2045-1 | Multi-jurisdictional | Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel 1 | Virginia Beach | Northampton County | 2 | 4 | Construct a new 2-lane immersed tube, concrete box tunnel across Thimble Shoal Channel between Northampton County and Virginia Beach. Removes 2-lane, 2-way conflict tunnel for portion of Chesapeake Bay Bridge Tunnel. | Project under construction |
| 2045-2 | Multi-jurisdictional | I-64 Widening Including Hampton Roads Bridge-Tunnel | I-664 (Hampton Coliseum) | I-564 | 4/6 | 6 | Widening to 6 lanes including Hampton Roads Bridge-Tunnel. | Advertised for construction |
| 2045-7 | Multi-jurisdictional | I-64 Southside Widening Including High Rise Bridge Phase I | I-464 | I-664 | 4 | 6 | Widen to 6 lanes. | Project under construction |
| 2045-5 | Chesapeake | 22nd St Bridge | Liberty St | Wilson Rd | 4 | 2 | Bridge replacement and re-alignment (new bridge will align with Poindexter St) | Project under construction |
| 2045-6 | Chesapeake | Deep Crk AIW Bridge Replacement and G.W. Hwy (US 17)/Moses Grandy Trail Intersection Improvements | Mill Creek Pkwy | Diamond Ave | 2 | 5 | Bridge replacement with additional improvements to approaching roadways. | Committed for 2045 LRTP |
| 2045-8 | Chesapeake | Triple Decker Bridge (Interchange of US 13, US 460, and Norfolk Southern Rail Line) | N/A | N/A | N/A | N/A | Rehabilitation of existing bridge structure. | Committed (fully funded in SYIP) |
| 2045-17 | Newport News | Denbigh Blvd Bridge Replacement | Richneck Rd | Trailblazer Blvd | 4 | 4 | Build replacement 4-lane undivided arterial bridge to replace aging bridge infrastructure. | Project under construction |
| 2045-21 | Portsmouth | Churchland Bridge | N/A | N/A | 4 | 4 | Replace 4-lane undivided arterial aging bridge infrastructure. | Advertised for construction |
| 2045-27 | Virginia Beach | Laskin Road Bridge Replacement | Laskin Rd | Laskin Rd | 4 | 6 | Bridge replacement with additional capacity. | Project under construction |
| 2045-28 | Virginia Beach | Sandbridge Rd Bridge Replacement | N/A | N/A | 2 | 2 | This project is for the replacement of the existing bridge on Sandbridge Road over Hell's Point Creek, 2 miles west of Sandpiper Road. | Project under construction |
| HIGHWAY | | | | | | | | |
| 2045-41 | Multi-jurisdictional | I-64 Peninsula Widening Segment 3 | 1.05 miles west of Humelsine Pkwy/ Marquis Ctr Pkwy | 1.15 miles west of Route 199, Lightfoot (Exit 234) | 4 | 6 | Widening to 6 lanes. | Project under construction |
| 2045-105 | Multi-jurisdictional | I-64 Express Lanes - Segment 2 | I-264 | I-464 | 2 | 2 | Conversion of I-64 High-Occupancy-Vehicle (HOV-2) lanes to High-Occupancy-Toll (HOT) or Express Lanes from I-264 Interchange to I-464 | Pending Amendment |
| 2045-3 | Multi-jurisdictional | Wythe Creek Rd | Alphus St | Commander Shepard Blvd | 2 | 3 | Provides a three lane reversible roadway, with two lanes being operated in the southbound direction in the morning peak hour and two lanes in the afternoon peak hour. The center lane will operate as a two way center turn lane in the off peak hours. | Committed for 2045 LRTP |
| 2045-11 | Hampton | Coliseum Dr Extension A | Hampton Roads Center Pkwy | Butler Farm Rd | 0 | 4 | New Facility | Committed for 2045 LRTP |
| 2045-12 | Isle of Wight County | Nike Park Road Extension | Reynolds Dr | US 17 | 0 | 2 | Extend road from Reynolds Drive to Route 17. | Committed for 2045 LRTP |
| 2045-14 | James City County | Croaker Rd | Richmond Rd (US 60) | Rochambeau Rd | 2 | 4 | Widen Croaker Road from two to four lanes from Route 60 to Point O Woods Road. | Committed for 2045 LRTP |
| 2045-15 | James City County | Longhill Rd (Phase 1) | Humelsine Pkwy (Rte 199) | Old Town Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | Project under construction |

2045 LRTP COMMITTED PROJECTS

2045 LRTP COMMITTED PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | COMMITTED STATUS |
|----------------------------|-------------------|--|------------------------|--|----------------|----------------|---|----------------------------------|
| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-16 | James City County | Skiffes Creek Connector | Green Mount Pkwy | Merrimac Trail (Rte 143) | 0 | 4 | New 4-lane alignment connecting US 60 to Merrimac Trail (Rte 143). | Committed for 2045 LRTP |
| 2045-18 | Newport News | Atkinson Blvd | Jefferson Ave | Warwick Blvd | 0 | 4 | Build new 4-lane divided arterial. | Project under construction |
| 2045-19 | Newport News | Independence Blvd | Denbigh Blvd (Rte 173) | Fort Eustis Blvd | 0 | 4 | Relieves congestion on parallel facilities | Committed for 2045 LRTP |
| 2045-22 | Suffolk | Route 58 (Holland Rd) | Suffolk Bypass | 0.7 mi W. of Manning Bridge Rd | 4 | 6 | Widening from 4 lanes to 6 lanes. | Project under construction |
| 2045-29 | Virginia Beach | Centerville Trpk - Phase III | Chesapeake CL | Kempsville Rd | 2 | 4 | Relieve congestion on parallel facility | Committed for 2045 LRTP |
| 2045-30 | Virginia Beach | Centerville Turnpike | Indian River Rd | Kempsville Rd | 2 | 6 | Widen from 2-lane undivided arterial to 6-lane divided arterial from Indian River Rd to Kempsville Rd. | Project under construction |
| 2045-31 | Virginia Beach | Cleveland Street - Phase III | Witchduck Road | Clearfield Ave | 2 | 4 | Relieve congestion on parallel facility | Committed for 2045 LRTP |
| 2045-32 | Virginia Beach | Cleveland Street - Phase IV | Aragona Blvd | Independence Blvd | 2/4 | 4 | Provide funding for design, prop acq. and construction | Committed for 2045 LRTP |
| 2045-33 | Virginia Beach | Elbow Rd / Dam Neck Rd | Indian River Rd | Virginia Beach Amphitheater | 2 | 4 | Relieve congestion on parallel facility | Committed for 2045 LRTP |
| 2045-34 | Virginia Beach | Indian River Road - Phase VII-A | Lynnhaven Pkwy | Elbow Rd | 2 | 4 | Relieve congestion on parallel facility | Committed for 2045 LRTP |
| 2045-35 | Virginia Beach | Laskin Road - Phase IA | Republic Rd | Fremac Dr | 4 | 8 | Relieve congestion on parallel facility. Project includes widening of First Colonial Rd to 6 lanes from Laurel Ln to I-264. | Project under construction |
| 2045-36 | Virginia Beach | Princess Anne Rd - Phase VII | Fisher Arch | General Booth Blvd | 2 | 4 | Relieve congestion on parallel facility | Project under construction |
| 2045-37 | Williamsburg | Capitol Landing Rd Corridor Improvements | Bypass Rd | Merrimac Trail | 4 | 2 | TBD | Committed (fully funded in SYIP) |
| 2045-38 | Williamsburg | Ironbound Rd (Rte 615) | Richmond Rd (US 60) | DePue Dr (formerly Longhill Connector) | 2 | 3 | The Ironbound Road Improvements provide additional capacity for a collector street serving a developing major mixed use area. Project includes multi-use path. | Committed (fully funded in SYIP) |
| 2045-39 | Williamsburg | Lafayette St | Richmond Rd (US 60) | Virginia Ave | 2 | 2 | Widen roadway to provide wider travel lanes (from 9 ft to 11 ft) and meet standards for minor arterial roadway. Maintain on-street parking on east side of street. Widen sidewalk on west side from north project limit to Wythe Avenue and add shared-use path for bicycle accommodation on east side for entire length to connect to Municipal Center entrance. | Committed for 2045 LRTP |
| 2045-40 | York County | G.W. Mem Hwy (US 17) | Wolf Trap Rd | Old York-Hampton Hwy | 4 | 6 | Widening from 4 lanes to 6 lanes. | Committed for 2045 LRTP |
| 2045-42 | York County | Victory Blvd (Rte 171) | G.W. Mem Hwy (US 17) | Hampton Hwy (Rte 134) | 5 | 6 | Widen road to 6 lanes. | Committed for 2045 LRTP |

2045 LRTP COMMITTED PROJECTS

| 2045 LRTP COMMITTED PROJECTS | | | | | | | | |
|------------------------------|----------------------|------------------------------------|---|---|----------------|----------------|---|----------------------------------|
| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | COMMITTED STATUS |
| INTERCHANGE | | | | | | | | |
| 2045-4 | Multi-jurisdictional | I-64/I-264 Interchange: Phase II | N/A | N/A | N/A | N/A | Extend the new collector-distributor roadway built in Phase I from the Newtown Rd interchange to the Witchduck Rd interchange, reconfigure the south side of both interchanges to eliminate the weave movement, and build a flyover across I-264 to connect Greenwich Rd on the side of the interstate with Cleveland St on the north side. | Project under construction |
| 2045-9 | Chesapeake | Mt Pleasant Rd/Great Bridge Bypass | N/A | N/A | N/A | N/A | Add clover-leaf ramps for northbound 168 Bypass and eastbound and westbound clover-leaf ramps on Mt. Pleasant Road. | Committed for 2045 LRTP |
| INTERMODAL/FREIGHT | | | | | | | | |
| 2045-10 | Chesapeake | Freeman Ave Railroad Overpass | N/A | N/A | 2 | 2 | Grade separation between roadway and railroad. | Committed for 2045 LRTP |
| 2045-24 | Suffolk | Nansemond Pkwy (Rte 337) | N/A | N/A | N/A | N/A | Highway-rail grade separation at Wilroy Rd. | Committed (fully funded in SYIP) |
| ACTIVE TRANSPORTATION | | | | | | | | |
| 2045-13 | James City County | Pocahontas Trail Reconstruction | James City County Fire Station #2 (8429 Pocahontas Trail) | James River Elementary School (8901 Pocahontas Trail) | N/A | N/A | Upgrade 1.9 mile segment of Pocahontas Trail with a 5' sidewalk and 5' paved shoulder with pedestrian lighting and bus pull offs. | Committed for 2045 LRTP |
| 2045-20 | Portsmouth | Westhaven Bicycle Improvements | Clifford St at Powhatan Ave | Bart St at Airline Blvd | N/A | N/A | Bicycle and pedestrian improvements (includes shared use paths) | Committed for 2045 LRTP |
| 2045-25 | Virginia Beach | Sandbridge Road - Nimmo VII-A | Sandpiper Rd | 1.10 miles west of Sandpiper Rd | 2 | 2 | Project includes on-road bike lanes and a 10 foot shared used path on one side of the roadway. | Committed (fully funded in SYIP) |
| 2045-26 | Virginia Beach | Violet Bank Dr Bike Trail | Kittery Dr | Selwood Dr | N/A | N/A | New facility - Shared Use Path | Committed for 2045 LRTP |

Note: Committed Projects are defined as projects fully funded for construction in VDOT's current Six-Year Improvement Program.

