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Executive Director/Secretary

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Molly J. Ward

ISLE OF WIGHT COUNTY
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JAMES CITY COUNTY
Bruce C. Goodson

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McKinley Price

NORFOLK
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The Honorable Yvonne B. Miller

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The Honorable John A. Cosgrove

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Philip A. Shucet, President/Chief Executive Officer

WILLIAMSBURG AREA TRANSIT AUTHORITY
Mark D. Rickards, Executive Director

VIRGINIA DEPARTMENT OF TRANSPORTATION
Dennis W. Heuer, District Administrator – Hampton Roads District

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
Amy Inman, Manager of Transit Planning

VIRGINIA PORT AUTHORITY
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HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

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MILITARY LIAISONS  
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J. Randall Wheeler

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Mary Jackson, Captain, U.S. Navy

Mark S. Ogle, Captain, U.S. Coast Guard

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Reprographics Coordinator
TITLE:
Hampton Roads 2034 Long-Range Transportation Plan:
Transportation Project Priorities - Project Information Guide

AUTHORS:
Benito O. Pérez, AICP
Dale M. Stith

PROJECT MANAGER:
Pavithra Parthasarathi, Ph.D., P.E.

ABSTRACT:
At its June 2011 meeting, the HRTPO Board approved the list of projects and studies for inclusion into the 2034 Long-Range Transportation Plan (LRTP). The list of projects and studies, meeting regional fiscal constraint, are also included, when applicable, for evaluation for regional Air Quality Conformity determination.

The project overview, financial snapshot, and project development status of all transportation projects and studies for the 2034 LRTP are summarized within the document. The document will serve as a guiding tool for the region to monitor the implementation of the 2034 LRTP, as well as an information guide for public use.

REPORT DATE:
June 2011

GRANT/SPONSORING AGENCY:
FHWA/FTA/VDOT/DRPT/Local Funds

ORGANIZATIONAL NAME, ADDRESS, & TELEPHONE:
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The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320
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http://www.hrtpo.org

ACKNOWLEDGMENTS:
This report was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and member localities. The contents of this report reflect the views of the HRTPO. The HRTPO staff 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 or VDOT. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute the 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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OVERVIEW OF THE HRTPO PRIORITIZATION OF TRANSPORTATION PROJECTS

In July 2009, the Hampton Roads Transportation Planning Organization (HRTPO), with the support of the Virginia Department of Transportation (VDOT), and its consultant Kimley-Horn and Associates (KHA), embarked on the development of a program prioritization tool for regional transportation investments in Hampton Roads. The program prioritization tool serves to prioritize candidate regional transportation projects based on their technical merits and regional benefits in light of scarce financial resources.

The prioritization methodology evaluates transportation projects based on three components: Project Utility, Project Viability, and Economic Vitality. The Hampton Roads Program Priorities Methodology and associated report was approved by the HRTPO Board on July 21, 2010 and the HRTPO staff was directed to apply the methodology for the evaluation of candidate transportation projects under consideration for the 2034 Long-Range Transportation Plan (LRTP). The HRTPO staff conducted a thorough analysis of over 150 proposed candidate regional transportation projects as submitted by HRTPO member organizations and input from the public.

The results of the prioritization analysis were published in a report, Prioritization of Transportation Projects: Project Evaluation and Scoring, which was approved by the HRTPO Board in December 2010. The report, which included project scores, was used as a guide to develop the list of recommended projects and studies for HRTPO Board consideration in the development of the 2034 LRTP.
REGIONAL TRANSPORTATION INVESTMENTS

On March 17, 2011, the HRTPO Board approved a list of regional projects and studies for inclusion in the 2034 Long-Range Transportation Plan (LRTP). The list of projects and studies is composed of committed funded transportation investments, proposed regionally funded transportation investments, ongoing funded transportation studies, and unfunded projects for future consideration.

The HRTPO staff coordinated with localities in April 2011 to determine local projects of regional significance to add to the approved List of Projects and Studies for inclusion in the 2034 LRTP. These additional projects are funded either by local allocations of state and federal funds or local funding contributions. With these locally funded projects and the approved List of Projects and Studies, the HRTPO staff has developed the Draft 2034 LRTP List of Projects for Air Quality Conformity Analysis in May 2011. This Draft Project Conformity List includes all regionally significant transportation investments that must undergo air quality conformity analysis.

Within the list of Regional Transportation Investments (mapped in Figure 2), there is approximately $6.6 Billion worth of funded projects, funded by a combination of local, regional, state, federal, and private dollars (see Figure 1) from 2012-2034.

Figure 1: Summary of Regional Transportation Investments

Air Quality Conformity

Air Quality Conformity is the process established by the United States Department of Transportation and the United States Environmental Protection Agency to ensure that transportation investments will contribute to improving air quality in areas where pollutants exceed National Ambient Air Quality Standards (NAAQS).
Figure 2: Transportation Project Priorities

Hampton Roads Transportation Project Priorities

Funded Ongoing Studies
- Interchange Studies
- Multimodal Studies
- Highway Studies

Funded Projects for Construction
- Planned Transit O&M Center
- Planned HSIPR Stations
- Planned Intersection Projects
- Committed Intersection Projects
- Committed Interchange Projects
- Committed Roadway Projects
- Planned Roadway Projects

Unfunded Projects for Future Consideration
- Interchanges for Consideration
- Projects for Consideration

Prepared by HRTPO Staff
**USING THE PROJECT INFORMATION GUIDE**

Figure 3 depicts a sample HRTPO project summary sheet from this document. Descriptions of various fields included in the project entry are included on the following page.

**Figure 3: Sample Information Page**

- **Fort Eustis Boulevard**

<table>
<thead>
<tr>
<th>1</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>SYSTEM: Primary</td>
</tr>
<tr>
<td>3</td>
<td>FROM: 0.44 miles East of Jefferson Avenue (Cherry Creek Drive)</td>
</tr>
<tr>
<td>4</td>
<td>TO: 0.01 miles West of George Washington Memorial Highway (Rte 17)</td>
</tr>
<tr>
<td>5</td>
<td>DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane divided arterial.</td>
</tr>
</tbody>
</table>

- **Summary of Project**
  - The Fort Eustis Boulevard project, funded by American Recovery and Reinvestment Act funds, is under construction.
  - Project reduces congestion and improves an enhanced evacuation route.
  - Project improves travel time and reliability to defense installations and tourist destinations.

- **Overview of Project Status**
  - NEPA Status: Record of Decision Rendered
  - Funding Status: Fully Committed
  - Preliminary Engineering Status: Complete
  - Right of Way Status: Complete
  - Construction Status: Under Construction

Cost Source: Virginia Department of Transportation
## Term Definitions

<table>
<thead>
<tr>
<th></th>
<th>Title</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TITLE</td>
<td>Project name</td>
</tr>
<tr>
<td>2</td>
<td>SYSTEM</td>
<td>Indicates which system, program or mode of transportation the project falls within: Interstate, Primary, Urban, Secondary, Intercity Passenger Rail, Fixed Guideway, or Public Transportation.</td>
</tr>
<tr>
<td>3</td>
<td>FROM</td>
<td>Project starting termini point</td>
</tr>
<tr>
<td>4</td>
<td>TO</td>
<td>Project ending termini point</td>
</tr>
<tr>
<td>5</td>
<td>DESCRIPTION OF WORK</td>
<td>Brief overview of the work to be conducted on the project (new construction, widening, bridge replacement, etc.).</td>
</tr>
<tr>
<td>6</td>
<td>PROJECT MAP</td>
<td>Aerial map overview of project area</td>
</tr>
<tr>
<td>7</td>
<td>ESTIMATED TOTAL CONSTRUCTION COST</td>
<td>Summary estimate of construction (or study) cost to fully construct the project</td>
</tr>
<tr>
<td>8</td>
<td>PRIORITIZATION CATEGORY</td>
<td>Estimated year the project should be fully operational per travel demand estimates</td>
</tr>
<tr>
<td>9</td>
<td>PRIORITIZATION SCORE</td>
<td>Composite Prioritization Score of the Project (including Project Utility, Project Viability, and Economic Vitality). Projects with XXX were not part of the Prioritization analysis.</td>
</tr>
<tr>
<td>10</td>
<td>SUMMARY OF PROJECT</td>
<td>Overview of the project’s impact to the regional transportation network (project utility, project viability, economic vitality)</td>
</tr>
<tr>
<td>11</td>
<td>NEPA STATUS</td>
<td>In this phase, environmental/historical studies and public hearings are done in tandem with the preliminary engineering process. This process can take a few months to several years to complete. Status reflects if NEPA study is not started, scheduled, underway, completed, and/or record of decision rendered.</td>
</tr>
<tr>
<td>12</td>
<td>FUNDING STATUS</td>
<td>Status update of funding of the project. Status reflects if funding is fully committed (all funds are readily available to implement the project), state funding identified, regional funding identified, VPA funding identified, local funding identified, privately funded, PPTA agreement pending, or tolling identified.</td>
</tr>
<tr>
<td>13</td>
<td>PRELIMINARY ENGINEERING STATUS</td>
<td>In this phase, a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections, and public hearings are done in tandem with the NEPA process. This process can take a few months to several years to complete. Status reflects if preliminary engineering is not started, scheduled, underway, or completed.</td>
</tr>
<tr>
<td>14</td>
<td>RIGHT OF WAY STATUS</td>
<td>This is the portion of the project in which negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project. Right of Way work does not begin until most of the Preliminary Engineering steps are complete. Status reflects if right of way is not started, scheduled, underway, or completed.</td>
</tr>
<tr>
<td>15</td>
<td>CONSTRUCTION STATUS</td>
<td>In this phase, the project is advertised to prospective contractors for bids. Once the bids are opened and a contract is awarded, construction can begin. Status reflects if construction is not started, scheduled or underway.</td>
</tr>
</tbody>
</table>
1. Downtown Tunnel/Midtown Tunnel/ MLK Extension  Page 7
2. Route 460 Corridor  Page 8
3. Fort Eustis Boulevard  Page 9
4. Wesleyan Drive  Page 10
5. Wythe Creek Road  Page 11
6. Conventional Passenger Rail  Page 12

