Tier 1 Recommendations

October 31, 2017

Office of INTERMODAL Planning and Investment

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Hampton Roads District

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VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS

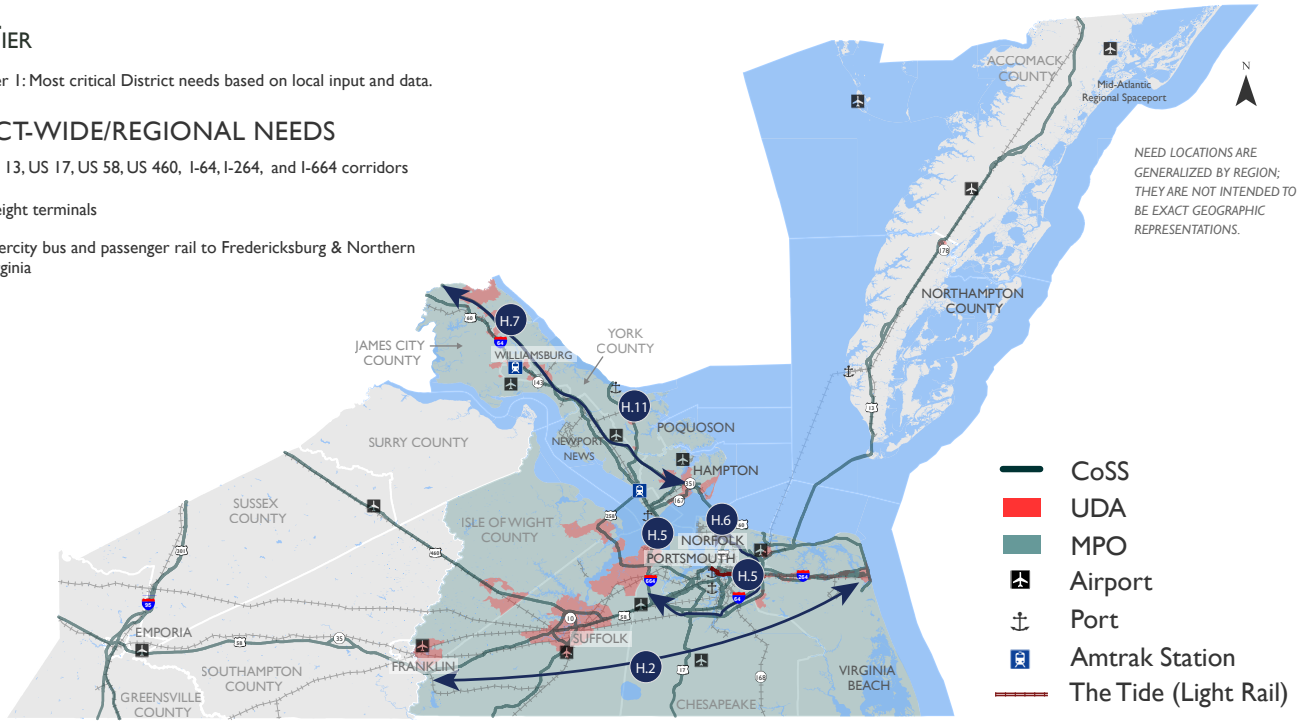
HAMPTON ROADS DISTRICT

NEED TIER

Tier 1: Most critical District needs based on local input and data.

DISTRICT-WIDE/REGIONAL NEEDS

- H.9 US 13, US 17, US 58, US 460, I-64, I-264, and I-664 corridors
- H.10 Freight terminals
- H.19 Intercity bus and passenger rail to Fredericksburg & Northern Virginia



Tier 1 District Needs	
Need	**Need Description**
H.2	Within the HRTPO, the I-264/US 58 Corridor has mode choice, network connectivity, transportation demand management, congestion and reliability needs.
H.5	Within the HRTPO, the I-64/I-664 corridors have reliability issues and limited transit options, exacerbated by the network connectivity limited by the region's water bodies.
H.6	Within the HRTPO, the I-64/I-664 Southside corridors have congestion, reliability, and safety needs, particularly at interchanges.
H.7	Within the HRTPO, the I-64 Peninsula corridor and parallel routes have congestion and reliability needs, and a need for greater network connectivity and TDM options.
H.9	Within the HRTPO/Hampton Roads District, the US 13, US 17, US 58, US 460, I-64, I-264, and I-664 corridors have congestion and reliability issues adversely affecting freight and passenger movement.
H.10	Within the HRTPO, the Peninsula, Newport News, Poquoson, and Hampton activity centers and Urban Development Areas (UDAs) have transit access and mode choice needs.
H.11	Within the Salem District, the Greenway and Regional Trail system have network connectivity and mode choice needs.
H.17	Across Hampton Roads District and cross-District, there are needs for intercity passenger rail and transit options from Hampton Roads northward to other major metropolitan areas, including Fredericksburg and Northern Virginia.