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|----------------------|----------------------|--|--|----------------------------------|----------------|-------------------|---|--|
| BRIDGE/TUNNEL | | | | | | | | |
| 2045-401 | Multi-jurisdictional | I-564/I-664 Connector and VA-164 Connector (Patriots Crossing portion and Craney Island Connector) | I-564/MMMBT | VA-164 | 0 | 4/8L(I-664/I-564) | New facility. | 2040 LRTP - Vision, FTAC, Public Survey, VPA |
| 2045-402 | Multi-jurisdictional | I-664/MMMBT | Bowers Hill Interchange | Hampton Coliseum | 4 | 6/8 +EL | Widening from 4 lanes up to 8 lanes, with Express Lanes included as part of project (similar to HRTB and HRB configuration with GP lanes, 1 full time HOT, 1 part time HOT). | FTAC, Suffolk, VPA |
| 2045-403 | Multi-jurisdictional | I-664/MMMBT | Terminal Ave | College Dr | 4 | 6/8 | Widening from 4 lanes up to 8 lanes. | VPA |
| 2045-404 | Multi-jurisdictional | Upper James River Bridge | James City County/Lower Peninsula | Surry County/Southside | 0 | 4 | New bridge crossing connecting James City County to Surry County. Include walkable/bikeable. | Public Survey |
| 2045-405 | Multi-jurisdictional | Sidney Bertram Hazelwood Sr. Bridge | N/A | N/A | 2 | 4 | Widening from 2 to 4 lanes to address congestion. | Suffolk |
| 2045-406 | Multi-jurisdictional | I-64 Southside Widening Including High Rise Bridge Phase II | I-464 | I-664 | 6 | 8 | Widen to 8 lanes. | 2040 LRTP - Regional Priority Project, VDOT, Public Survey |
| 2045-407 | Hampton | I-64 Bridge over Hampton River - EB Only | I-664 | Start of Future HOT Lanes | 6 | TBD | Project part of proposed regional expansion of Express Lanes network. | VDOT |
| 2045-408 | Suffolk | Kings Hwy Bridge | Godwin Blvd (Rte 10) | Kings Hwy | 0 | 2 | Provides for new alignment for Kings Highway Bridge that was previously closed due to deteriorated condition associated with lack of maintenance by VDOT | 2040 LRTP - Vision |
| 2045-409 | Suffolk | Mills Godwin Bridge | Quail Hollow | Waterview Rd | 2 | 4 | Widening from 2 to 4 lanes to address congestion | 2040 LRTP - Vision, FTAC |
| HIGHWAY | | | | | | | | |
| 2045-104 | Multi-jurisdictional | I-264 Widening | Norfolk | Virginia Beach | 8 | 10 or 12 | Widen and reconfigure I-264 from 8 lanes to 10 lanes or 12 lanes (combination of General Purpose lanes and HOV/HOT lanes). Provide interchange improvements at every interchange. | Public Survey |
| 2045-108 | Multi-jurisdictional | I-64 Express Lanes Network | Jefferson Ave | Bowers Hill Interchange or I-664 | TBD | TBD | Expand region's Express Lane network. | VDOT |
| 2045-108A | Multi-jurisdictional | I-64 Express Lanes Network - Segment 4 | Jefferson Ave | Settlers Landing Rd | 2 | 2 | Convert HOV to HOT on Peninsula | Component of Express Lanes Network |
| 2045-108B | Multi-jurisdictional | I-64 Express Lanes Network - PT Shoulders along Segment 1 | I-564 | I-264 | 0 | 2 | Part-shoulders along existing reversible section of Express Lanes (Segment 1) | Component of Express Lanes Network |
| 2045-109 | Multi-jurisdictional | I-664 Widening | Bowers Hill | College Dr | 4/6 | 6 | Widening to 6 lanes. | Suffolk, VPA |
| 2045-110 | Multi-jurisdictional | I-664 Widening | Hampton Coliseum | Terminal Ave | 6 | 8 | Widen I-664 from six lanes to eight lanes from Hampton Coliseum to Terminal Ave for additional capacity and congestion relief. | Newport News, VPA |
| 2045-160 | Multi-jurisdictional | I-64 Peninsula Widening Segment 4 | 1.15 miles west of Route 199, Lightfoot (Exit 234) | Hampton Roads MPA Boundary | 4 | 6 | Widening from 4 to 6 lanes. | VDOT |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|---------------------|----------------------|----------------------------|----------------------------------|-------------------------------|----------------|----------------|--|---|
| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-101 | Multi-jurisdictional | Denbigh Blvd (Rte 173) | Newport News CL | G.W. Mem Hwy (US 17) | 2 | 4 | Widening | 2040 LRTP - Vision, FTAC, Public Survey |
| 2045-103 | Multi-jurisdictional | Godwin Blvd - Phase 2 | Village of Chuckatuck | Isle of Wight CL | 2 | 4 | Widening from 2 to 4 lanes to address congestion. | Suffolk |
| 2045-111 | Multi-jurisdictional | Mooretown Rd Extension | Lightfoot Rd | Croaker Rd | 2 | 4 | Extension of Mooretown Road from Lightfoot Road to Croaker Road. Project will relieve congestion on Route 60, provide access to the County's Economic Opportunity Zone, reduce or eliminate the use of several hazardous rail crossings, and provide an additional access route from I-64 during emergency situations. | 2040 LRTP - Vision |
| 2045-112 | Multi-jurisdictional | Newtown Road | Baker Rd | Virginia Beach Blvd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-113 | Multi-jurisdictional | Route 199 | Richmond Rd (US 60) | Pocahontas Trail | 4 | 6 | Congestion relief. | Public, James City County, FTAC |
| 2045-116 | Multi-jurisdictional | US 460/58/13 Connector | Bowers Hill Interchange | Eastern end of Suffolk Bypass | 6 | 6 | Safety improvements along corridor, including potential interchange at regional landfill | 2040 LRTP - Regional Priority Project, FTAC, VDOT |
| 2045-117 | Multi-jurisdictional | US Route 460 | Suffolk Bypass | West of Zuni | 0 | 4 | Build new 4-lane divided highway. | 2040 LRTP - Study, FTAC |
| 2045-119 | Multi-jurisdictional | VA-164 Widening | Pinners Point or APM Interchange | I-664 | 4 | 6 | TBD | VPA |
| 2045-120 | Multi-jurisdictional | Victory Blvd (Rte 171) | Poquoson CL | Hampton Hwy (Rte 134) | 2 | 4 | Widening. | 2040 LRTP - Study, FTAC, Public Survey |
| 2045-121 | Multi-jurisdictional | Victory Blvd (Rte 171) | Wythe Creek Rd (Rte 172) | York County CL | 2 | 4 | Widening. | 2040 LRTP - Study, FTAC |
| 2045-122 | Chesapeake | Battlefield Blvd | Johnstown Rd | I-64 | 4/6 | 6/8 | Widening | CMP |
| 2045-123 | Chesapeake | Ballahack Rd | G.W. Hwy (US 17) | Old Battlefield Blvd | 2 | 4 | Road widening, curve realignments, and ditch and shoulder improvements | 2040 LRTP - Vision, Chesapeake |
| 2045-124 | Chesapeake | Bruce Rd | Tyre Neck Rd | Taylor Rd | 2 | 4 | Widening Bruce Rd along existing alignment from 2 to 4 lanes from Tyre Neck Rd to Taylor Rd to include bike/ped facilities. | Chesapeake |
| 2045-125 | Chesapeake | Cedar Rd | Holt Dr | Battlefield Blvd | 2 | 4 | Widening Cedar Rd along existing alignment from 2 to 4 lanes from Holt Dr to Battlefield Blvd to include bike/ped facilities. | Chesapeake |
| 2045-126 | Chesapeake | Centerville TnPk | Mount Pleasant Rd | Virginia Beach CL | 2 | 6 | Widen to 6-lane divided and replace Centerville Bridge | 2040 LRTP - Vision |
| 2045-127 | Chesapeake | Centerville TnPk - Phase 1 | Mt Pleasant Rd | Elbow Rd | 2 | 6 | Widening of Centerville TnPk along existing alignment from 2 to 6 lanes from Mt Pleasant Rd to Elbow Rd to include bike/ped facilities. Replacement of existing bridge. | Chesapeake |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|---------------------|------------|--|-----------------------|-----------------------|----------------|----------------|--|--|
| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-128 | Chesapeake | Centerville Tnpk - Phase 2 | Elbow Rd | Virginia Beach CL | 2 | 4 | Widening of Centerville Tnpk along existing alignment from 2 to 4 lanes from Elbow Rd Virginia Beach CL to include bike/ped facilities. | Chesapeake |
| 2045-129 | Chesapeake | Chesapeake Expressway Widening | I-64 | Hillcrest Pkwy | 4 | 6/8 | Widen VA-168 to 8-lanes between I-64 and Mt. Pleasant Rd (Exit 11), building a parallel 4-lane bridge over the Intracoastal, then to 6-lanes between Mt. Pleasant Rd and Hillcrest Pkwy (Exit 8). Pay off the remaining debt for the VA-168 toll portion, and open it up as a free highway, relieving significant congestion on parallel Battlefield Blvd. | Public Survey, Additional Public Submission |
| 2045-130 | Chesapeake | Chesapeake Regional Airport Access Rd | West Rd | G.W. Hwy (US 17) | 0 | 4 | Provide new, direct access to Chesapeake Airport from Dominion Blvd. | 2040 LRTP - Vision, FTAC, Chesapeake |
| 2045-131 | Chesapeake | Eden Way Extended | Eden Way North | Sam's Circle | 0 | 4 | 4-lane arterial connection on new alignment from Eden Way North to Sam's Circle to include bike/ped facilities. | Chesapeake |
| 2045-132 | Chesapeake | Elbow Rd | Butts Station Rd | Virginia Beach CL | 2 | 4 | roadway safety improvements to include realignment of curve sections and widen existing road to 4-lane divided | 2040 LRTP - Vision |
| 2045-133 | Chesapeake | Elbow Rd - Phase 1 West - existing alignment | Centerville Tnpk | Virginia Beach CL | 2 | 4 | Widening of Elbow Rd along existing alignment from 2 to 4 lanes from Centerville Tnpk to Virginia Beach CL to include bike/ped facilities. Right of Way being purchased in advance. | Chesapeake |
| 2045-134 | Chesapeake | Elbow Rd - Phase 2 East - existing alignment | Butts Station Rd | Centerville Rd | 2 | 4 | Widening of Elbow Rd along existing alignment from 2 to 4 lanes from Butts Station Rd to Centerville Rd to include bike/ped facilities. Right of Way being purchased in advance. | Chesapeake |
| 2045-135 | Chesapeake | G.W. Hwy (US 17) | Yadkin Rd | Canal Dr | 2 | 4 | Relieve congestion with 2 additional travel lanes and improve pedestrian accommodations. | 2040 LRTP - Construction, FTAC, Chesapeake |
| 2045-136 | Chesapeake | Green Tree Rd Extension | Kempsville Rd | Clearfield Ave | 0 | 4 | 4-lane arterial extension of Green Tree Rd on new alignment from Kempsville Rd to Clearfield Ave to include bike/ped facilities. | Chesapeake |
| 2045-137 | Chesapeake | Greenbrier Pkwy | Volvo Pkwy | Woodlake Dr | 6 | 8 | Widening from 6 lanes to 8 lanes. | FTAC, Chesapeake |
| 2045-138 | Chesapeake | Hanbury Rd | Johnstown Rd | Battlefield Blvd | 2 | 4 | Widening of Hanbury Rd along existing alignment from 2 to 4 lanes from Johnstown Rd to Battlefield Blvd to include bike/ped facilities. | 2040 LRTP - Vision, Chesapeake |
| 2045-139 | Chesapeake | I-664 Widening | Bowers Hill | Portsmouth Blvd | 4 | TBD | Widening of I-664 from Bowers Hill to Portsmouth Blvd in conjunction with VDOT Bowers Hill Intersection improvements. | Chesapeake |
| 2045-140 | Chesapeake | I-87 | Chesapeake Expressway | North Carolina Border | 4 | 4 | Bring Dominion Blvd to interstate standards. | FTAC, Public Survey, Additional Public Submission, Chesapeake, VPA |
| 2045-141 | Chesapeake | Johnstown Rd - Phase 1 | Battlefield Blvd | Parker Rd | 2 | 4 | Widening Johnstown Rd along existing alignment from 2 to 4 lanes from Battlefield Blvd to Parker Rd to include bike/ped facilities. | Chesapeake |
| 2045-142 | Chesapeake | Johnstown Rd - Phase 2 | Parker Rd | Hanbury Rd | 2 | 4 | Widening Johnstown Rd along existing alignment from 2 to 4 lanes from Parker Rd to Hanbury Rd to include bike/ped facilities. | Chesapeake |
| 2045-143 | Chesapeake | Johnstown Rd - Phase 3 | Hanbury Rd | Waters Rd | 2 | 4 | Widening Johnstown Rd along existing alignment from 2 to 4 lanes from Hanbury Rd to Waters Rd to include bike/ped facilities. | Chesapeake |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|----------------------------|----------------------|---|--------------------------------|--|----------------|----------------|---|---|
| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-144 | Chesapeake | Military Hwy | Allison Dr | Virginia Beach CL | 4 | 6 | Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations | 2040 LRTP - Vision, FTAC |
| 2045-145 | Chesapeake | Military Hwy | Campostella Rd | Battlefield Blvd | 4 | 8 | Widening | CMP |
| 2045-146 | Chesapeake | Military Hwy | Virginia Beach CL | I-464 | 4 | 8 | Widening of Military Hwy to an 8-lane arterial from Providence to I-464 to include bike/ped facilities. | Chesapeake |
| 2045-147 | Chesapeake | Mt Pleasant Rd, Phase 1 | Chesapeake Expressway | Etheridge Rd | 2 | 4 or 6 | Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations. | 2040 LRTP - Vision, Chesapeake |
| 2045-148 | Chesapeake | Mt Pleasant Rd, Phase 2 | Etheridge Rd | Centerville TnPk | 2 | 4 or 6 | Widening of Mt Pleasant Rd along existing alignment from 2 to 4 lanes from Centerville TnPk to Etheridge Rd to include bike/ped facilities. | 2040 LRTP - Vision, FTAC, Chesapeake |
| 2045-149 | Chesapeake | Volvo Pkwy Extended | Volvo Pkwy | Medical Pkwy | 0 | 4 | 4-lane arterial connection on new alignment from Volvo Pkwy to Medical Pkwy to include bike/ped facilities. | Chesapeake |
| 2045-150 | Chesapeake | Volvo Pkwy Widening | Battlefield Blvd | Greenbrier Pkwy | 4 | 6 | Widening of Volvo Pkwy to 6 lanes from Battlefield Blvd to Greenbrier Pkwy to include bike/ped facilities. | Chesapeake |
| 2045-151 | Gloucester | G.W. Mem Hwy (US 17) | 1 mi North of Coleman Bridge | Main St (@ Walmart) | 4 | 6 | Widen from 4-lane urban and rural principal arterial to 6-lane urban and rural principal arterial. | 2040 LRTP - Construction |
| 2045-152 | Gloucester | G.W. Mem Hwy (US 17) | Main St (@ Walmart) | Ark Rd | 4 | 6 | Congestion Relief, widening, safety improvement | 2040 LRTP - Vision |
| 2045-153 | Gloucester | Proposed parallel facility for Route 17 | TBD | TBD | TBD | TBD | Provide another main highway in Gloucester County. | Public Survey |
| 2045-154 | Hampton | Coliseum Dr Extension B | Butler Farm Rd | N. Campus Pkwy/ Magruder Blvd Intersection | 0 | 4 | New 4-lane divided facility with a shared-use path. | Hampton |
| 2045-155 | Hampton | Little Back River Rd | N. King St | Valirey Dr | 2 | 3 | Widen to 3-lane section with C&G, sidewalk, and shared-use path | 2040 LRTP - Vision |
| 2045-155A | Hampton | Little Back River Rd | Valirey Dr | Harris Creek Rd | 2 | 4 | Widen to 4-lane divided with bike and ped accommodation | 2040 LRTP - Vision |
| 2045-156 | Smithfield | Benns Church Blvd | Turner Dr (Rte 644) | Church St S | 4 | 6 | Widening from 4 to 6 lanes. | FTAC |
| 2045-157 | Isle of Wight County | US 17/Carrollton Blvd (part of Route 17 corridor) | End of Chuckatuck Creek Bridge | James River Bridge | 4 | 6 | Widening | Regional Priority Project - Round 2 Candidate |
| 2045-158 | Isle of Wight County | US 258 | US 460 | Sunset Dr | 2 | 4 | Widen 2-lane undivided road to divided 4-lane that connects intermodal park with US 460 | 2040 LRTP - Vision, FTAC |
| 2045-161 | James City County | Longhill Rd (Phase 2) | Olde Towne Rd | Warhill Trail | 2 | 4 | Widening from 2 lanes to 4 lanes. | 2040 LRTP - Vision |