REGIONAL AND MULTI-JURISDICTIONAL CONSTRUCTION PROJECTS
Downtown Tunnel / Midtown Tunnel/ MLK Extension

**Project Description**

**SYSTEM:** Primary (Bridges and Tunnels)

**FROM:** Hampton Boulevard

**TO:** I-264

**DESCRIPTION OF WORK:**
- Build new 2-lane tunnel, upgrade existing 2-lane tunnel
- Extend existing MLK Freeway from existing termini to I-264
- Safety improvements at the Downtown Tunnel

---

**Estimated Total Construction Cost**

$1.3 Billion

**Prioritization Category**

Bridge and Tunnel

**Prioritization Score**

242

Cost Source: Virginia Department of Transportation PPTA Proposal

---

### Summary of Project

- The Downtown Tunnel/Midtown Tunnel/MLK Extension project is currently undergoing PPTA negotiations; NEPA process is complete and ROD rendered.
- Project reduces significant recurring congestion, and serves the region with expanded capacity across the Elizabeth River.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

### Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Record of Decision Rendered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Status</td>
<td>Regional Funding Identified / PPTA Agreement Pending</td>
</tr>
<tr>
<td>Preliminary Engineering Status</td>
<td>Not Started</td>
</tr>
<tr>
<td>Right of Way Status</td>
<td>Not Started</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Not Started</td>
</tr>
</tbody>
</table>
Corridor Improvements

**Project Description**

**SYSTEM:** Primary  
**FROM:** Bowers Hill  
**TO:** I-295 (Prince George County, VA)  
**DESCRIPTION OF WORK:** Build new 4-lane limited access tollway parallel to existing undivided arterial. VDOT is currently reviewing three PPTA proposals, with construction costs ranging from $1.5 Billion to $2.7 Billion. Hampton Roads portion of project is from Bowers Hill to Zuni.

**Estimated Total Construction Cost**  
$1.5 - $2.7 Billion

**Prioritization Category**  
Highways

**Prioritization Score**  
187

**Summary of Project**

- The US Route 460 project has NEPA process complete and ROD rendered and three PPTA proposals being reviewed. The amount of public subsidy varies by proposal.
- Project provides for a new limited-access route to/from the region, providing for a greatly enhanced evacuation route and improved safety.
- Project greatly improves travel time and reliability to port facilities, defense installations, and tourist destinations.

**Overview of Project Status**

<table>
<thead>
<tr>
<th>Status</th>
<th>Status Description</th>
</tr>
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<tbody>
<tr>
<td><strong>NEPA Status</strong></td>
<td>Record of Decision Rendered</td>
</tr>
<tr>
<td><strong>Funding Status</strong></td>
<td>Regional Funding Identified / PPTA Proposals under review</td>
</tr>
<tr>
<td><strong>Preliminary Engineering Status</strong></td>
<td>Not Started</td>
</tr>
<tr>
<td><strong>Right of Way Status</strong></td>
<td>Not Started</td>
</tr>
<tr>
<td><strong>Construction Status</strong></td>
<td>Not Started</td>
</tr>
</tbody>
</table>
## Fort Eustis Boulevard

### Project Description

**SYSTEM:** Primary  
**FROM:** 0.44 miles East of Jefferson Avenue (Cherry Creek Drive)  
**TO:** 0.01 miles West of George Washington Memorial Highway (Rte 17)  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

### Summary of Project

- The Fort Eustis Boulevard project, funded by American Recovery and Reinvestment Act funds, is under construction.  
- Project reduces congestion and improves an enhanced evacuation route.  
- Project improves travel time and reliability to defense installations and tourist destinations.

### Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Record of Decision Rendered</th>
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<td>Complete</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Under Construction</td>
</tr>
</tbody>
</table>

Cost Source: Virginia Department of Transportation
Wesleyan Drive

Project Description

SYSTEM: Urban
FROM: Northampton Boulevard
TO: Baker Road
DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane divided arterial.

Estimated Total Construction Cost
$13.5 Million

Prioritization Category
Highways

Prioritization Score
XXX

Summary of Project

- The Wesleyan Drive project, consisting of the Norfolk and Virginia Beach portions, is scheduled for construction in 2013.
- Project increases roadway capacity, connectivity, and access to Virginia Wesleyan College.
- Project improves travel time and reliability locally.

Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Record of Decision Rendered</th>
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</thead>
<tbody>
<tr>
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<td>Underway</td>
</tr>
<tr>
<td>Construction Status</td>
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</tbody>
</table>
Wythe Creek Road

Project Description

**SYSTEM:** Urban  
**FROM:** Alphus Street  
**TO:** Commander Shepard Boulevard  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial. Widen and replace bridge.

Summary of Project

- The Wythe Creek Road project, consisting of the Hampton and Poquoson segments, is currently under design.  
- Project improves evacuation route and enhances accessibility into Poquoson.  
- Project improves travel time and reliability locally.

Overview of Project Status

<table>
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<th>Status</th>
<th>Details</th>
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<td><strong>Preliminary Engineering Status</strong></td>
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<tr>
<td><strong>Right of Way Status</strong></td>
<td>Not Started</td>
</tr>
<tr>
<td><strong>Construction Status</strong></td>
<td>Not Started</td>
</tr>
</tbody>
</table>

Cost Source: Virginia Department of Transportation

Estimated Total Construction Cost  
$34.2 Million

Prioritization Category  
Highways

Prioritization Score  
167
## Conventional Passenger Rail Service

### Project Description

**SYSTEM:** Intercity Passenger Rail  
**FROM:** Norfolk  
**TO:** Richmond/Northeast Corridor  
**DESCRIPTION OF WORK:** Daily roundtrip rail service along existing Norfolk Southern and CSX tracks.

### Summary of Project

- Conventional Passenger Rail service, funded by Rail Enhancement Funds, is currently under design for rail connection in Petersburg between CSX and Norfolk Southern rails. Project operational agreements under negotiations by the Department of Rail and Public Transportation with CSX and Norfolk Southern.
- Project provides multimodal passenger transportation alternative to congested I-64 corridor.
- Project significantly improves regional travel time and reliability to major employment centers, defense installations, and tourist destinations.

### Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
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<tbody>
<tr>
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<td>Not Started</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Not Started</td>
</tr>
</tbody>
</table>

Cost Source: Virginia Department of Rail & Public Transportation
1. Dominion Blvd
2. Gilmerton Bridge
3. South Norfolk Jordan Bridge
4. Portsmouth Boulevard
Dominion Boulevard

**Project Description**

**SYSTEM:** Primary (Bridges and Tunnels)

**FROM:** 0.05 miles North of Great Bridge Boulevard

**TO:** 0.75 miles South of Cedar Road

**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane limited access highway, add urban interchanges at Great Bridge Blvd, Bainbridge Blvd, and Cedar Rd, replacing the Steel drawbridge into a fixed span bridge.

---

**Summary of Project**

- The Dominion Boulevard project has a NEPA process complete and FONSI rendered, and ROW Acquisition/Utilities Coordination underway. Tolling options are being evaluated.

- Project reduces congestion by upgrading a 2-lane road to a limited-access 4-lane facility with a fixed span bridge.

- Project provides moderate travel time and reliability improvements to major employment centers and tourist destinations.

---

**Overview of Project Status**

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Finding of No Significant Impact Rendered</th>
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</tbody>
</table>

**Estimated Total Construction Cost**

$392.9 Million

**Prioritization Category**

Bridge and Tunnel

**Prioritization Score**

221

Cost Source: Virginia Department of Transportation
Gilmerton Bridge

**Project Description**

**SYSTEM:** Urban (Bridges and Tunnels)

**FROM:** 0.36 miles East of Bridge (Bainbridge Boulevard)

**TO:** 0.42 miles West of Bridge (Shell Road)

**DESCRIPTION OF WORK:** Build replacement 4-lane divided arterial bridge to replace aging bridge infrastructure.

---

**Summary of Project**

- The Gilmerton Bridge project replaces an aging bridge structure, as well as provide additional channel clearance to limit bridge openings.