Funded Projects	
Need(s)	**Project Name**
H.2	I-64/264 Interchange Improvements Phase 1, City of Norfolk (HRTF, SMART SCALE Phase 1)
H.2	Pedestrian Improvements on Brambleton Ave, City of Norfolk (VDOT SYIP)
H.2	First Colonial Road at Virginia Beach Blvd, James City County (VDOT SYIP)
H.2	I-264 Lynnhaven Interchange Improvements, Phase II, City of Virginia Beach (VDOT SYIP)
H.2	I-64/I-264 Interchange Improvements, Multi-jurisdictional (SMART SCALE, Phase 2)
H.2	I-264 at Ballentine Blvd Diverging Diamond Interchange, City of Norfolk (Draft 2040 LRTP)
H.5	I-64 Corridor Congestion Improvement HRBT Control Room Upgrade, Multi-jurisdictional (VDOT SYIP)
H.5	Hampton Roads Third Crossing - Environmental, Preliminary Engineering, Multi-jurisdictional (2015 - 2018 Transportation Improvement Plan)
H.5	I-64 Southside (Including High Rise Bridge) EIS Study, City of Chesapeake (2015 - 2018 Transportation Improvement Plan)
H.6	I-64 Southside Widening including High Rise Bridge (VDOT SYIP)
H.7	I-64 Peninsula Widening - Segments 1, 2, 3, Multi-jurisdictional (VDOT SYIP)
H.7	Peninsula Park and Ride Enhancement, Multi-Jurisdictional (SMART SCALE Phase I)
H.7	Multiple improvements on parallel facilities for better network connectivity in conjunction with the I-64 corridor widening on the Peninsula, Multi-jurisdictional (Draft 2040 LRTP, VDOT SYIP, FY 2015 - 2018 TIP)
H.7	I-64/LaSalle Off-Ramp Reconstruction, City of Hampton (FY 2015 - 2018 Transportation Improvement Program)
H.7	Skiffes Creek Connector Construction, Right of Way and Construction, James City County (FY 2015 - 2018 Transportation Improvement Program)
H.9	Downtown Tunnel/Midtown Tunnel/MLK Tunnel Extension, Preliminary Engineering, Multi-jurisdictional (2015 -2018 Transportation Improvement Plan, SYIP)
H.9	Route 17 improvements on the Peninsula. This includes a roadway widening and bridge replacement with added capacity, Multi-jurisdictional (VDOT SYIP, 2040 Draft LRTP, 2015 -2018 Transportation Improvement Program)
H.9	US 58 Corridor Intersection Capacity & Safety Improvements, City of Norfolk (SMART SCALE, Phase I)
H.9	Deep Creek AIW Bridge Replacement and G.W. Hwy (US 17)/Moses Grandy Trail Intersection Improvements, City of Chesapeake (SMART SCALE, Phase 1)
H.9	US 58 Corridor Improvement Project, City of Suffolk (SMART SCALE, Phase 1)
H.10	Rail yard improvements on Norfolk/Portsmouth Beltline and NIT, Multi-jurisdictional (DRPT SYIP)

Need(s)	Project Name
H.11	Regional Commuter Express Bus, Multi-jurisdictional (SMART SCALE, Phase 1)
H.11	Regional Fixed Guideway Studies & ROW, Multi-jurisdictional (FY 2015 - 2018 Transportation Improvement Program)
H.11	Washington Ave streetscape and pedestrian improvements, City of Newport News (VDOT SYIP)
H.11	Oyster Point Bikeway, City of Newport News (FY 2015 - 2018 Transportation Improvement Program)
H.11	Route 171 Widening and Multiuse Trail - 2016, Multi-jurisdictional (SMART SCALE, Phase 2 Application)
H.11	Power Plant Parkway Sidewalks, City of Hampton (SMART SCALE, Phase 2 Application)
H.19	Passenger Rail Study - Phase 2A & 2B, Multi-jurisdictional, Preliminary Engineering (2015 -2018 Transportation Improvement Plan)
H.19	Multimodal High-Speed Rail and Intercity Passenger Rail Station Development, City of Newport News (Draft 2040 LRTP)
H.19	Second and Third Train to Norfolk (DRPT SYIP)