2045 LRTP CANDIDATE PROJECTS

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| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-162 | James City County | Longhill Rd (Phase 3) | Warhill Trail | Centerville Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | 2040 LRTP - Vision |
| 2045-118 | James City County | US Route 60 | James City County Line | Green Mount Pkwy | 2 | 4 | Congestion relief for Route 60. Also provides enhanced access for truck traffic and cargo between Route 60, I-64 and Route 143 and promotes industrial development in the Skiffe's Creek industrial area. | 2040 LRTP - Vision, Public Survey |
| 2045-163 | Newport News | Bland Blvd Widening | Jefferson Ave | Warwick Blvd | 4 | 6 | Widen the roadway including the I-64 and CSX overpass. | Newport News |
| 2045-164 | Newport News | Briarfield Rd | Jefferson Ave | Hampton CL | 2 | 4 | Widening | 2040 LRTP - Vision |
| 2045-165 | Newport News | Chestnut Ave | I-664 | Briarfield Rd | 2 | 4 | Widening | 2040 LRTP - Vision |
| 2045-166 | Newport News | Denbigh Blvd Widening Phase I | Warwick Blvd | CSX Overpass West Abutment | 4 | 6 | Install a third through lane eastbound and westbound from Warwick Blvd to the CSX railroad overpass for additional capacity. | Newport News |
| 2045-167 | Newport News | Denbigh Blvd Widening Phase II | CSX Overpass East Abutment | Jefferson Ave | 4 | 6 | Install a third through lane eastbound and westbound from the CSX railroad overpass to Jefferson Ave for additional capacity. | Newport News |
| 2045-168 | Newport News | Harpersville Rd Widening | Jefferson Ave | Warwick Blvd | 2 | 4 | Widen Harpersville Rd from Jefferson Ave to Warwick Blvd for additional capacity. Includes new CSX Overpass | 2040 LRTP - Vision, Newport News |
| 2045-169 | Newport News | Harpersville Rd Widening | J Clyde Morris Blvd | Saunders Rd | 2 | 4 | Widen Harpersville Rd from J. Clyde Morris Blvd to Saunders Rd for additional capacity and congestion relief during PM peak. | 2040 LRTP - Vision, Newport News |
| 2045-170 | Newport News | J. Clyde Morris Blvd Widening | Jefferson Ave | Warwick Blvd | 4 | 6 | Widening. Includes CSX Overpass work. | 2040 LRTP - Vision, FTAC |
| 2045-171 | Newport News | J. Clyde Morris Blvd / G.W. Hwy (US 17) Widening | I-64 | York CL | 4 | 6 | Improves interstate access on Route 17 from York County | 2040 LRTP - Construction, FTAC, Public Survey |
| 2045-173 | Newport News | Jefferson Ave Widening Phase I | Green Grove Ln | Industrial Park Dr | 4 | 6 | Install a third through lane northbound and southbound on Jefferson Ave from Green Grove RoadLn to Industrial Park Dr for additional capacity. | Newport News |
| 2045-174 | Newport News | Jefferson Ave Widening Phase II | Industrial Park Dr | Fort Eustis Blvd | 4 | 6 | Install a third through lane northbound and southbound on Jefferson Ave from Industrial Park Dr to Fort Eustis Blvd for additional capacity. | Newport News |
| 2045-175 | Newport News | Liberty Pkwy Extension | Oyster Point Rd | Freedom Way | 0 | 2 | Install a new roadway from Freedom Way to Oyster Point Rd to relieve congestion at the intersection of Jefferson Ave and Oyster Point Rd. | 2040 LRTP - Construction, Newport News |
| 2045-176 | Newport News | Lucas Creek Rd Extension | Denbigh Blvd (Rte 173) | Atkinson Blvd | 0 | 4 | Relieves congestion on parallel facility. Includes bridge. | 2040 LRTP - Vision |
| 2045-178 | Newport News | Oyster Point Rd Widening | Jefferson Ave | I-64 | 6 | 8 | Widening from 6 to 8 lanes. Includes interchange work. | FTAC |
| 2045-179 | Newport News | Oyster Point Rd Widening Phase I | Operations Dr | Waterman Dr | 4 | 6 | Install a third through lane westbound from HQ Way to Operations Dr and an eastbound through lane from Oyster Point Rd Service Road to Waterman Dr for additional capacity and congestion relief. | Newport News |