- Project reduces risk of infrastructure failure and improves maritime access.

- Project improves travel time reliability.

---

**Overview of Project Status**

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Record of Decision Rendered</th>
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<td>Right of Way Status</td>
<td>Complete</td>
</tr>
<tr>
<td>Construction Status</td>
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</tr>
</tbody>
</table>
South Norfolk Jordan Bridge

Project Description

SYSTEM: Urban (Bridges and Tunnels)
FROM: Truxton Street
TO: Veneer Road
DESCRIPTION OF WORK: Build replacement 2-lane undivided arterial toll bridge to replace aged removed bridge infrastructure.

Summary of Project

- The South Norfolk Jordan Bridge project, a private developer venture, replaces a closed bridge facility with a higher, fixed span bridge.
- Project provides critical crossing link across Elizabeth River; reduces congestion at other Elizabeth River crossings.
- Project greatly improves travel time and reliability to port facilities and defense installations.

Overview of Project Status

<table>
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<td>Right of Way Status</td>
<td>Complete</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Under Construction</td>
</tr>
</tbody>
</table>

Cost Source: Toll Road News
**Portsmouth Boulevard**

**Project Description**

**SYSTEM:** Urban

**FROM:** Jolliff Road

**TO:** Suffolk City Line

**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

---

**Summary of Project**

- The Portsmouth Boulevard project has completed design and has Right-of-Way underway. This project is part of a corridor widening project including Nansemond Parkway in Suffolk.
- Project increases capacity and improves local evacuation routes.
- Project improves travel time and reliability locally; supports future land use development plans.

---

**Overview of Project Status**

- **NEPA Status:** Record of Decision Rendered
- **Funding Status:** Fully Committed
- **Preliminary Engineering Status:** Complete
- **Right of Way Status:** Underway
- **Construction Status:** Not Started

---

Cost Source: Virginia Department of Transportation
1. Bridge Street Bridge  
2. Commander Shepard Boulevard (Phase II)  
3. I-64 Interchange at Lasalle Avenue  
4. Saunders Road

CONSTRUCTION PROJECTS IN HAMPTON
Bridge Street Bridge

**Project Description**

**SYSTEM:** Urban (Bridge and Tunnels)  
**FROM:** Rudd Lane  
**TO:** Marrow Street  
**DESCRIPTION OF WORK:** Build replacement 2-lane undivided arterial bridge to replace aging bridge infrastructure.

**Estimated Total Construction Cost**  
$1.9 Million

**Prioritization Category**  
Bridge and Tunnel

**Prioritization Score**  
102

**Summary of Project**

- The Bridge Street Bridge project replaces an aging bridge infrastructure.  
- Project reduces risk of infrastructure failure.

**Overview of Project Status**

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</table>
Commander Shepard Boulevard (Phase II)

**Project Description**

**SYSTEM:** Urban  
**FROM:** Big Bethel Road  
**TO:** North Campus Parkway  
**DESCRIPTION OF WORK:** Build new 4-lane divided arterial.

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Cost Source: Virginia Department of Transportation

**Summary of Project**

- The Commander Shepard Boulevard (Phase II) project, currently under construction, is part of an inter-local thoroughfare between Newport News and Hampton.
- Project improves congestion on Semple Farm Road and provides an alternate incident management route.
- Project improves travel time and reliability to defense installations.

**Overview of Project Status**

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Interchange at Lasalle Avenue

**Project Description**

**SYSTEM:** Interstate

**FROM:** I-64 Eastbound

**TO:** Lasalle Avenue Northbound

**DESCRIPTION OF WORK:** Widen Interstate 64 Eastbound ramp to Lasalle Avenue to include dual left turn lanes and right turn lane.

**Estimated Total Construction Cost**

$0.4 Million

**Prioritization Category**

Highway Interchange

**Prioritization Score**

170

**Summary of Project**

- The I-64 Interchange at Lasalle Avenue ramp modification project increases ramp capacity from I-64 Eastbound onto Lasalle Avenue.

- Project improves travel time and reliability locally.

**Overview of Project Status**

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### Project Description

**SYSTEM:** Urban  
**FROM:** Big Bethel Road  
**TO:** Newport News City Line  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

### Summary of Project

- The Saunders Road project, currently under design, is part of a greater Newport News - Hampton corridor with the Commander Shepard Boulevard project.
- Project reduces capacity and improves incident management response.
- Project improves travel time and reliability locally.

### Overview of Project Status

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</table>

Cost Source: Virginia Department of Transportation

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*Hampton Roads Transportation Planning Organization | Transportation Project Priorities | Page 22*
Ironbound Road

Project Description

**SYSTEM:** Secondary

**FROM:** 0.07 miles South of Longhill Connector Road (Schmidt Road)

**TO:** 0.01 miles South of Strawberry Plains Road

**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

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<td>$14.1 Million</td>
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Prioritization Category

Highways

Prioritization Score

XXX

Summary of Project

- The Ironbound Road project is currently under construction.
- Project increases capacity and improves incident management response.
- Project improves travel time and reliability locally; supports future land use development plans.

Overview of Project Status

**NEPA Status**

Record of Decision Rendered

**Funding Status**

Fully Committed

**Preliminary Engineering Status**

Complete

**Right of Way Status**

Complete

**Construction Status**

Under Construction
1. Atkinson Boulevard
   Page 26
2. Denbigh Boulevard
   Bridge Replacement
   Page 27
3. Fort Eustis Boulevard
   Bridge Replacement
   Page 28
4. Huntington Avenue
   Bridge Replacement
   Page 29
5. I-64 Peninsula Widening
   Page 30
6. Middle Ground Boulevard
   Page 31
7. Washington Avenue
   Bridge Replacement
   Page 32

CONSTRUCTION PROJECTS IN NEWPORT NEWS
Atkinson Boulevard

**Project Description**

**SYSTEM:** Urban  
**FROM:** Jefferson Avenue  
**TO:** Warwick Boulevard  
**DESCRIPTION OF WORK:** Build new 4-lane divided arterial.

**Estimated Total Construction Cost**  
$52.0 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
107

Cost Source: Virginia Department of Transportation and City of Newport News

---

**Summary of Project**

- The Atkinson Boulevard project is currently under design.
- Project provides congestion relief to Fort Eustis Boulevard and Denbigh Boulevard.
- Project improves travel time and reliability locally.

**Overview of Project Status**

- **NEPA Status:** Underway
- **Funding Status:** Regional Funding Identified
- **Preliminary Engineering Status:** Underway
- **Right of Way Status:** Not Started
- **Construction Status:** Not Started
Denbigh Boulevard Bridge Replacement

Project Description

**SYSTEM:** Interstate (Bridge and Tunnels)
**FROM:** Richneck Road
**TO:** Trailblazer Boulevard
**DESCRIPTION OF WORK:** Build replacement 4-lane undivided arterial bridge to replace aging bridge infrastructure over I-64 and CSX Railroad.

Summary of Project

- The Denbigh Boulevard Bridge project replaces aging bridge infrastructure.
- Project reduces risk of infrastructure failure.

Overview of Project Status

- **NEPA Status:** Underway
- **Funding Status:** Regional Funding Identified
- **Preliminary Engineering Status:** Underway
- **Right of Way Status:** Not Started
- **Construction Status:** Not Started

Cost Source: Virginia Department of Transportation
Fort Eustis Boulevard Bridge Replacement

Project Description

SYSTEM: Urban (Bridge and Tunnels)
FROM: I-64
TO: Lee Hall Reservoir
DESCRIPTION OF WORK: Build replacement 4-lane undivided arterial bridge over CSX railroad to replace aging bridge infrastructure.

Summary of Project

• The Fort Eustis Boulevard Bridge project replaces aging bridge infrastructure.
• Project reduces risk of infrastructure failure.

Overview of Project Status

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Cost Source: Virginia Department of Transportation

Estimated Total Construction Cost
$3.5 Million

Prioritization Category
Bridge and Tunnel

Prioritization Score
166
Huntington Avenue Bridge Replacement

**Project Description**

**SYSTEM:** Urban (Bridge and Tunnels)
**FROM:** 39th Street
**TO:** 41st Street
**DESCRIPTION OF WORK:** Build replacement 5-lane undivided arterial bridge to replace aging bridge infrastructure over Northrup Grumman rail spur.

**Summary of Project**

- The Huntington Avenue Bridge project replaces aging bridge infrastructure.
- Project reduces risk of infrastructure failure.

**Estimated Total Construction Cost**

- $1.4 Million

**Prioritization Category**

- Bridge and Tunnel

**Prioritization Score**

- XXX

Cost Source: Virginia Department of Transportation

**Overview of Project Status**

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Peninsula Widening

**Project Description**

**SYSTEM:** Interstate

**FROM:** Jefferson Avenue (Exit 255)

**TO:** Fort Eustis Boulevard (Exit 250)

**DESCRIPTION OF WORK:** Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes and 1 HOV lane in each direction.

**Estimated Total Construction Cost**

Costs are currently being developed as part of I-64 Corridor EIS

**Prioritization Category**

Highways

**Prioritization Score**

178

Cost Source: Virginia Department of Transportation

---

**Summary of Project**

- A VDOT study of I-64 between Hampton Roads and Richmond was recently begun. EIS has not been completed.
- Project improves safety and expands capacity of an evacuation route.
- Project moderately improves travel time and reliability to tourist destinations.