Project Recommendations						
ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
HR01	H2	I-264 HOV to HOT Conversion, Multi-jurisdictional	Multiple	Highway	$6.40	1
HR02	H2	I-264 Active Traffic Management System, Multi-jurisdictional	Multiple	Highway	$26.70	3
HR03	H5, H6	I-64 HOV to HOT Conversion, Multi-jurisdictional	Multiple	Highway	$24	5
HR04	H5, H6, H7	Transit and Park and Ride Study between Peninsula and Southside, Multi-jurisdictional	Multiple	Highway, Bike/ped, Bus transit, TDM	Study	7
HR05	H7	I-64 Active Traffic Management System, Multi-jurisdictional	Multiple	Highway	$67.60	8
HR06	H7	I-64 HOV to HOT conversion, Multi-jurisdictional	Multiple	Highway	$13.80	10
HR07	H2	I-264 / US 58 Park and Ride, City of Virignia Beach	Virginia Beach City	TDM	$5	12
HR08	H2	US 58 corridor ITS and Signal Improvement, Multi-jurisdictional	Multiple	Highway	$21	14
HR09	H9	US 13 Safety and Reliability Upgrades, City of Suffolk	Suffolk City	Highway	$1.60	16
HR10	H9	US 58 Safety Improvements, City of Virginia Beach	Virginia Beach City	Highway	$5	18
HR11	H9	US 13 corridor ITS and Signal Improvement, Multi-jurisdictional	Multiple	Highway	$13	20
HR12	H9	US 460 corridor ITS and Signal Improvement, City of Norfolk	Norfolk City	Highway	$9	22
HR13	H10	Western Freight Gateway, Multi-jurisdictional	Multiple	Highway	$110	24
HR14	H10	Grade separation strategy in coordination with other infrastructure investment, Multi-jurisdictional	Multiple	Highway, Bus transit, Rail transit, Freight rail	Strategy	26
HR15	H11	US 60 & Old Courthouse Rd. Park and Ride, City of Newport News	Newport News City	Highway, Bike/ped, TDM	$0.75	27

ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
HR16	H10	Grade separation of Rte. 246 (Liberty St.) from Collingwood Ave. to Poindexter St., City of Chesapeake	Chesapeake City	Highway, freight rail	$25.00	29
HR17	H11	US 60 Bike Improvements from Rte. 321 to Rte. 105, City of Newport News	Newport News City	Highway, Bike/ped	$10.00	31
HR18	H7	I-264 and Independence Blvd. Interchange Improvement Project, Virginia Beach City	Virginia Beach City	Highway, Bus transit	TBD	33
HR19	H9, H10	Hampton Boulevard and Terminal Boulevard Grade Separation, City of Norfolk	Norfolk City	Highway, Bike/ped, Bus transit	$210.10	35
HR20	H11	Phase B of Coliseum Drive Extension and Pedestrian Improvements, City of Hampton	Hampton City	Highway, Bike/ped	$18	37
HR21	H7	I-64 Exit 255 Ramp C, City of Newport News	Newport News City	Highway	$6.60	39
HR22	H9	North Suffolk Connector, City of Suffolk	Suffolk City	Highway	$7	41
HR23	H6	I-64 HOV to HOT Conversion, City of Norfolk	Norfolk City	Highway	$10	43
HR24	H9	Dynamic shoulder HOT lane study within the Hampton Roads District, Multi-jurisdictional	Multiple	Highway	Study	45
HR25	H9	Hampton Roads District Chokepoint Study, Multi-jurisdictional	Multiple	Highway	Study	46
HR26	H5	Hampton Road Bridge Tunnel Expansion to include HOT lanes - CTB Alternative A, Multi-jurisdictional	Multiple	Highway	$3,300	47
HR27	H9	US 17 Operations Study, Multi-jurisdictional	Multiple	Highway, Bike/ped, Bus transit, TDM	Study	49

Hampton Roads District

Project Sheets

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR01

Short Description

I-264 HOV to HOT Conversion, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment J3 Needs G, 2025 Hampton Roads Regional Needs E, UDA 64, 66,

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-264 HOV lane to HOT lane conversion from Newtown Rd. to 0.8 mi west of Rosement Rd. in Norfolk and Virginia Beach to reduce congestion and improve reliability.

Potential Funding Sources

(Place X in all applicable boxes)