2045 LRTP CANDIDATE PROJECTS

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| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-180 | Newport News | Oyster Point Rd Widening Phase II | Warwick Blvd | Radcliff Ln | 4 | 6 | Install a third through lane westbound from Arboretum Way to Warwick Blvd and an eastbound through lane from Nettles Dr to Radcliff Ln for additional capacity and congestion relief. | Newport News |
| 2045-181 | Newport News | Oyster Point Rd Widening Phase III | CSX Overpass | CSX Overpass | 4 | 6 | Install a third through lane eastbound and westbound across the CSX railroad overpass for additional capacity and to relieve congestion. | Newport News |
| 2045-182 | Newport News | Patrick Henry Dr / Siemens Way Widening | Bland Blvd | Turnberry Blvd | 2 | 4 | Relieves congestion on parallel facility | 2040 LRTP - Vision, FTAC |
| 2045-183 | Newport News | Saunders Rd Widening | Harpersville Rd | Hampton CL | 2 | 4 | Widen Saunders Rd from Harpersville Rd to Hampton City Limits for additional capacity. This project will tie into the completed widening project in the City of Hampton. | 2040 LRTP - Vision |
| 2045-184 | Newport News | Turnberry Blvd Extension | McManus Blvd | Ridgewood Pkwy | 0 | 4 | Install new roadway from McManus Blvd to Denbigh Blvd for congestion relief on parallel facility (Denbigh Blvd). | 2040 LRTP - Vision |
| 2045-186 | Newport News | Warwick Blvd Widening Phase I | Nettles Dr | Oyster Point Rd | 4 | 6 | Install a third through lane northbound and southbound on Warwick Blvd from Nettles Dr to Oyster Point Rd for additional capacity and congestion relief. | Newport News |
| 2045-187 | Newport News | Warwick Blvd Widening Phase II | Oyster Point Rd | Bland Blvd | 4 | 6 | Install a third through lane northbound and southbound on Warwick Blvd from Oyster Point Rd to Bland Blvd for additional capacity. | Newport News |
| 2045-188 | Newport News | Warwick Blvd Widening Phase III | Bland Blvd | Beechmont Dr | 4 | 6 | Install a third through lane northbound and southbound on Warwick Blvd from Bland Blvd to Beechmont Dr for additional capacity and to relieve congestion. | Newport News |
| 2045-189 | Newport News | Warwick Blvd Widening Phase IV | Beechmont Dr | Atkinson Way | 4 | 6 | Install a third through lane northbound and southbound on Warwick Blvd from Beechmont Dr to Atkinson Way for additional capacity. | Newport News |
| 2045-190 | Newport News | Warwick Blvd Widening Phase V | Atkinson Way | Lees Mill Dr | 4 | 6 | Install a third through lane northbound and southbound on Warwick Blvd from Atkinson Way to Lees Mill Dr for additional capacity. | Newport News |
| 2045-191 | Newport News | Warwick Blvd Widening Phase VI | Lees Mill Dr | Yorktown Rd | 2 | 4 | Install a second through lane northbound and southbound on Warwick Blvd from Lees Mill Dr to Yorktown Rd for additional capacity and to relieve congestion adjacent to Oakland Industrial Park during PM peak. Includes interchange work | Newport News |
| 2045-192 | Norfolk | Ballentine Blvd | I-264 | Virginia Beach Blvd | 4 | 6 | Widening from 4 to 6 lanes. | FTAC |
| 2045-195 | Norfolk | Little Creek Rd | Tidewater Dr | Shore Dr | 4 | 6 | Corridor improvements to improve travel flow, pedestrian safety and comfort and landscaping | 2040 LRTP - Vision |
| 2045-196 | Norfolk | Monticello Ave | St Pauls Blvd | Virginia Beach Blvd | 4 | 6 | Widening from 4 to 6 lanes. | FTAC |
| 2045-197 | Norfolk | Newtown Rd | I-264 | Virginia Beach Blvd | 4 | 6 | Widening from 4 to 6 lanes. | FTAC |
| 2045-198 | Norfolk | Tidewater Dr | City Hall Ave | Norview Ave | 4 | 6 | Widening from 4 to 6 lanes. | FTAC, Public Survey |

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| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-199 | Norfolk | Virginia Beach Blvd | Glenrock Rd | George St | 4 | 6 | Remove service lanes and convert into 6 lane section with improved intersections, pedestrian safety, lighting and landscaping. | Norfolk |
| 2045-200 | Portsmouth | Elm Ave Realignment Project | Victory Blvd (Rte 239) | G.W. Hwy (US 17) | 2 | 4 | Improve access to Norfolk Naval Shipyard including a widening of Elm Avenue between Rte 239 and US 17 from 2 to 4 lanes and intersection improvements at Navy Gates 29 and 36. | 2040 LRTP - Construction, FTAC, Portsmouth |
| 2045-201 | Portsmouth | Harper Ave | Rte 164/US 58 | Portsmouth Marine Terminal | 2 | 3 or 4 | Pavement restoration and expansion for the main access road to PMT. | Portsmouth |
| 2045-202 | Smithfield | Battery Park Rd | S. Church St | Nike Park Rd | 2 | 4 | Widening. | 2040 LRTP - Vision |
| 2045-203 | Smithfield | S. Church St | Battery Park Rd | Talbot Dr | 2 | 3 | Widening | 2040 LRTP - Vision |
| 2045-204 | Suffolk | Bridge Rd (US 17) | Mills Godwin Bridge | Chesapeake CL | 4 | 6 | Provides widening from 4 to 6 lanes to address congestion | 2040 LRTP - Vision, FTAC, Public Survey |
| 2045-205 | Suffolk | Bridge Rd (US 17) | Mills Godwin Bridge | Isle of Wight CL | 4 | 6 | Provides widening from 4 to 6 lanes to address congestion | 2040 LRTP - Vision, FTAC, Public Survey |
| 2045-206 | Suffolk | Corridor Improvements - Suffolk | Northern Suffolk | Central/ Downtown Suffolk | 2 | 4 | An integrated set of projects creating a continuous four lane corridor primarily along existing routes (Wilroy Rd, Nansemond Pkwy, and Bennetts Pasture Rd) connecting Northern Suffolk to central/downtown Suffolk. | Public Survey |
| 2045-207 | Suffolk | Godwin Blvd | Suffolk Bypass | Kings Fork Rd | 4 | 6 | Provides widening from 4 to 6 lanes to address congestion. | FTAC, Suffolk |
| 2045-208 | Suffolk | Godwin Blvd - Phase 1 | Holly Hill Ln | Village of Chuckatuck | 2 | 4 | Widening from 2 to 4 lanes to address congestion. | Suffolk |
| 2045-209 | Suffolk | Nansemond Pkwy (Rte 337) | Shoulder's Hill Rd (Rte 626) | Wilroy Rd (Rte 642) | 2 | 4 | Provides widening from 2 to 4 lanes to address congestion | 2040 LRTP - Vision, FTAC, Public Survey |
| 2045-23 | Suffolk | Shoulders Hill Rd (Rte 626) | Nansemond Pkwy (Rte 337) | Bridge Rd (US 17) | 2 | 4 | Widening from 2 to 4 lanes to address congestion | 2040 LRTP - Vision, Public Survey |
| 2045-210 | Suffolk | Suffolk/ US 58 Bypass | Terminus west of SPSA landfill/ HR Executive Airport | US 460 Interchange | 4 | 6 | Widening | Regional Priority Project - Round 2 Candidate |
| 2045-211 | Suffolk | Whaleyville Blvd (US 13) - Phase 1 | Village of Whaleyville | North Carolina Border | 2 | 4 | Corridor improvements to improve inter-state passenger and freight movements. | Suffolk |
| 2045-212 | Suffolk | Whaleyville Blvd (US 13) - Phase 2 | Carolina Rd (Rte 32) | Village of Whaleyville | 2 | 4 | Corridor improvements to improve inter-state passenger and freight movements. | Suffolk |
| 2045-213 | Suffolk | Wilroy Rd (Rte 642) | Nansemond Pkwy (Rte 337) | Constance Rd | 2 | 4 | Widening from 2 to 4 lanes to address congestion | 2040 LRTP - Vision, FTAC |
| 2045-214 | Suffolk | Wilroy Rd (Rte 642) | Suffolk Bypass | Nansemond Pkwy | 2 | 4 | Widening from 2 to 4 lanes to address congestion. | Suffolk |