---

**Overview of Project Status**

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</table>
Middle Ground Boulevard

Project Description

**SYSTEM:** Urban  
**FROM:** Jefferson Avenue  
**TO:** Warwick Boulevard  
**DESCRIPTION OF WORK:** Build new 4-lane divided arterial.

Estimated Total Construction Cost

$64.8 Million

Prioritization Category

Highways

Prioritization Score

172

Cost Source: Virginia Department of Transportation

Summary of Project

- The Middle Ground Boulevard project has construction underway.  
- Project relieves congestion on Oyster Point Road and improves incident management routes.  
- Project supports future land use development plans.

Overview of Project Status

- **NEPA Status:** Record of Decision Rendered  
- **Funding Status:** Regional Funding Identified  
- **Preliminary Engineering Status:** Complete  
- **Right of Way Status:** Complete  
- **Construction Status:** Under Construction
**Washington Avenue Bridge Replacement**

**Project Description**

**SYSTEM:** Urban (Bridge and Tunnels)  
**FROM:** 39th Street  
**TO:** 41st Street  
**DESCRIPTION OF WORK:** Build replacement 4-lane undivided arterial bridge to replace aging bridge infrastructure over Northrup Grumman rail spur.

**Estimated Total Construction Cost**  
$1.5 Million

**Prioritization Category**  
Bridge and Tunnel

**Prioritization Score**  
111

---

**Summary of Project**

- The Washington Avenue Bridge project replaces aging bridge infrastructure.
- Project reduces risk of infrastructure failure.

---

**Overview of Project Status**

- **NEPA Status:** Underway
- **Funding Status:** Regional Funding Identified
- **Preliminary Engineering Status:** Underway
- **Right of Way Status:** Not Started
- **Construction Status:** Not Started

Cost Source: Virginia Department of Transportation
1. Hampton Boulevard Grade Separation Page 34
2. I-564 Intermodal Connector Page 35
3. I-64 Interchange at Norview Avenue Page 36
4. Military Highway Page 37
Hampton Boulevard Railroad Grade Separation

Project Description

SYSTEM: Urban
FROM: Rogers Avenue
TO: B Avenue
DESCRIPTION OF WORK: Build grade separated railroad tracks from roadway.

Summary of Project

- The Hampton Boulevard Railroad Grade Separation project is under construction and full funding.
- Project allows unimpeded traffic flow via grade separation between rail and auto traffic.
- Project improves travel time and reliability to port facilities and defense installations.

Overview of Project Status

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Cost Source: Virginia Department of Transportation

Estimated Total Construction Cost

$88.7 Million

Prioritization Category

Intermodal

Prioritization Score

XXX
Intermodal Connector

**Project Description**

**SYSTEM:** Interstate  
**FROM:** I-564  
**TO:** Norfolk Naval Base/NIT/Chambers Field (Hampton Boulevard)  
**DESCRIPTION OF WORK:** New 4-lane limited access multimodal Intermodal Connector from I-564 and Chambers Field to Hampton Blvd and Future E-W B/T Connector.

**Summary of Project**

- Intermodal Connector is a component of the Third Crossing, which has a ROD. The Intermodal Connector project is not evaluated in the prioritization tool due to the Intermodal Connector being fully funded in the current SYIP.
- Project provides conflict free intermodal movements, provides added access point to Naval Station Norfolk, and improves freight and military traffic flow in the area.
- Project significantly improves travel time and reliability to major employment centers, defense installations, and port facilities.

**Estimated Total Construction Cost**

$172.4 Million

**Prioritization Category**

Highways

**Prioritization Score**

XXX

**Cost Source:** Virginia Department of Transportation

**Overview of Project Status**

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Hampton Roads Transportation Planning Organization | Transportation Project Priorities | Page 35
Interchange at Norview Avenue

**Project Description**

**SYSTEM:** Interstate  
**FROM:** I-64 EB  
**TO:** Norview Avenue EB/WB  

**DESCRIPTION OF WORK:**
- Closure of existing I-64 at Norview exit ramp.  
- Construction of new exit ramp north of interchange, accessing EB and WB Norview Avenue

---

**Estimated Total Construction Cost**  
$7.0 Million

**Prioritization Category**  
Highway Interchange

**Prioritization Score**  
196

---

**Cost Source:** Virginia Department of Transportation

---

**Summary of Project**

- The Interstate 64 Interchange at Norview Avenue project design is nearly complete. ROW acquisition/utilities coordination underway.  
- Project provides enhanced safety benefits and reduces conflict movements.  
- Project provides enhanced access to Norfolk International Airport.

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**Overview of Project Status**

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Military Highway

Project Description

SYSTEM: Urban
FROM: Robin Hood Road
TO: Lowery Road

DESCRIPTION OF WORK:

- Widen from 4-lane divided arterial to 6-lane divided arterial (From Robin Hood Road to 0.3 miles north of Northampton Blvd & 0.3 miles south of Northampton Blvd to Lowery Road)
- Build Continuous Flow Interchange at Northampton Boulevard

Estimated Total Construction Cost
$111.9 Million

Prioritization Category
Highways / Highway Interchange

Prioritization Score
157

Summary of Project

- The Military Highway project has the road widening fully allocated; funding still needs allocation to the continuous flow interchange.
- Project will relieve congestion and improve incident management in the corridor.
- Project will improve travel time and reliability to a high density employment area.

Overview of Project Status

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</table>
1. Craney Island Connector  Page 39
2. High Street  (Churchland Bridge)  Page 40
3. Turnpike Road  Page 41
**Craney Island Connector**

**Project Description**

**SYSTEM:** Urban  
**FROM:** VA-164  
**TO:** Craney Island Marine Terminal (Future)  
**DESCRIPTION OF WORK:** Construction of two lane undivided arterial from VA-164 (Western Freeway) to Craney Island Marine Terminal (Future). Construction of an interchange at VA-164 for the new arterial.

**Estimated Total Construction Cost**  
$460 Million

**Prioritization Category**  
Intermodal

**Prioritization Score**  
189

**Cost Source:** Virginia Department of Transportation

**Summary of Project**

- The Craney Island Connector project is currently under environmental review, partially funded, and ROW acquisition/utilities coordination underway.
- Project provides conflict-free, direct intermodal roadway access for future Craney Island Marine Terminal.
- Project allows further economic development of future Craney Island Marine Terminal

**Overview of Project Status**

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</table>

Hampton Roads Transportation Planning Organization | Transportation Project Priorities | Page 39
High Street (Churchland Bridge)

**Project Description**

**SYSTEM:** Urban (Bridges and Tunnels)

**FROM:** High Point Drive

**TO:** Shenadoah Street

**DESCRIPTION OF WORK:** Build replacement 4-lane undivided arterial bridge to replace aging bridge infrastructure.

**Estimated Total Construction Cost**

$23.0 Million

**Prioritization Category**

Bridge and Tunnel

**Prioritization Score**

132

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**Summary of Project**

- The High Street (Churchland Bridge) project is funded by Portsmouth local funds.
- The Churchland Bridge project replaces aging bridge infrastructure.
- Project reduces risk of infrastructure failure.

**Overview of Project Status**

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</table>
**Turnpike Road**

**Project Description**

**SYSTEM:** Urban  
**FROM:** 0.13 miles East of Frederick Boulevard  
**TO:** Constitution Avenue  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

---

**Summary of Project**

- The Turnpike Road project is under design.  
- Project increases capacity and improves incident management in the corridor.  
- Project improves travel time and reliability locally.

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**Overview of Project Status**

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Cost Source: Virginia Department of Transportation

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</table>
1. Bridge Road  
2. Mills Godwin Bridge  
3. Nansemond Parkway  
4. Route 58 (Holland Road)
Bridge Road

Project Description

SYSTEM: Urban
FROM: Mills Godwin Bridge
TO: Chesapeake City Line
DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.

Summary of Project

- The Bridge Road project is funded by Suffolk local funds.
- The Bridge Road project increases capacity to relieve corridor congestion and improve incident management.
- Project improves travel time and reliability locally; supports future land use development plans.

Overview of Project Status

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Cost Source: City of Suffolk
## Mills Godwin Bridge

### Project Description

**SYSTEM:** Urban (Bridge and Tunnels)  
**FROM:** Quail Hollow  
**TO:** Waterview Road  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial bridge to 4-lane divided arterial bridge to replace aging bridge infrastructure and to relieve congestion.

### Summary of Project

- The Mills Godwin Bridge project is funded by Suffolk local funds.  
- The Godwin Bridge project replaces aging bridge infrastructure and increases capacity to relieve corridor congestion.  
- Project reduces risk of infrastructure failure.

### Overview of Project Status

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</table>

### Estimated Total Construction Cost

| $60.0 Million |

### Prioritization Category

| Bridge and Tunnel |

### Prioritization Score

| 150 |

Cost Source: City of Suffolk
Nansemond Parkway

Project Description

SYSTEM: Urban
FROM: Chesapeake City Line
TO: Norfolk Southern Railroad
DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane divided arterial.

Summary of Project

- The Nansemond Parkway project consists of two phases, with Norfolk Southern railroad to Helen Street noted as Phase I and Helen Street to the Suffolk City Line as Phase II. These projects are part of a corridor widening project including Portsmouth Boulevard in Chesapeake.
- Project increases capacity to relieve corridor congestion and improve incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

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</table>
**Project Description**

**SYSTEM:** Urban  
**FROM:** Suffolk Bypass  
**TO:** 0.7 miles West of Manning Bridge Road  
**DESCRIPTION OF WORK:** Widen from 4-lane divided arterial to a 6-lane divided arterial.

---

**Summary of Project**

- The Holland Road project, with design underway, was a USDOT TIGER grant applicant.  
- Project increases corridor capacity and improves incident management.  
- Project improves travel time and reliability for freight traffic; supports future land use development plans.

---

**Overview of Project Status**

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</table>
1. Birdneck Road  
2. Centerville Turnpike  
3. Cleveland Street  
4. Dam Neck Road  
5. Elbow Road/Dam Neck Road  
6. Ferrell Parkway  
7. First Colonial Road  
8. First Colonial Road Intersection at VA Beach Blvd  
9. General Booth Boulevard  
10. Holland Road  
11. I-264 Interchange at London Bridge Road  
12. Indian River Road  
13. Kempsville Road Intersection at Indian River Road  
14. Kempsville Road Intersection at Princess Anne Road  
15. Laskin Road  
16. John A. Lesner Bridge  
17. London Bridge Road  
18. Lynnhaven Parkway  
19. Newtown Road  
20. Nimmo Parkway  
21. Princess Anne Road  
22. Princess Anne Road and Nimmo Parkway  
23. Providence Road  
24. Rosemont Road  
25. Seaboard Road  
26. Shore Drive  
27. West Neck Parkway Extended  
28. Witchduck Road
**Birdneck Road**

**Project Description**

**SYSTEM:** Urban  
**FROM:** I-264  
**TO:** Virginia Beach Boulevard  
**DESCRIPTION OF WORK:** Widen from 4-lane divided arterial to a 6-lane divided arterial.

---

**Estimated Total Construction Cost**  
$21.1 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
59

---

**Summary of Project**

- The Birdneck Road project is funded by Virginia Beach local funds.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability to major tourist destination.

---

**Overview of Project Status**

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</table>
Centerville Turnpike

Project Description

**SYSTEM:** Urban

**FROM:** Indian River Road

**TO:** Chesapeake City Line

**DESCRIPTION OF WORK:**

- Widen from 2-lane undivided arterial to 6-lane divided arterial from Indian River Road to Kempsville Road
- Widen from 2-lane undivided arterial to 4-lane divided arterial from Kempsville Road to Chesapeake City Line

---

**Summary of Project**

- The Centerville Turnpike project is funded by Virginia Beach local funds.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability locally.

---

**Estimated Total Construction Cost**

- **$72.8 Million**

**Prioritization Category**

- Highways

**Prioritization Score**

- 97

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**Overview of Project Status**

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Cost Source: City of Virginia Beach
Cleveland Street

**Project Description**

**SYSTEM:** Urban  
**FROM:** Witchduck Road  
**TO:** Clearfield Avenue  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

**Estimated Total Construction Cost**  
$13.6 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
59

**Summary of Project**

- The Cleveland Street project is funded by Virginia Beach local funds.
- Project improves accessibility locally; part of a long term interchange improvement initiative at I-264 and Witchduck Road.

**Overview of Project Status**

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Cost Source: City of Virginia Beach
Dam Neck Road

**Project Description**

**SYSTEM:** Urban  
**FROM:** Holland Road  
**TO:** London Bridge Road  
**DESCRIPTION OF WORK:** Widen from 4-lane divided arterial to a 6-lane divided arterial.

**Estimated Total Construction Cost**

|$83.7 Million|

**Prioritization Category**

| Highways |

**Prioritization Score**

| 114 |

**Summary of Project**

- The Dam Neck Road project is funded by Virginia Beach local funds.  
- Project reduces congestion and improves incident management.  
- Project improves travel time and reliability locally.

**Overview of Project Status**

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</table>

Cost Source: City of Virginia Beach
Elbow Road/Dam Neck Road

Project Description

SYSTEM: Urban
FROM: Indian River Road
TO: Virginia Beach Amphitheater
DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane divided arterial.

Estimated Total Construction Cost
$55.6 Million

Prioritization Category
Highways

Prioritization Score
98

Cost Source: Virginia Department of Transportation

Summary of Project

• The Elbow Road project has design and environmental review completed.
• Project reduces congestion and improves incident management as well as roadway safety.
• Project improves travel time and reliability locally.

Overview of Project Status

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Ferrell Parkway

Project Description

SYSTEM: Urban
FROM: Indian River Road
TO: Pleasant Valley Road
DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.

Summary of Project

- The Ferrell Parkway project is funded by Virginia Beach local funds.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

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Cost Source: City of Virginia Beach
First Colonial Road

Project Description

SYSTEM: Urban
FROM: Old Donation Parkway
TO: Virginia Beach Boulevard

DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.

Summary of Project

- The First Colonial Road project is funded by Virginia Beach local funds.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

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Cost Source: City of Virginia Beach
First Colonial Road Intersection at Virginia Beach Boulevard

**Project Description**

**SYSTEM:** Urban  
**FROM:** Oceana Boulevard  
**TO:** I-264  
**DESCRIPTION OF WORK:** Add continuous right turn lanes for all intersection movements.

---

**Estimated Total Construction Cost**  
$28.2 Million

**Prioritization Category**  
Highway Interchange

**Prioritization Score**  
XXX

Cost Source: City of Virginia Beach

---

**Summary of Project**

- The First Colonial Road Intersection at Virginia Beach Boulevard project is funded by Virginia Beach local funds.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability locally.

---

**Overview of Project Status**

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General Booth Boulevard

Project Description

SYSTEM: Urban
FROM: Oceana Boulevard
TO: Dam Neck Road
DESCRIPTION OF WORK: Widen from 6-lane divided arterial to a 8-lane divided arterial.

Summary of Project

• The General Booth Boulevard project is funded by Virginia Beach local funds.
• Project reduces congestion and improves incident management.
• Project improves travel time and reliability locally.

Overview of Project Status

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Holland Road

Project Description

**SYSTEM:** Urban  
**FROM:** Nimmo Parkway  
**TO:** Independence Boulevard  
**DESCRIPTION OF WORK:**
- Widen from 2-lane undivided arterial to 4-lane divided arterial from Nimmo Parkway to Dam Neck Road  
- Widen from 4-lane divided arterial to 6-lane divided arterial from Rosemont Road to Independence Boulevard  

Summary of Project

- The Holland Road project consists of two phases, with Dam Neck Road to Nimmo Parkway noted as Phase I and Rosemont Road to Independence Boulevard as Phase II. Phase II is funded by Virginia Beach local funds.  
- Project increases capacity to relieve corridor congestion and improve incident management.  
- Project improves travel time and reliability locally.

Overview of Project Status

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</table>

Cost Source: Virginia Department of Transportation & City of Virginia Beach
Interchange at London Bridge Road

Project Description

SYSTEM: Interstate
FROM: I-264 EB (Off)/I-264 WB (On)
TO: London Bridge Road
DESCRIPTION OF WORK: Build new interchange on Interstate 264, providing eastbound off-ramp access to London Bridge Road and westbound on-ramp access from London Bridge Road.

Summary of Project

- The Interstate 264 Interchange at London Bridge Road project, funded by the American Recovery and Reinvestment Act, is currently under construction.
- Project provides additional system connectivity and relieves congestion at the Lynnhaven Parkway interchange.
- Project improves travel time and reliability to defense installations.

Overview of Project Status

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</table>
Indian River Road

**Project Description**

**SYSTEM:** Urban  
**FROM:** Centerville Turnpike  
**TO:** Elbow Road  

**DESCRIPTION OF WORK:**
- Widen from 2-lane undivided arterial to 4-lane divided arterial from Lynnhaven Parkway to Elbow Road  
- Widen from 6-lane divided arterial to 8-lane divided arterial from Centerville Turnpike to Ferrell Parkway

**Estimated Total Construction Cost**
- Phase I - $79.8 Million  
- Phase II - $74.3 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
104

**Cost Source:** Virginia Department of Transportation & City of Virginia Beach

---

**Summary of Project**

- The Indian River Road project consists of two phases, with Elbow Road to Lynnhaven Parkway noted as Phase I and Centerville Turnpike to Ferrell Parkway as Phase II. Phase II is funded by Virginia Beach local funds.  
- Project increases capacity to relieve corridor congestion and improve incident management.  
- Project improves travel time and reliability locally.