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| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-215 | Virginia Beach | Birdneck Road | I-264 | Virginia Beach Blvd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-216 | Virginia Beach | Clearfield Ave | Virginia Beach Blvd | Cleveland St | 2 | 4 | Widening 2 lanes to 4 lanes | Virginia Beach |
| 2045-217 | Virginia Beach | Dam Neck Road - Phase I | Princess Anne Rd | Holland Rd | 4 | 6 | Widening | 2040 LRTP - Locally Funded, FTAC |
| 2045-218 | Virginia Beach | Dam Neck Road - Phase II | Holland Rd | Drakesmile Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded, FTAC |
| 2045-219 | Virginia Beach | Dam Neck Road - Phase III | Drakesmile Rd | London Bridge Rd | 4 | 6 | Widening | 2040 LRTP - Locally Funded |
| 2045-220 | Virginia Beach | Drakesmile Extended - Phase I | Dam Neck Rd | Holland Rd | 0 | 4 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-221 | Virginia Beach | Drakesmile Extended - Phase II | Holland Rd | Princess Anne Rd | 0 | 4 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-222 | Virginia Beach | Ferrell Pkwy | Indian Lakes Blvd | Indian River Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded, FTAC |
| 2045-223 | Virginia Beach | Ferrell Pkwy | Indian Lakes Blvd | Pleasant Valley Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded, FTAC |
| 2045-224 | Virginia Beach | Ferrell Pkwy | Pleasant Valley Rd | Salem Rd | 4 | 6 | Widening from 4 lanes to 6 lanes. | 2040 LRTP - Vision, FTAC |
| 2045-225 | Virginia Beach | First Colonial Rd | Old Donation Pkwy | Laskin Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Construction |
| 2045-226 | Virginia Beach | First Colonial Rd | Old Donation Pkwy | Great Neck Rd | 4 | 6 | Relieve congestion on parallel facility | FTAC |
| 2045-227 | Virginia Beach | General Booth Blvd - Phase II | Oceana Blvd | Dam Neck Rd | 6 | 8 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-228 | Virginia Beach | General Booth Blvd - Phase I | Birdneck Rd | Oceana Blvd | 4 | 6 | Relieve congestion on parallel facility | Virginia Beach |
| 2045-229 | Virginia Beach | General Booth Blvd Phase IV | London Bridge Rd | Nimmo Pkwy | 4 | 6 | Widening from 4 to 6 lanes. | 2040 LRTP - Locally Funded |
| 2045-114 | Virginia Beach | Greenbelt Segment - Phase I | London Bridge Rd | Princess Anne Rd. | 0 | 4 | New alignment to relieve congestion, provide new access. | 2040 LRTP - Study, Public Survey, Virginia Beach |
| 2045-114A | Virginia Beach | Greenbelt - Phase II | Princess Anne Rd | Chesapeake CL | 0 | 4 | New alignment to relieve congestion, provide new access. | 2040 LRTP - Study, Public Survey, Virginia Beach |

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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-230 | Virginia Beach | Holland Rd - Phase III | Rosemont Rd | Independence Blvd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Construction |
| 2045-231 | Virginia Beach | Holland Road | Dam Neck Rd | Rosemont Rd | 4 | 6 | Widening from 4 lanes to 6 lanes. | 2040 LRTP - Locally Funded |
| 2045-232 | Virginia Beach | I-264 Preferred Alternative | Independence Blvd | Rosemont Rd | 6/8 | 8/10 | Widening of I-264 between Independence Blvd and Rosemont Rd that includes one additional travel lane in each direction and where HOV restrictions are in place, the shoulder lane is to be converted to a general purpose lane. | Regional Priority Project - Round 2 Candidate |
| 2045-233 | Virginia Beach | Independence Blvd | Haygood Rd | Northampton Blvd | 4 | 6 | Widening from 4 lanes to 6 lanes. | 2040 LRTP - Locally Funded |
| 2045-234 | Virginia Beach | Independence Blvd | Pembroke Blvd | Virginia Beach Blvd | 6 | 8 | Widening from 6 lanes to 8 lanes. | Virginia Beach |
| 2045-235 | Virginia Beach | Indian River Rd | Centerville TnPk | Ferrell Pkwy | 6 | 8 | Relieve congestion on parallel facility | 2040 LRTP - Construction, FTAC |
| 2045-236 | Virginia Beach | Indian River Rd | Centerville TnPk | I-64 | 8 | 10 | Widening from 8 to 10 lanes. | CMP |
| 2045-237 | Virginia Beach | Indian River Rd | West Neck Rd | North Landing Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | Virginia Beach |
| 2045-238 | Virginia Beach | Indian River Road | Elbow Rd | North Landing Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | 2040 LRTP - Vision |
| 2045-239 | Virginia Beach | Jeanne St | Constitution Dr | Independence Blvd | 3 | 4 | Widening from 3 lanes to 4 lanes. | Virginia Beach |
| 2045-240 | Virginia Beach | Landstown Rd - Phase I | Landstown Centre Way | Landstown Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | 2040 LRTP - Locally Funded |
| 2045-241 | Virginia Beach | Landstown Rd Extended - Phase II | Landstown Road | Nimmo Pkwy | 0 | 4 | New Facility | Virginia Beach |
| 2045-242 | Virginia Beach | Landstown Rd Extended - Phase III | Nimmo Pkwy | North Landing Rd | 0 | 4 | New Facility | Virginia Beach |
| 2045-243 | Virginia Beach | Landstown Rd Extended - Phase IV | North Landing Rd | Indian River Rd | 0 | 4 | New Facility | Virginia Beach |
| 2045-244 | Virginia Beach | Laskin Road - Phase IB | Laskin Rd Bridge | Oriole Dr | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-245 | Virginia Beach | Laskin Road - Phase II | Oriole Dr | 30th/31st St | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |

2045 LRTP CANDIDATE PROJECTS

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| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-246 | Virginia Beach | Laskin Road - Phase III | Republic Rd | I-264 | 4 | 6 | Widening from 4 to 6 lanes. | 2040 LRTP - Locally Funded |
| 2045-247 | Virginia Beach | London Bridge Road | Dam Neck Rd | Shipps Corner Rd | 2 | 4 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-248 | Virginia Beach | Lynnhaven Pkwy | Holland Rd | Princess Anne Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-250 | Virginia Beach | Nimmo Pkwy - Phase II | West Neck Rd | Landstown Rd Extended | 0 | 2 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-251 | Virginia Beach | Nimmo Pkwy - Phase III | Landstown Rd Extended | Salem Rd | 0 | 2 | Relieve congestion on parallel facility | Virginia Beach |
| 2045-252 | Virginia Beach | Nimmo Pkwy - Phase VIIB | Albuquerque Rd | Sandbridge Rd - Nimmo VIIA | 0 | 2 | Relieve congestion on parallel facility | Virginia Beach |
| 2045-253 | Virginia Beach | North Great Neck | Virginia Beach Blvd | Wolfsnare Rd | 4 | 6 | Widening from 4 lanes to 6 lanes. | Virginia Beach |
| 2045-254 | Virginia Beach | North Lynnhaven Rd | Virginia Beach Blvd | Lynnhaven Pkwy | 2 | 4 | Widening from 2 lanes to 4 lanes. | Virginia Beach |
| 2045-255 | Virginia Beach | Princess Anne Commons Rd A | Landstown Centre Way | 1200 feet east | 0 | 2 | New facility | Virginia Beach |
| 2045-256 | Virginia Beach | Princess Anne Road | Providence Rd | Salem Rd | 4 | 6 | Widening from 4 lanes to 6 lanes. | 2040 LRTP - Locally Funded |
| 2045-257 | Virginia Beach | Providence Road | Kempsville Rd | Princess Anne Rd | 2 | 4 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-258 | Virginia Beach | Rosemont Rd | Virginia Beach Blvd | Holland Rd | 4 | 6 | Relieve congestion on parallel facility | 2040 LRTP - Construction |
| 2045-259 | Virginia Beach | Rosemont Road - Phase V | Dam Neck Rd | Lynnhaven Pkwy | 2 | 4 | Widening | 2040 LRTP - Locally Funded |
| 2045-260 | Virginia Beach | Salem Road - Phase II | Elbow Rd | North Landing Rd | 2 | 4 | Relieve congestion on parallel facility | 2040 LRTP - Locally Funded |
| 2045-261 | Virginia Beach | Salem Road | Independence Blvd | Elbow Rd | 2 | 4 | Widening from 2 lanes to 4 lanes. | 2040 LRTP - Locally Funded |
| 2045-262 | Virginia Beach | Shore Drive - Phase II | Pleasure House Road | Treasure Island Drive | 4 | 6 | Widening | 2040 LRTP - Locally Funded |
| 2045-263 | Virginia Beach | West Neck Rd | North Landing Rd | Indian River Rd | 2 | 4 | Widening | 2040 LRTP - Vision |

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|----------------------------|----------------------|---|----------------------------|---|----------------|----------------|---|--|
| HIGHWAY (CONTINUED) | | | | | | | | |
| 2045-264 | Williamsburg | Monticello Ave | Richmond Rd (US 60) | Treyburn Dr | 3 | 5 | The Monticello Avenue improvements provide additional capacity and improved turning movements for a minor arterial in an existing commercial area with potential for redevelopment. | 2040 LRTP - Vision |
| 2045-265 | York County | Commonwealth Dr Extension | G.W. Mem Hwy (U.S. 17) | Commonwealth Dr | 0 | 4 | New facility | 2040 LRTP - Vision |
| 2045-266 | York County | G.W. Mem Hwy (US 17) | Fort Eustis Blvd (Rte 105) | Coleman Bridge | 4 | 6 | Widening | 2040 LRTP - Vision |
| 2045-267 | York County | G.W. Mem Hwy (US 17) | Denbigh Blvd (Rte 173) | Fort Eustis Blvd (Rte 105) | 4 | 6 | Widening | 2040 LRTP - Vision |
| 2045-268 | York County | J. Clyde Morris Blvd/G.W. Mem Hwy (US 17) | Newport News CL | 1.27 mi South of Rte 620 (Lakeside Dr/ Oriana Rd) | 4 | 6 | Widening from 4 lanes to 6 lanes. | 2040 LRTP - Vision, Public Survey |
| 2045-269 | Newport News | Harpersville Rd Widening | Hampton Roads Center Pkwy | Saunders Rd | 2 | 4 | Widen Harpersville Rd for additional capacity and congestion relief during PM peak. Includes I-64 overpass work | Newport News |
| INTERCHANGE | | | | | | | | |
| 2045-301 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIIA | N/A | N/A | N/A | N/A | Construct structures through interchange, bridges carrying EB I-64 over Kempsville Rd and Virginia Beach Blvd, and bridge carrying EB I-264 over Newtown Rd; widen EB I-64 by 1-2 lanes from Northampton Blvd entrance ramp; widening EB I-264 one lane to C/D merge with mainline. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |
| 2045-302 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIIB | N/A | N/A | N/A | N/A | Widen I-264 EB outer C/D from Newtown Rd interchange to mainline merge point; widen I-264 EB to east of Witchduck Rd; reconfigure I-264 EB entrance ramp from Witchduck Rd. Widen I-264 EB exit ramps to provide additional lanes; modify signals at ramp terminal intersections along Newtown Rd. Replace bridge carrying I-264 over Witchduck Rd. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |
| 2045-303 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIIC | N/A | N/A | N/A | N/A | Widen I-64 WB from north of Virginia Beach Blvd to Northampton Blvd Interchange; construct minor widening of bridges carrying I-64 WB over Northampton Blvd; north of exit ramp to Northampton Blvd, operate shoulder use lane along I-64 WB during AM peak only. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |
| 2045-304 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIID | N/A | N/A | N/A | N/A | Construct ramp through interchange and merge lanes onto I-64 WB; realign entrance ramp from Military Hwy, widen I-264 EB C/D, and widen I-64 WB to three lanes approaching overpass of I-264 EB. Remove loop exit ramp from I-264 EB C/D to I-64 WB, and remove left exit from I-264 EB mainline. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |
| 2045-305 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIIE | N/A | N/A | N/A | N/A | Construct I-264 WB/Newtown Interchange improvements; widen Newtown Rd from Greenwich Rd to north of Cleveland St; construct I-264 WB C/D roadway and outer ramp to I-64 EB/WB; widen I-64 WB to receive new ramp lanes. Widen I-64 WB shoulder north of entrance ramp from Northampton Blvd, operate shoulder use lane along I-64 WB during AM peak only. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |

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| INTERCHANGE (CONTINUED) | | | | | | | | |
| 2045-306 | Multi-jurisdictional | I-64/I-264 Interchange Phase IIIF | N/A | N/A | N/A | N/A | Construct ramp through interchange, over Nosehs Creek and Curlew Dr. Widen I-64 EB to provide one additional lane to Indian River Rd exit ramp; replace bridges carrying Providence Rd over I-64. Remove loop exit ramp from I-264 WB C/D roadway and left exit ramp from I-264 WB mainline. | 2040 LRTP - Regional Priority Project, VDOT, Norfolk |
| 2045-307 | Multi-jurisdictional | US 58/258 Interchange | N/A | N/A | N/A | N/A | Interchange improvements. | HRTPO Staff |
| 2045-308 | Multi-jurisdictional | Bowers Hill Interchange | N/A | N/A | N/A | N/A | Improvement to interchange. | 2040 LRTP - Regional Priority Project, FTAC, VDOT, VPA |
| 2045-309 | Chesapeake | I-64/I-464 Loop Ramp (I-64 to I-464 South) | N/A | N/A | N/A | N/A | TBD | VDOT |
| 2045-310 | Chesapeake | I-64/I-464/US 17 Interchange | N/A | N/A | N/A | N/A | Improve I-64/I-464/US 17 interchange. | Public Survey, Additional Public Submission |
| 2045-311 | Hampton | I-64 at Lasalle Ave | I-64 WB | Lasalle Ave | N/A | N/A | Add movement from eastbound I-64 to northbound Lasalle Ave + adding for 2040 plan a grade separated movement from westbound I-64 to eastbound Armistead and northbound LaSalle | 2040 LRTP - Study |
| 2045-312 | Hampton | I-64 at N. King St | N/A | N/A | N/A | N/A | Add full interchange at King Street; close EB existing off-ramp at Rip Rap Road | 2040 LRTP - Study |
| 2045-313 | Hampton | I-64 at Settlers Landing Rd | N/A | N/A | N/A | N/A | Ramp Modifications for EB and WB | 2040 LRTP - Construction |
| 2045-314 | Newport News | I-64/Denbigh Blvd Interchange Project | N/A | N/A | N/A | N/A | Install a full interchange on I-64 at Denbigh Blvd to reduce congestion at the I-64 and Jefferson Ave interchange as well as congestion through the Jefferson Ave corridor from I-64 to Bland Blvd. | 2040 LRTP - Study, VDOT, Newport News |
| 2045-315 | Newport News | I-64/Fort Eustis Blvd Interchange | N/A | N/A | N/A | N/A | Improve interchange at I-64 and Fort Eustis Blvd for additional capacity and congestion relief. | 2040 LRTP - Regional Priority Project, VDOT |
| 2045-316 | Norfolk | Air Terminal Interchange | N/A | N/A | N/A | N/A | Construct new interchange. | 2040 LRTP - Construction |
| 2045-317 | Multi-jurisdictional | HRBT - Phase 2 (I-564/I-64 Interchange Improvements) | N/A | N/A | N/A | N/A | Bid Alternate of the HRBT - with direct access/entry to HOT Lanes. | VPA |
| 2045-318 | Norfolk | I-264 at Ballentine Blvd Diverging Diamond Interchange | N/A | N/A | N/A | N/A | Interstate Interchange Reconstruction | 2040 LRTP - Study, FTAC |
| 2045-319 | Norfolk | I-264/Military Hwy Interchange | N/A | N/A | N/A | N/A | Interchange improvements. | Regional Priority Projects - Round 2 Candidate |
| 2045-320 | Norfolk | I-64/Northampton Blvd Interchange - EB Traffic from Northampton Blvd to I-264 | N/A | N/A | N/A | N/A | Provide improvements to I-64 EB On Ramp from Northampton Blvd. | FTAC, VDOT |
| 2045-321 | Norfolk | Military Hwy at I-64 -- New EB On-Ramp | N/A | N/A | N/A | N/A | New I-64 Eastbound on-ramp. | 2040 LRTP - Study |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|--------------------------------|----------------------|--|-------------------------|---|----------------|----------------|--|--|
| INTERCHANGE (CONTINUED) | | | | | | | | |
| 2045-322 | Portsmouth | Cedar Ln and VA-164 Interchange | Cedar Ln | VA-164 | N/A | N/A | Companion project to the Craney Island Access Road Study. | Portsmouth |
| 2045-323 | Portsmouth | Frederick Blvd and I-264 Interchange | Frederick Blvd | I-264 Ramps | N/A | N/A | Interchange improvements. | Portsmouth |
| 2045-324 | Portsmouth | Victory Blvd and I-264 Interchange | Victory Blvd (Rte 239) | I-264 Ramps | N/A | N/A | Interchange improvements. | Portsmouth |
| 2045-325 | Portsmouth | VIG Interchange | N/A | N/A | N/A | N/A | Interchange improvements. | VPA |
| 2045-326 | Virginia Beach | I-264 at Independence Blvd | N/A | N/A | N/A | N/A | Safety improvements, Relieve congestion | 2040 LRTP - Study, Public Survey, VDOT |
| 2045-327 | Virginia Beach | I-264 at Rosemont Rd | N/A | N/A | N/A | N/A | Safety improvements, Relieve congestion | 2040 LRTP - Study |
| 2045-328 | York County | Merging/Diverging Lane Improvements at I-64 W and Route 199 (Exit 242) | N/A | N/A | N/A | N/A | Improve merging/diverging lane. Current lane configuration is short and hazardous. | Public Survey |
| INTERMODAL/FREIGHT | | | | | | | | |
| 2045-601 | Multi-jurisdictional | VA-164 Extension | VA-164 | Suffolk Bypass | 0 | 2 | Extend VA-164 on existing RR Right of Way | VPA |
| 2045-602 | Chesapeake | Portlock Rd Railroad Overpass | N/A | N/A | 2 | 2 | Construction of new structure to replace at grade crossing along Portlock Rd between Varsity Dr and Reid St. | 2040 LRTP - Construction, Chesapeake |
| 2045-603 | Norfolk | Hampton Blvd at Terminal Blvd | Trouville Ave/Portor St | Hampton Blvd | N/A | N/A | New highway/ rail underpass. | 2040 LRTP - Construction, FTAC, VPA |
| 2045-604 | Portsmouth | Craney Island Access Rd | VA 164 and Median Rail | Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing | 0 | 2 | Provides access to Craney Island Port Facility. | FTAC, VPA |
| 2045-605 | Suffolk | Finney Ave Flyover | Pinner St | Route 13/337 E Washington St | N/A | N/A | Construct grade separated crossing of existing railroad in core Suffolk downtown area. | 2040 LRTP - Vision |
| 2045-606 | Suffolk | Nansemond Pkwy (Rte 337) | N/A | N/A | N/A | N/A | Highway-rail grade separation near Suffolk Meadows Blvd. | Public Survey |
| 2045-607 | Suffolk | North Suffolk Connector Rd | Nansemond Pkwy | I-664 | 0 | 2 | New 2-lane divided roadway. | 2040 LRTP - Construction |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|----------------|----------------------|---|-------------------------------|--|----------------|----------------|---|-----------------------------------|
| TRANSIT | | | | | | | | |
| 2045-501 | Multi-jurisdictional | Enhanced Bus Service/Bus Replacement - HRT | N/A | N/A | N/A | N/A | HRT enhanced bus service/bus replacement. | 2040 LRTP - Construction |
| 2045-502 | Multi-jurisdictional | Enhanced Bus Service/Bus Replacement - WATA | N/A | N/A | N/A | N/A | WATA enhanced bus service/bus replacement. | 2040 LRTP - Construction |
| 2045-503 | Multi-jurisdictional | Expand the Tide Light Rail Across Hampton Roads | Existing Service Locations | Various Locations | N/A | N/A | Exand the Tide Light Rail all over Hampton Roads (e.g. Virginia Beach to Chesapeake to Norfolk). | Public Survey |
| 2045-504 | Multi-jurisdictional | Ferry Service | Norfolk | Hampton | N/A | N/A | New ferry service. | 2040 LRTP - Vision |
| 2045-505 | Multi-jurisdictional | Ferry Service | Old Towne (Portsmouth) | Downtown Norfolk - Naval Station Norfolk | N/A | N/A | New ferry service. | 2040 LRTP - Vision |
| 2045-506 | Multi-jurisdictional | High-Speed and Intercity Passenger Rail - DRPT Tier I EIS ROD - Preferred Alternative | Hampton Roads | Richmond / Northeast Corridor | N/A | N/A | High-speed and Intercity passenger rail. | 2040 LRTP - Vision, Public Survey |
| 2045-507 | Multi-jurisdictional | High-Speed and Intercity Passenger Rail - HRTPO High Speed Rail Vision Plan - Option 4 Richmond Direct Improved | Hampton Roads | Richmond / Northeast Corridor | N/A | N/A | High-speed and Intercity passenger rail. | 2040 LRTP - Vision, Public Survey |
| 2045-508 | Multi-jurisdictional | High-speed water taxis system | N/A | N/A | N/A | N/A | High speed 50+ passenger water taxi Lynnhaven to NAS to downtown Norfolk to downtown Hampton to Bennett Creek. | Public Survey |
| 2045-509 | Multi-jurisdictional | Peninsula Commuter Rail | Newport News | Williamsburg | N/A | N/A | Provide commuter rail on the Peninsula. | 2040 LRTP - Vision, Public Survey |
| 2045-510 | Multi-jurisdictional | Peninsula High Capacity Transit | Hampton/ Newport News | Hampton/ Newport News | N/A | N/A | Add Bus Rapid Transit alignment on the Peninsula. | 2040 LRTP - Study, Public |
| 2045-511 | Multi-jurisdictional | Peninsula High Capacity Transit Extension | Peninsula | Southside | N/A | N/A | Add Bus Rapid Transit alignment that connects the Peninsula to the Southside | 2040 LRTP - Vision |
| 2045-512 | Multi-jurisdictional | Provide Passenger Rail | N/A | N/A | N/A | N/A | Provide passenger rail. Link it to the Virginia Railway Express system, as well as service to North Carolina and Emporia. | Public Survey |
| 2045-513 | Multi-jurisdictional | Southside Ferry Service | Existing Service Locations | Various Locations | N/A | N/A | Provide ferry service to all of Southside - Norfolk, Chesapeake, Portsmouth, VA Beach | Public Survey |
| 2045-514 | Multi-jurisdictional | Tide Light Rail Expansion - Hampton Veterans Center | Existing Tide Light Rail Line | Hampton Veterans Center | N/A | N/A | Expand the Tide Light Rail to the Hampton Veterans Center. | Public Survey |
| 2045-515 | Multi-jurisdictional | Tide Light Rail Expansion - Williamsburg to Hampton/ VA Beach | Williamsburg | Hampton/ VA Beach | N/A | N/A | Provide Tide to the Peninsula and connect to Southside. | Public Survey |
| 2045-516 | Chesapeake | High Capacity Transit Extension to Greenbrier Area | South Norfolk | Greenbrier Area | N/A | N/A | Fixed Guideway/LRT. | 2040 LRTP - Study, Chesapeake |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|------------------------------|----------------------|---|-------------------------------|-------------------------------|----------------|----------------|--|---|
| TRANSIT (CONTINUED) | | | | | | | | |
| 2045-517 | Norfolk | Elizabeth River Ferry Expansion | Current Service Location | ODU and Naval Station Norfolk | N/A | N/A | Expand ferry services to Old Dominion University and Naval Station Norfolk. | 2040 LRTP - Study |
| 2045-518 | Norfolk | Naval Station Norfolk Transit Extension | Existing LRT | Naval Station Norfolk | N/A | N/A | Fixed Guideway/LRT/High Capacity. | 2040 LRTP - Study |