**Overview of Project Status**

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</table>
**Kempsville Road Intersection at Indian River Road**

### Project Description

**SYSTEM:** Urban  
**FROM:** Indian River Road  
**TO:** Kempsville Road

**DESCRIPTION OF WORK:**
- Removal of left turn lanes from Indian River Road to Kempsville Road  
- Build indirect left turns north and south of the intersection

### Estimated Total Construction Cost

$10.5 Million

### Prioritization Category

Highway Interchange

### Prioritization Score

XXX

### Summary of Project

- The Kempsville Road Intersection project is funded by Congestion Management and Air Quality funds; project is under design.  
- Project reduces congestion and improves incident management.  
- Project improves travel time and reliability locally.

### Overview of Project Status

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Kempsville Road Intersection at Princess Anne Road

**Project Description**

**SYSTEM:** Urban

**FROM:** Lord Dunmore Drive/Bonney Road

**TO:** Kempshire Lane/Chief Trail

**DESCRIPTION OF WORK:**

- Build new local access neighborhood roads
- **Build new roadway alignment for Princess Anne Road anchored by signalized intersections**
- Build new roadway alignment for Kempsville Road anchored by intersections

**Estimated Total Construction Cost**

$89.7 Million

**Prioritization Category**

Highway Interchange

**Prioritization Score**

XXX

Cost Source: Virginia Department of Transportation

---

**Summary of Project**

- The Kempsville Road and Princess Anne Road Intersection project is scheduled for construction.
- Project reduces congestion and improves incident management.
- Project improves travel time and reliability locally.

**Overview of Project Status**

- **NEPA Status**
  - Record of Decision Rendered

- **Funding Status**
  - Regional Funding Identified

- **Preliminary Engineering Status**
  - Complete

- **Right of Way Status**
  - Complete

- **Construction Status**
  - Scheduled
Project Description

SYSTEM: Urban
FROM: Republic Road
TO: 30th/31st Street
DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial. Remove marginal lanes.

Summary of Project

- The Laskin Road project consists of two phases, with Republic Road to Oriole Drive noted as Phase I and Oriole Drive to 30th/31st Street as Phase II.
- Project reduces congestion and improves incident management as well as roadway safety.
- Project improves travel time and reliability locally.

Overview of Project Status

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Cost Source: Virginia Department of Transportation
Lesner Bridge

**Project Description**

**SYSTEM:** Urban

**FROM:** East Stratford Road (bridge approach)

**TO:** Page Avenue

**DESCRIPTION OF WORK:** Bridge Replacement of four-lane bridge, with incorporated future six-lane capacity.

**Estimated Total Construction Cost**

$84.9 Million

**Prioritization Category**

Bridge and Tunnel

**Prioritization Score**

173

**Summary of Project**

- The Lesner Bridge project has a NEPA document completed which is currently under review by FHWA.
- Project rehabilitates a critical link infrastructure; preserving evacuation route
- Project preserves travel time and reliability to defense installations and tourist destinations.

**Overview of Project Status**

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London Bridge Road

Project Description

**SYSTEM:** Urban

**FROM:** Dam Neck Road

**TO:** Shipps Corner Road

**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

Summary of Project

- The London Bridge Road project is funded by Virginia Beach local funds.
- Project increases capacity and improves incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

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Lynnhaven Parkway

**Project Description**

**SYSTEM:** Urban  
**FROM:** Holland Road  
**TO:** Centerville Turnpike  

**DESCRIPTION OF WORK:**
- Build new 4-lane divided roadway from Indian River Road to Centerville Turnpike  
- Widen 4-lane divided roadway to 6-lane divided roadway from Holland Road to Princess Anne Road

**Estimated Total Construction Cost**
- Phase I - $33.1 Million  
- Phase II - $92.7 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
191

**Cost Source:** Virginia Department of Transportation & City of Virginia Beach

---

**Summary of Project**

- The Lynnhaven Parkway project consists of two phases, with Indian River Road to Centerville Turnpike noted as Phase I and Holland Road to Princess Anne Road as Phase II. Phase II is funded by Virginia Beach local funds.  
- Project increases capacity to relieve corridor congestion, increase connectivity, and improve incident management.  
- Project improves travel time and reliability locally.

---

**Overview of Project Status**

**NEPA Status**  
Record of Decision Rendered

**Funding Status**
- Phase I - Regional Funding Identified  
- Phase II - Local Funding Identified

**Preliminary Engineering Status**
- Phase I - Complete  
- Phase II - Not Started

**Right of Way Status**
- Phase I - Underway  
- Phase II - Not Started

**Construction Status**  
Not Started
Newtown Road

Project Description
SYSTEM: Urban
FROM: Baker Road
TO: Virginia Beach Boulevard
DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.

Estimated Total Construction Cost
$23.5 Million

Prioritization Category
Highways

Prioritization Score
100

Cost Source: City of Virginia Beach

Summary of Project
• The Newtown Road project is funded by Virginia Beach local funds.
• Project reduces congestion and improves incident management.
• Project improves travel time and reliability locally.

Overview of Project Status

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<td>Not Started</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Not Started</td>
</tr>
</tbody>
</table>
**Nimmo Parkway**

**Estimated Total Construction Cost**
- Phase I - $65.3 Million
- Phase II - $41.1 Million

**Prioritization Category**
- Highways

**Prioritization Score**
- 74

**Cost Source:** Virginia Department of Transportation & City of Virginia Beach

---

**Project Description**

**SYSTEM:** Urban  
**FROM:** Indian River Road  
**TO:** General Booth Boulevard  

**DESCRIPTION OF WORK:**
- **Build new 4-lane divided roadway from Holland Road to General Booth Boulevard**  
- **Build new 2-lane undivided roadway from Indian River Road to West Neck Parkway**

---

**Summary of Project**

- The Nimmo Parkway project consists of two phases, with Holland Road to General Booth Boulevard noted as Phase I and West Neck Parkway to Indian River Road as Phase II. Phase II is funded by Virginia Beach local funds.
- Project increases capacity to provide local connectivity and improve incident management.
- Project improves travel time and reliability locally.

---

**Overview of Project Status**

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<thead>
<tr>
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<th>Funding Status</th>
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<td>Phase I - Complete / Phase II - Not Started</td>
<td>Phase I - Underway / Phase II - Not Started</td>
<td>Not Started</td>
</tr>
</tbody>
</table>
Princess Anne Road

**Project Description**

**SYSTEM:** Urban  
**FROM:** Upton Drive  
**TO:** General Booth Boulevard  
**DESCRIPTION OF WORK:** Widen from 2-lane undivided arterial to a 4-lane divided arterial.

---

**Estimated Total Construction Cost**  
$22.8 Million

**Prioritization Category**  
Highways

**Prioritization Score**  
70

---

**Summary of Project**

- The Princess Anne Road project is funded by Virginia Beach local funds.
- Project increases capacity and improves incident management.
- Project improves travel time and reliability locally.

---

**Overview of Project Status**

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<thead>
<tr>
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<th>Description</th>
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<tr>
<td><strong>Construction Status</strong></td>
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</tbody>
</table>
Princess Anne Road and Nimmo Parkway

Project Description

SYSTEM: Urban  
FROM: Dam Neck Road  
TO: Holland Road  

DESCRIPTION OF WORK:

- Build new 4-lane divided roadway from Holland Road to Princess Anne Road  
- Widen 2-lane undivided roadway to 4-lane divided roadway from Dam Neck Road to Nimmo Parkway

Estimated Total Construction Cost

$61.4 Million

Prioritization Category  
Highways

Prioritization Score  
XXX

Summary of Project

- The Princess Anne Road and Nimmo Parkway project consists of two parts, with Dam Neck Road to Nimmo Parkway noted as Part I and Holland Road to Princess Anne Road as Part II.  
- Project increases capacity to relieve corridor congestion, increase connectivity, and improve incident management.  
- Project improves travel time and reliability locally.

Overview of Project Status

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<th>Funding Status</th>
<th>Preliminary Engineering Status</th>
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</table>

Cost Source: Virginia Department of Transportation
Providence Road

Project Description

SYSTEM: Urban
FROM: Kemspville Road
TO: Princess Anne Road
DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane divided arterial.

Estimated Total Construction Cost
$63.9 Million

Prioritization Category
Highways

Prioritization Score
92

Cost Source: City of Virginia Beach

Summary of Project

- The Providence Road project is funded by Virginia Beach local funds.
- Project increases capacity and improves incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

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<th>Status</th>
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<td>Construction Status</td>
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</tr>
</tbody>
</table>
**Project Description**

**SYSTEM:** Urban  
**FROM:** Virginia Beach Boulevard  
**TO:** Holland Road  
**DESCRIPTION OF WORK:** Widen from 4-lane divided arterial to a 6-lane divided arterial.

---

**Summary of Project**

- The Rosemont Road project is funded by Virginia Beach local funds.  
- Project reduces congestion and improves incident management.  
- Project improves travel time and reliability locally.

---

**Overview of Project Status**

- **NEPA Status:** Not Started  
- **Funding Status:** Local Funding Identified  
- **Preliminary Engineering Status:** Not Started  
- **Right of Way Status:** Not Started  
- **Construction Status:** Not Started

---

**Cost Source:** City of Virginia Beach
Seaboard Road

Project Description

**SYSTEM:** Urban

**FROM:** Princess Anne Road

**TO:** Nimmo Parkway

**DESCRIPTION OF WORK:** Build new 2-lane undivided roadway.

---

Summary of Project

- The Seaboard Road project is funded by Virginia Beach local funds.
- Project increases capacity, connectivity, and improves incident management.
- Project improves travel time and reliability locally.

---

Overview of Project Status

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<tr>
<td>Record of Decision Rendered</td>
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<thead>
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<thead>
<tr>
<th>Construction Status</th>
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</table>
Shore Drive

Project Description

SYSTEM: Urban
FROM: Pleasure House Road
TO: Great Neck Road
DESCRIPTION OF WORK:
- Widen 4-lane divided roadway to 6-lane divided roadway from Marlin Bay Drive to East Stratford Road (bridge approach)
- Widen 4-lane divided roadway to 6-lane divided roadway from Page Avenue to Great Neck Road
- Widen 4-lane divided roadway to 6-lane divided roadway from Pleasure House Road to Treasure Island Drive

Summary of Project

- The Shore Drive project consists of three phases, with Great Neck Road to Page Avenue noted as Phase I, East Stratford Road (Bridge Approach) to Marlin Bay Drive noted as Phase II, and Pleasure House Road to Treasure Island Drive as Phase III. Project phases are funded by Virginia Beach local funds.
- Project increases capacity to relieve corridor congestion and improve incident management.
- Project improves travel time and reliability locally.

Estimated Total Construction Cost
$46.1 Million

Prioritization Category
Highways

Prioritization Score
XXX

Cost Source: City of Virginia Beach

Overview of Project Status

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<tr>
<td>Construction Status</td>
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</table>
West Neck Parkway Extended

**Project Description**

**SYSTEM:** Urban  
**FROM:** Elbow Road  
**TO:** North Landing Road  
**DESCRIPTION OF WORK:** Build new 4-lane divided roadway.

<table>
<thead>
<tr>
<th>Estimated Total Construction Cost</th>
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<td>$49.2 Million</td>
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**Prioritization Category**  
Highways

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<th>Prioritization Score</th>
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</table>

**Summary of Project**

- The West Neck Parkway Extended project is funded by Virginia Beach local funds.
- Project increases capacity, connectivity, and improves incident management.
- Project improves travel time and reliability locally.

**Overview of Project Status**

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<thead>
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<tr>
<th>Construction Status</th>
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<tbody>
<tr>
<td>Not Started</td>
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</table>
Witchduck Road

Project Description

SYSTEM: Urban
FROM: Virginia Beach Boulevard
TO: Bonney Road
DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.

Summary of Project

- The Witchduck Road project consists of two phases, with Bonney Road to Grayson Road noted as Phase I and Interstate 264 to Virginia Beach Boulevard as Phase II.
- Project increases capacity to relieve corridor congestion and improve incident management.
- Project improves travel time and reliability locally.

Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Phase I - Complete / Phase II - Underway</th>
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<tr>
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<td>Construction Status</td>
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</table>

Cost Source: Virginia Department of Transportation

Estimated Total Construction Cost
- Phase I - $26.1 Million
- Phase II - $33.7 Million

Prioritization Category
Highways

Prioritization Score
141
CONSTRUCTION PROJECTS IN YORK COUNTY

Funded Projects for Construction

1. George Washington Memorial Highway Corridor Widening
George Washington Memorial Highway Corridor Widening

**Project Description**

**SYSTEM:** Primary  
**FROM:** 1.27 miles South of Lakeside Drive (Hampton Highway)  
**TO:** Denbigh Boulevard  
**DESCRIPTION OF WORK:** Widen from 4-lane divided arterial to a 6-lane divided arterial.

<table>
<thead>
<tr>
<th>Estimated Total Construction Cost</th>
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<tr>
<td>$67.4 Million</td>
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<tr>
<th>Prioritization Score</th>
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</thead>
<tbody>
<tr>
<td>202</td>
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</tbody>
</table>

**Summary of Project**

- The George Washington Memorial Highway Corridor Widening project consists of two phases, with Phase I from 1.27 miles South of Lakeside Drive (Hampton Highway) to 1.52 miles North of Lakeside Drive (Dare Road), and Phase II from 1.52 miles North of Lakeside Drive (Dare Road) to Denbigh Boulevard.
- Project improves an evacuation route and improves incident management.
- Project provides moderate travel time and reliability improvements to major employment centers.

<table>
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<th>Overview of Project Status</th>
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<td><strong>Construction Status</strong></td>
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</table>
1. Hampton Roads Bridge-Tunnel Page 79
2. Patriots Crossing Page 80
3. Virginia Beach Transit Extension Page 81
4. Richmond to Hampton Roads Passenger Rail Project Page 82
5. Southeastern Parkway and Greenbelt Page 83
6. I-64 Peninsula Corridor Page 84
7. Route 60 Corridor Relocation Page 85
8. Skiffies Creek Connector Page 86
9. Croaker Road Page 87
10. Longhill Road Page 88
11. Air Terminal Interchange Page 89
12. Harbor Park Multimodal HSIPR Station Development Page 90
13. Newport News Multimodal HSIPR Stations Development Page 91
14. WATA Administrative Operations Center Page 92

REGIONAL TRANSPORTATION STUDIES & FACILITIES
Project Description

SYSTEM: Interstate (Bridges and Tunnels)
FROM: I-664/I-64
TO: I-564/I-64

DESCRIPTION OF WORK: Per recent PPTA proposal submitted to VDOT, the study will evaluate expanding capacity across Hampton Roads from 4 lanes to 8 lanes.

Summary of Project

- Development of an EIS for an expansion of the HRBT was recently begun. VDOT also recently received three PPTA proposals for the expansion and is currently reviewing the submitted proposals.
- Project reduces severe recurring congestion at the primary gateway to South Hampton Roads.
- Project significantly improves regional travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Project Status

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<tr>
<td>Construction Status</td>
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</tr>
</tbody>
</table>
**Patriots Crossing**

### Project Description

**SYSTEM:** Interstate (Bridges and Tunnels)

**FROM:** Peninsula

**TO:** Southside

**DESCRIPTION OF WORK:** Study will evaluate -

- New 4-lane multimodal East-West Bridge-Tunnel connector from I-664 to Norfolk
- New 4-lane limited access Craney Island Connector from E-W B/T Connector to VA-164
- New 4-lane limited access multimodal Intermodal Connector from I-564 to E-W B/T Connector
- Widen I-564 from I-64 to future Intermodal Connector to 8-lanes

### Summary of Project

- This project is a component of the Third Crossing which has a NEPA process completed and ROD rendered. Study will revisit environmental analysis of previous EIS.
- The project provides a new access opportunity inside the Beltway and evacuation route.
- Project improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

### Estimated Total Study/Construction Cost

<table>
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<tr>
<th></th>
<th>Study</th>
<th>Construction</th>
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<tr>
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<td>$0.5 Million</td>
<td>$2.9 Billion</td>
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### Prioritization Category

- Bridge and Tunnel

### Prioritization Score

- 221

### Cost Source

- Virginia Department of Transportation

### Overview of Project Status

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<td>Construction Status</td>
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</table>
Virginia Beach Transit Extension

Project Description

**SYSTEM:** Fixed Guideway  
**FROM:** Newtown Road Station  
**TO:** Virginia Beach Oceanfront  
**DESCRIPTION OF WORK:** Study to evaluate the 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.

Summary of Project

- The Virginia Beach Transit Extension project is currently under study (Virginia Beach Transit Extension Study); ROW acquisition/utilities coordination underway.  
- Project reduces emissions, is compatible with Virginia Beach’s Strategic Growth Areas, and provides connectivity to the Norfolk LRT.  
- Project provides new travel options for major employment centers and tourist destinations.

Overview of Project Status

<table>
<thead>
<tr>
<th>NEPA Status</th>
<th>Alternative Analysis / Environmental Impact Statement Underway</th>
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Cost Source: Virginia Department of Rail and Public Transportation & HRT
Richmond to Hampton Roads Passenger Rail Project
(High-Speed and Intercity Passenger Rail)

**Project Description**

**SYSTEM:** Intercity Passenger Rail  
**FROM:** Hampton Roads  
**TO:** Richmond/Northeast Corridor  
**DESCRIPTION OF WORK:** Study to evaluate -

- **Enhancement work along the existing Peninsula intercity passenger rail corridor to improve service/reliability (79-mph, 3 daily roundtrips)**
- **Enhancement work along the Norfolk Southern rail line to bring higher speed passenger rail service (90-mph, 6 daily roundtrips) to the Southside**

**Estimated Total Study/Construction Cost**
- $10 Million (Study)  
- $785 Million (Con.)

**Prioritization Category**
- Passenger Rail

**Prioritization Score**
- XXX

**Summary of Project**

The Richmond to Hampton Roads Passenger Rail Project is a significant regional transportation project for the Hampton Roads region. A Tier I EIS is currently being finalized with the FRA, which then will allow the region to pursue a Tier II EIS process, studying detailed impacts of the project, and get it closer towards completing the NEPA process. The DRPT has invested $100 million to bring an introductory, daily roundtrip service to the Southside, starting in FY 2014, and the City of Norfolk is building a multimodal transit station to provide passenger rail service with connectivity to other regional transit services.