| 2045-519 | Suffolk | Tide Light Rail Expansion - Suffolk | Existing Service Locations | Suffolk | N/A | N/A | Extend the Tide Light Rail to Suffolk. | Public Survey |
| ACTIVE TRANSPORTATION | | | | | | | | |
| 2045-701 | Multi-jurisdictional | Bike Lanes on Indian River Rd | Berkley Ave | Sparrow Rd | N/A | N/A | Add bike lanes on Indian River Rd from Berkley Ave in Norfolk to Sparrow Rd in Chesapeake. | Public Survey |
| 2045-702 | Multi-jurisdictional | Bike Lanes on Indian River Rd | Campostella Rd | Military Hwy | N/A | N/A | Add bike lanes on Indian River Rd between Campostella Rd and Military Hwy including lowering speed limits and traffic calming. | Public Survey |
| 2045-703 | Multi-jurisdictional | Bike Path Along Shore Dr/Hampton Blvd/Little Creek Rd | Norfolk Elizabeth River Trail | Virginia Beach City Line | N/A | N/A | Bike Lanes | 2040 LRTP - Construction |
| 2045-704 | Multi-jurisdictional | Birthplace of America Trail | Virginia Capital Trail | Hampton Roads | N/A | N/A | Build the Birthplace of America Trail. | Public Survey, Additional Public Submission |
| 2045-707 | Multi-jurisdictional | South Hampton Roads Trail: Complete Trail (Suffolk to VB) | Suffolk | Virginia Beach | N/A | N/A | Bicycle / Pedestrian Facility | 2040 LRTP - Vision, Public Survey |
| 2045-708 | Multi-jurisdictional | South Hampton Roads Trail: Virginia Beach (Bike Trails/Lanes Along Light Rail Tracks) | Norfolk | Oceanfront | N/A | N/A | Bicycle / Pedestrian Facility | 2040 LRTP - Construction |
| 2045-709 | Multi-jurisdictional | Southside Bike Trail | Chesapeake | Virginia Beach Oceanfront | N/A | N/A | Provide Southside Bike Trail corridor from Chesapeake to Virginia Beach oceanfront | Public Survey |
| 2045-711 | Multi-jurisdictional | VA/NC Dismal Swamp Bike/Walk Trail Connection | VA | NC | N/A | N/A | Bicycle / Pedestrian Facility | 2040 LRTP - Vision |
| 2045-712 | Chesapeake | Battlefield Blvd | Military Hwy | Volvo Pkwy | N/A | N/A | Provide bicycle and pedestrian accommodations for safer travel to shopping/retail on foot. | Public Survey |
| 2045-713 | Chesapeake | Bike lane along Great Bridge Blvd | Battlefield Blvd | Bainbridge Blvd | N/A | N/A | Construction of in-street bike lanes from Battlefield Blvd to Bainbridge Blvd. | Chesapeake |
| 2045-714 | Chesapeake | Bike lane on Waters Rd | Cedar Rd | Washington Dr | N/A | N/A | Construction of in-street bike lanes from Cedar Rd to Washington Dr. | Chesapeake |
| 2045-715 | Chesapeake | Construct multi-use path along Etheridge Manor Blvd/Hanbury Rd | Centerville TnPk | Johnstown Rd | N/A | N/A | Construct new multi-use path. | 2040 LRTP - Vision, Chesapeake |
| 2045-716 | Chesapeake | Construct multi-use path along George Washington Hwy | Moses Grandy Trail | Deep Creek Park Trailhead | N/A | N/A | Multi-use path along George Washington Hwy from Moses Grandy Trail to connect to existing trail facility at Deep Creek Park. | 2040 LRTP - Vision, Chesapeake |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|-----------------------------------|-------------------|---|-----------------------------|------------------------|----------------|----------------|--|--------------------------------------|
| ACTIVE TRANSPORTATION (CONTINUED) | | | | | | | | |
| 2045-717 | Chesapeake | Construct multi-use path along Greenbrier Pkwy | Eden Way | Kempsville Rd | N/A | N/A | Multi-use path along Greenbrier Pkwy from Eden Way to Kempsville Rd. | Chesapeake |
| 2045-718 | Chesapeake | Construct multi-use path along Shell Rd/Canal Rd | G.W. Hwy (US 17) | Military Hwy | N/A | N/A | Multi-use path from G.W. Hwy (US 17) to Military Hwy along Shell Rd/Canal Rd. | Chesapeake |
| 2045-719 | Chesapeake | Construct multi-use path trail along Dismal Swamp Canal | Existing Trailhead | North Carolina Border | N/A | N/A | Multi-use path connecting from existing Dismal Swamp Canal trailhead to NC border. | 2040 LRTP - Vision, Chesapeake |
| 2045-720 | Chesapeake | South Hampton Roads Trail: Western Branch Phase 1 | Taylor Rd | Poplar Hill Rd | N/A | N/A | Convert the Commonwealth Railroad right-of-way to a shared use path | 2040 LRTP - Construction, Chesapeake |
| 2045-721 | Chesapeake | South Hampton Roads Trail: Western Branch Phase 2 | Taylor Rd | Suffolk CL | N/A | N/A | Construction of multi-use path from end of Western Branch Phase 1 at Taylor Rd to Suffolk CL. | Chesapeake |
| 2045-722 | Gloucester | Hickory Fork Rd | Aberdeen Creek Rd (Rte 632) | Old Pinetta (Rte 610) | 2 | 2 | Continue the improvements to Hickory Fork Rd. Roadway provides access to two regional parks. Current road is narrow with inadequate access management. County would also like to see active transportation between the parks along or adjacent to this road. | Gloucester |
| 2045-723 | Gloucester | Multi-use paths | Beaverdam Park | Main St | N/A | N/A | Provide bike and pedestrian trails to Beaverdam Park from Main St in Gloucester. | Public Survey |
| 2045-724 | Hampton | Five Mile Loop Trail | Fort Monroe | Fort Monroe | N/A | N/A | Develop Five Mile Loop Trail at Fort Monroe. | Public Survey |
| 2045-725 | James City County | Bike Lanes on Centerville Rd that connect to Capital Trail | Jamestown Rd (Rte 31) | John Tyler Hwy (Rte 5) | N/A | N/A | Bike Lanes | 2040 LRTP - Vision |
| 2045-726 | James City County | Monticello Ave Bike Lane | News Rd | Centerville Rd | N/A | N/A | Provide 4-foot wide bike lane on both sides | 2040 LRTP - Vision |
| 2045-727 | Newport News | 16th St Revitalization | Marshall Ave | Peterson's Yacht Basin | 2 | 2 | Install street upgrade that will provide full multi-modal facilities on 16th Street from Marshall Ave to Peterson's Yacht Basin. | Newport News |
| 2045-728 | Newport News | Multi-use path on 25th St | Jefferson Ave | Parish Ave | 2 | 1 | Install a road diet on 25th St from Jefferson Ave to Parish Ave to enhance other modes of travel. | Newport News |
| 2045-729 | Newport News | Multi-use path on 26th St | Jefferson Ave | Parish Ave | 2 | 1 | Install a road diet on 26th St from Jefferson Ave to Parish Ave to enhance other modes of travel. | Newport News |
| 2045-730 | Newport News | Multi-use path on 27th St | Jefferson Ave | Parish Ave | 2 | 1 | Install a road diet on 27th St from Jefferson Ave to Parish Ave to enhance other modes of travel. | Newport News |
| 2045-731 | Newport News | Multi-use path on 28th St | Jefferson Ave | Parish Ave | 2 | 1 | Install a road diet on 28th St from Jefferson Ave to Parish Ave to enhance other modes of travel. | Newport News |
| 2045-732 | Norfolk | Bike Lanes on Granby St | W Ocean View Ave | W Main St | N/A | N/A | Provide bike lanes along the length of Granby St. | Public Survey |
| 2045-733 | Norfolk | Bike/ pedestrian Access to Naval Station Norfolk via Hampton Blvd | Various Locations | Naval Station Norfolk | N/A | N/A | Bike/pedestrian access to Naval Station Norfolk via Hampton Blvd | Public Survey |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|--|----------------|---|--------------------------|----------------------------------|----------------|----------------|--|---------------------------|
| ACTIVE TRANSPORTATION (CONTINUED) | | | | | | | | |
| 2045-734 | Norfolk | Elizabeth River Trail Extension to Naval Station Norfolk | Cloncurry Road | Admiral Tausig Boulevard | N/A | N/A | Extension of Existing Pedestrian/Bicycle Trail with a bike lane on Hampton Boulevard to NNS. | 2040 LRTP - Vision |
| 2045-735 | Norfolk | Military Hwy Bike Access | N/A | Shopping Areas and Outlet Mall | N/A | N/A | Provide bike access to shopping areas and outlet mall on Military Hwy. | Public Survey |
| 2045-736 | Poquoson | Bike Path on Hunts Neck Rd (Rte 172) | Yorktown Rd | Pasture Rd | N/A | N/A | Provide 10' Shared Use Path | 2040 LRTP - Vision |
| 2045-737 | Portsmouth | Bike lanes on Churchland Blvd | Portsmouth Trail | High St | N/A | N/A | Provide bike facility connection | 2040 LRTP - Construction |
| 2045-738 | Portsmouth | Complete High St | Chesnut St | MLK Overpass | 4 | 4 | The "Complete Streets" conversion of High St to better accommodate bicyclist, pedestrians, and transit users as part of the South Hampton Roads Trail. | Portsmouth |
| 2045-739 | Portsmouth | Portsmouth Rail-to-Trail | TBD | TBD | N/A | N/A | Shared Use Path | Portsmouth |
| 2045-740 | Portsmouth | Twin Pines Rd Shared Use Path | Swannanoa Dr | Sunset Point | 2 | 2 | Install shared use path. | Portsmouth |
| 2045-741 | Suffolk | Rail-to-Trail (Suffolk Seaboard Coastline Trail, part of the South Hampton Roads Trail) | Pughsville Rd | Downtown Suffolk | N/A | N/A | Shared Use Path | 2040 LRTP - Construction |
| 2045-742 | Virginia Beach | Greenwich Rd conversion to Shared Use Path | Newtown Rd | South Witchduck Rd | N/A | N/A | New facility | Virginia Beach |
| 2045-743 | Virginia Beach | Level Green Powerline Corridor | Reon Dr | Chesapeake CL at S. Military Hwy | N/A | N/A | New facility - Shared Use Path | 2040 LRTP - Construction |
| 2045-744 | Virginia Beach | Nimmo Trail | Nimmo Pkwy | Sandbridge Rd | N/A | N/A | New facility - Shared Use Path | 2040 LRTP - Vision |
| 2045-745 | Virginia Beach | Northampton Blvd Right-of-Way | Bayside Dr | Greenwell Rd | N/A | N/A | New facility - Shared Use Path | 2040 LRTP - Vision |
| 2045-746 | Virginia Beach | Scarborough Bridge | Magic Hollow Blvd | Old Clubhouse Rd | N/A | N/A | New facility - Shared Use Path | 2040 LRTP - Construction |
| 2045-747 | Virginia Beach | Seaboard Rd Shared Use Path and land acquisition | North - Princess Anne Rd | South - Princess Anne Rd | N/A | N/A | New facility | Virginia Beach |
| 2045-748 | Virginia Beach | Thalia Creek Greenway - Phase IV | Constitution Dr | Virginia Beach Trail | N/A | N/A | TBD | Virginia Beach |
| 2045-749 | Virginia Beach | Thalia Creek Greenway - Phase V | Virginia Beach Trail | Virginia Beach Blvd | N/A | N/A | TBD | Virginia Beach |
| 2045-750 | Virginia Beach | Thalia Creek Greenway - Phase VI | Constitution Dr | I-264 | N/A | N/A | TBD | Virginia Beach |

2045 LRTP CANDIDATE PROJECTS

2045 LRTP CANDIDATE PROJECTS

| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE |
|--|----------------|--|-------------------------|--|----------------|----------------|---|---|
| ACTIVE TRANSPORTATION (CONTINUED) | | | | | | | | |
| 2045-751 | Virginia Beach | Virginia Beach Trail | Newtown Rd | Norfolk Ave | N/A | N/A | Construct shared use path. | 2040 LRTP - Locally Funded, Public Survey |
| 2045-752 | Virginia Beach | Walkway at Virginia Beach Town Center Over I-264 | Thalia Creek Greenway | Mt. Trashmore Park | N/A | N/A | New facility - 14'-20' wide shared use path bridge | 2040 LRTP - Vision |
| 2045-753 | Williamsburg | Carter's Grove Country Rd Shared Use Path | South England St | Ron Springs Dr | N/A | N/A | Conversion to a shared use multi jurisdictional path in former private road | Williamsburg |
| 2045-754 | Williamsburg | Monticello Ave Shared-Use Path | Treyburn Drive | Ironbound Rd (Rte 615) | N/A | N/A | This project is a 10' lighted shared-use path along Monticello Avenue between Treyburn Drive and Ironbound Road that will improve access and safety for pedestrians and cyclists. | 2040 LRTP - Construction |
| 2045-755 | Williamsburg | Strawberry Plains Rd Shared Use Path | Ironbound Rd | John Tyler Ln | N/A | N/A | 10 foot wide separated multi-use path on the eastern side of Strawberry Plains Rd | Williamsburg |
| 2045-756 | York County | Penniman Rd (Sidewalk / Multi Use Path) | Williamsburg CL | Marquis Center Pkwy (Rte 199) | N/A | N/A | Sidewalk & Multi-Use Path | 2040 LRTP - Vision |
| 2045-757 | York County | Shared Use Path - Yorktown Road | Tabb High School | Hampton Hwy (Rte 134) at Brick Kiln Creek Bridge | N/A | N/A | Shared Use Path | 2040 LRTP - Vision |
| 2045-758 | York County | Shared Use Path Along Yorktown Rd | Cardinal Ln (Rte 670) | Victory Blvd (Rte 171) | N/A | N/A | Shared Use Path | 2040 LRTP - Construction |
| 2045-759 | York County | Victory Boulevard Shared Use Path | Big Bethel Rd (Rte 600) | Carys Chapel Rd (Rte 762) | 2 | 2 | 10-foot shared use path on the north side of Victory Blvd (Rte 171) | York County, 2040 LRTP - Vision |

2045 LRTP REMOVED PROJECTS

| REMOVED PROJECTS | | | | | | | | | | |
|------------------------------|------------------------------------|--|---------------------------------|---------------------------------|----------------|----------------|---|---|--|--|
| 2045 ID | LOCALITY | PROJECT NAME | FROM | TO | EXISTING LANES | PROPOSED LANES | PROJECT DESCRIPTION | PROJECT SUBMISSION SOURCE | REASON FOR REMOVAL | |
| HIGHWAY | | | | | | | | | | |
| 2045-159 | James City County | Centerville Rd | Richmond Rd (US 60) | Longhill Rd | 2 | TBD | Congestion relief/widening. | James City County | Per locality request | |
| 2045-172 | Newport News | Jefferson Ave Widening | Green Grove Ln | Fort Eustis Blvd | 4 | 6 | Adds capacity and relieves congestion on parallel facility | 2040 LRTP - Vision, FTAC | Duplicate of 2045-173 & 2045-174 | |
| 2045-177 | Newport News | Oyster Point Rd Widening | Jefferson Ave | Warwick Blvd | 4 | 6 | Relieves congestion on parallel facility | 2040 LRTP - Vision | Per locality request | |
| 2045-185 | Newport News | Warwick Blvd | Nettles Dr | Fort Eustis Blvd | 4 | 6 | Widening | 2040 LRTP - Vision, Public Survey | Overlaps 2045-186, 187, 188, 189, 190, & the part of 191 | |
| 2045-193 | Norfolk | Brambleton Ave | Midtown Tunnel | I-264 | 4/6 | 6/8 | Corridor improvements to improve travel flow, pedestrian safety and comfort and landscaping | 2040 LRTP - Construction, Public Survey | Per locality request | |
| 2045-249 | Virginia Beach | Military Hwy | Providence Rd | Indian River Rd | 6 | 8 | Widening 6 to 8 lanes. | FTAC | Per locality request | |
| 2045-102 | Multi-jurisdictional (York County) | Denbigh Blvd (Rte 173) | Independence Blvd | York CL | 2 | 4 | Widening | 2040 LRTP - Vision, FTAC | Per locality request | |
| TRANSIT | | | | | | | | | | |
| 2045-520 | Virginia Beach | Virginia Beach Transit Extension | Newtown Rd Station | Virginia Beach Oceanfront | N/A | N/A | Construction of fixed guideway system along alignment of abandoned Norfolk Southern (NS) Railroad. Access options from east end of NS Railroad at Birdneck Road to the Oceanfront are being evaluated. | 2040 LRTP - Study, Public Survey | Per locality request | |
| 2045-521 | Virginia Beach | Virginia Beach Transit Extension North - Phase II | Town Center / Independence Blvd | Shore Dr | N/A | N/A | The northern portion of the Virginia Beach Transit Extension. | 2040 LRTP - Study | Per locality request | |
| 2045-522 | Virginia Beach | Virginia Beach Transit Extension South - Phase III | Town Center / Independence Blvd | Virginia Beach Municipal Center | N/A | N/A | The southern portion of the Virginia Beach Transit Extension. | 2040 LRTP - Study | Per locality request | |
| ACTIVE TRANSPORTATION | | | | | | | | | | |
| 2045-705 | Multi-jurisdictional | Expand the Virginia Capital Trail | James City County | Rest of Hampton Roads | N/A | N/A | Expand the Virginia Capital Trail. | Public Survey | Duplicate project suggestion (part of the Birthplace of America Trail) | |
| 2045-706 | Multi-jurisdictional | Regional Bike Highway | N/A | N/A | N/A | N/A | Provide a regional bike highway thereby enhancing multimodal transportation. | Public Survey | Project description is too vague to develop a cost estimate (no termini) or evaluate (additional details not provided by localities) | |
| 2045-710 | Multi-jurisdictional | Tidewater Loop | N/A | N/A | N/A | N/A | Connect the trail systems of Norfolk, Chesapeake, Virginia Beach and Portsmouth. From survey respondent, "Each has trail systems (ERT, Shore Dr, etc), but little connection between them. Make it a Tidewater Loop. It would connect the regions attractions, retail/business areas, and population areas. It would also be a significant regional attraction itself." | Additional Public Submission | Project description is too vague to develop a cost estimate (no termini) or evaluate (additional details not provided by localities) | |
| 2045-194 | Norfolk | (removal of) Downtown Norfolk Bike Lanes | Downtown Norfolk | Downtown Norfolk | N/A | N/A | Remove bike lanes in Downtown Norfolk that were previously vehicle traffic lanes. Restore to vehicle traffic lanes. | Public Survey | Per locality request | |
| 2045-760 | York County | York County Trail | N/A | N/A | N/A | N/A | Provide a trail through York County linking much of the western half, west of Rte 17 to historic Yorktown and the Colonial Pkwy utilizing showalter, lakeside, Dare, Allens Mill, Wolf Trap, Hornsbeville, Old York-Hampton hwy, and Cook Rd. | Public Survey | Not enough info to provide a cost estimate; also, portions are not consistent with County plans | |