**Overview of Project Status**

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</table>
Southeastern Parkway and Greenbelt

**Project Description**

**SYSTEM:** Primary  
**FROM:** I-264  
**TO:** I-64/I-464  
**DESCRIPTION OF WORK:** Study will evaluate building a new 4-lane limited access highway, providing east-west access to tourism destinations, and emergency evacuation as an alternative to congested I-264.

**Estimated Total Study/Construction Cost**  
$1.0 Million (Study)  
$2.5 Billion (Con.)

**Prioritization Category**  
Highways  
**Prioritization Score**  
180  
Cost Source: City of Virginia Beach

**Summary of Project**

- The Southeastern Parkway and Greenbelt’s environmental review process was terminated by FHWA in November 2010.
- Project provides a new limited-access highway and associated benefits of congestion reduction and new evacuation route.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

**Overview of Project Status**

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</table>
Peninsula Corridor

**Project Description**

**SYSTEM:** Interstate
**FROM:** I-664 / I-64
**TO:** I-95 (Exit 190)

**DESCRIPTION OF WORK:** Study the addition of capacity by widening from 2 lanes in each direction to 3 general purpose lanes and 1 HOV lane in each direction. Hampton Roads portion of project is from I-664/I-64 to VA-30 (Exit 227).

**Summary of Project**

- A VDOT study of I-64 between Hampton Roads and Richmond was recently begun. EIS has not been completed.
- Project improves safety and expands capacity of an evacuation route.
- Project moderately improves travel time and reliability to tourist destinations.

**Overview of Project Status**

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</table>
**Corridor Relocation**

**Project Description**

**SYSTEM:** Primary  
**FROM:** Fort Eustis Boulevard  
**TO:** Blow Flats Road  
**DESCRIPTION OF WORK:** Study the realignment of existing 2-lane undivided arterial to a 4-lane divided arterial.

**Summary of Project**

- The Route 60 Corridor Relocation project, an initiative between James City County and Newport News, is slated for design and right-of-way only.  
- Project improves congestion, connectivity, safety, and incident management.  
- Project improves travel time and reliability to localized employment centers, defense installations, and tourist destinations.

**Overview of Project Status**

- **NEPA Status:** Underway  
- **Funding Status:** Regional Funding Identified (PE/RoW only)  
- **Preliminary Engineering Status:** Not Started  
- **Right of Way Status:** Not Started  
- **Construction Status:** N/A

**Estimated Total Study/Construction Cost**

- $10 Million (PE/RoW)  
- $92.0 Million (Con.)

**Prioritization Category**

- Highways

**Prioritization Score**

- 140

Cost Source: Virginia Department of Transportation
Skiffes Creek Connector

**Project Description**

**SYSTEM:** Secondary  
**FROM:** Green Mount Parkway  
**TO:** Merrimac Trail (Route 143)  
**DESCRIPTION OF WORK:** Study the construction of new 2-lane undivided arterial to connect Route 60 to Route 143.

**Estimated Total Study/Construction Cost**  
$3.5 Million (PE/RoW)  
$31.5 Million (Con.)

**Prioritization Category**  
Highways

**Prioritization Score**  
64

**Summary of Project**

- The Skiffes Creek Connector project, part of the Route 60 Corridor relocation initiative between James City County and Newport News, is slated for design and right-of-way only.
- Project improves congestion, connectivity, safety, and incident management.
- Project improves travel time and reliability to localized employment centers, defense installations, and tourist destinations.

**Overview of Project Status**

**NEPA Status**  
Underway

**Funding Status**  
Regional Funding Identified (PE/RoW only)

**Preliminary Engineering Status**  
Not Started

**Right of Way Status**  
Not Started

**Construction Status**  
N/A

Cost Source: Virginia Department of Transportation
Croaker Road

Project Description

SYSTEM: Secondary
FROM: Richmond Road
TO: Rochambeau Road

DESCRIPTION OF WORK: Study the widening of 2-lane undivided arterial to a 4-lane divided arterial.

Summary of Project

- The Croaker Road project, funded with locally attributed regional funds, is slated for study.
- Project improves congestion and incident management.
- Project improves travel time and reliability locally; supports future land use development plans.

Estimated Total Study/Construction Cost

- $1.0 Million (PE/RoW)
- $11.5 Million (Con.)

Prioritization Category

Highways

Prioritization Score

XXX

Cost Source: James City County

Overview of Project Status

<table>
<thead>
<tr>
<th>Status</th>
<th>Details</th>
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<tbody>
<tr>
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</table>
Longhill Road

Project Description

SYSTEM: Secondary
FROM: Olde Town Road
TO: Humelsine Parkway (Route 199)

DESCRIPTION OF WORK: Study the widening of 2-lane undivided arterial to a 4-lane divided arterial.

Summary of Project

• The Longhill Road project, funded with locally attributed regional funds, is slated for study.
• Project improves congestion and incident management.
• Project improves travel time and reliability locally; supports future land use development plans.

Overview of Project Status

<table>
<thead>
<tr>
<th>Status</th>
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</table>
Air Terminal Interchange

Project Description

**SYSTEM:** Interstate

**FROM:** Terminal Boulevard Interchange

**TO:** Intermodal Connector Interchange (Future)

**DESCRIPTION OF WORK:** Study the construction of new interchange on I-564 to provide alternate access to Norfolk Naval Air Station.

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Summary of Project

- The Air Terminal Interchange project, linked with the Intermodal Connector project, is slated for study.
- Project improves congestion, connectivity, and incident management.
- Project improves travel time and reliability to defense installations.

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Overview of Project Status

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<tr>
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Cost Source: Virginia Department of Transportation
Harbor Park Multimodal High Speed & Intercity Passenger Rail Station Development

**Project Description**

**SYSTEM:** Intercity Passenger Rail  
**FROM:** n.a.  
**TO:** n.a.  
**DESCRIPTION OF WORK:** Construction of new Amtrak station as part of Norfolk Harbor Park multimodal transportation hub.

**Estimated Total Construction Cost**  
$6.0 Million

**Prioritization Category**  
Passenger Rail

**Prioritization Score**  
XXX

**Summary of Project**

- The Harbor Park Multimodal HSIPR Station Development project is currently under design. Project is part of regional High-Speed and Intercity Passenger Rail initiative. Project is funded by Norfolk local funds.
- Project provides access to intercity passenger rail service from multimodal transportation hub.
- Project provides new travel options for major employment centers and tourist destinations.

**Overview of Project Status**

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Cost Source: City of Norfolk
Newport News Multimodal High Speed & Intercity Passenger Rail Stations Development

Project Description

SYSTEM: Intercity Passenger Rail
FROM: n.a.
TO: n.a.

DESCRIPTION OF WORK:

• Closure of existing Amtrak station at 9304 Warwick Boulevard.
• Construction of new Amtrak stations at Bland Boulevard and 3000s block of Warwick Boulevard (Downtown Newport News)

Prioritization Category
Passenger Rail

Prioritization Score
XXX

Cost Source: Virginia Department of Rail and Public Transportation

Summary of Project

• The Newport News Multimodal HSIPR Stations Development project is currently under design. Project is part of regional High-Speed and Intercity Passenger Rail initiative.
• Project provides access to intercity passenger rail service from multimodal transportation hubs and Newport News/Williamsburg International Airport.
• Project provides new travel options for major employment centers and tourist destinations.

Overview of Project Status

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<tr>
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<td>Construction Status</td>
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</table>
**Williamsburg Area Transit Authority Administrative Operations Center**

**Project Description**

**SYSTEM:** Public Transportation  
FROM: n.a.  
TO: n.a.  
**DESCRIPTION OF WORK:** Construction of a Transit Administrative Operations Center off Richmond Road to replace leased facilities WATA currently using.

**Estimated Total Construction Cost**  
$9.0 Million

**Prioritization Category**  
Transit

**Prioritization Score**  
XXX

**Summary of Project**

- The WATA Administrative Operations Center project is slated for study and design. Project located on vacant parcel on Richmond Road.
- Project consolidates administrative operations and increases transit agency capacity for operational growth.

**Overview of Project Status**

<table>
<thead>
<tr>
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<th>Status Details</th>
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### Glossary of Acronyms, Abbreviations, and Terms

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<th>Description</th>
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<tr>
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<td>American Recovery and Reinvestment Act of 2009</td>
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<td>Boulevard</td>
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<td>Eastbound</td>
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<td>EIS</td>
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<td>FONSI</td>
<td>Finding of No Significant Impact</td>
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<td>Hampton Roads Transit</td>
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<td>SYIP</td>
<td>Virginia Department of Transportation Six Year Improvement Program</td>
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<td>United States Department of Transportation</td>
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