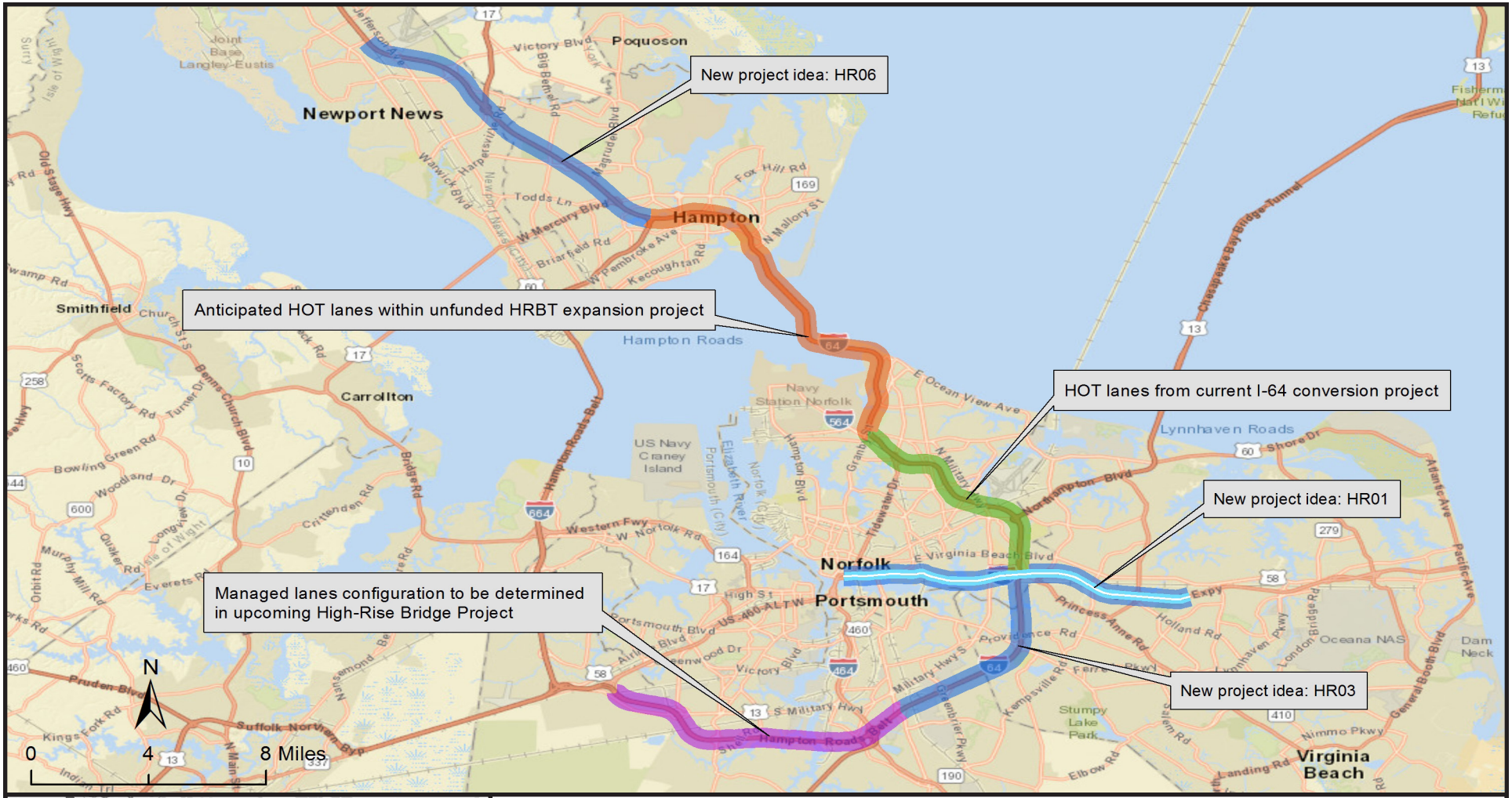
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: Public-Private Partnerships

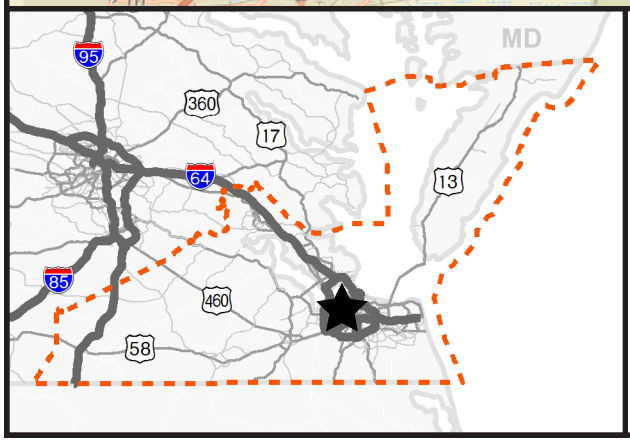
Estimated Project Cost (in $M) $ 6.40 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR01
Short Project Description: I-264 HOV to HOT conversion in Norfolk / Virginia Beach

VDOT District: Hampton Roads
Local Jurisdiction: City of Norfolk, City of Virginia Beach

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR02

Short Description

I-264 Active Traffic Management System, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment J3 Need D, G & F, 2025 Hampton Roads Regional Need E, UDA 64, 65, 66, 102 & 104

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-264 Active Traffic Management System from I-464 in Norfolk to Parks Ave. in Virginia Beach to improve safety, reduce congestion and improve reliability. This project would also help make use of US-58 as a parallel corridor.

Potential Funding Sources

(Place X in all applicable boxes)

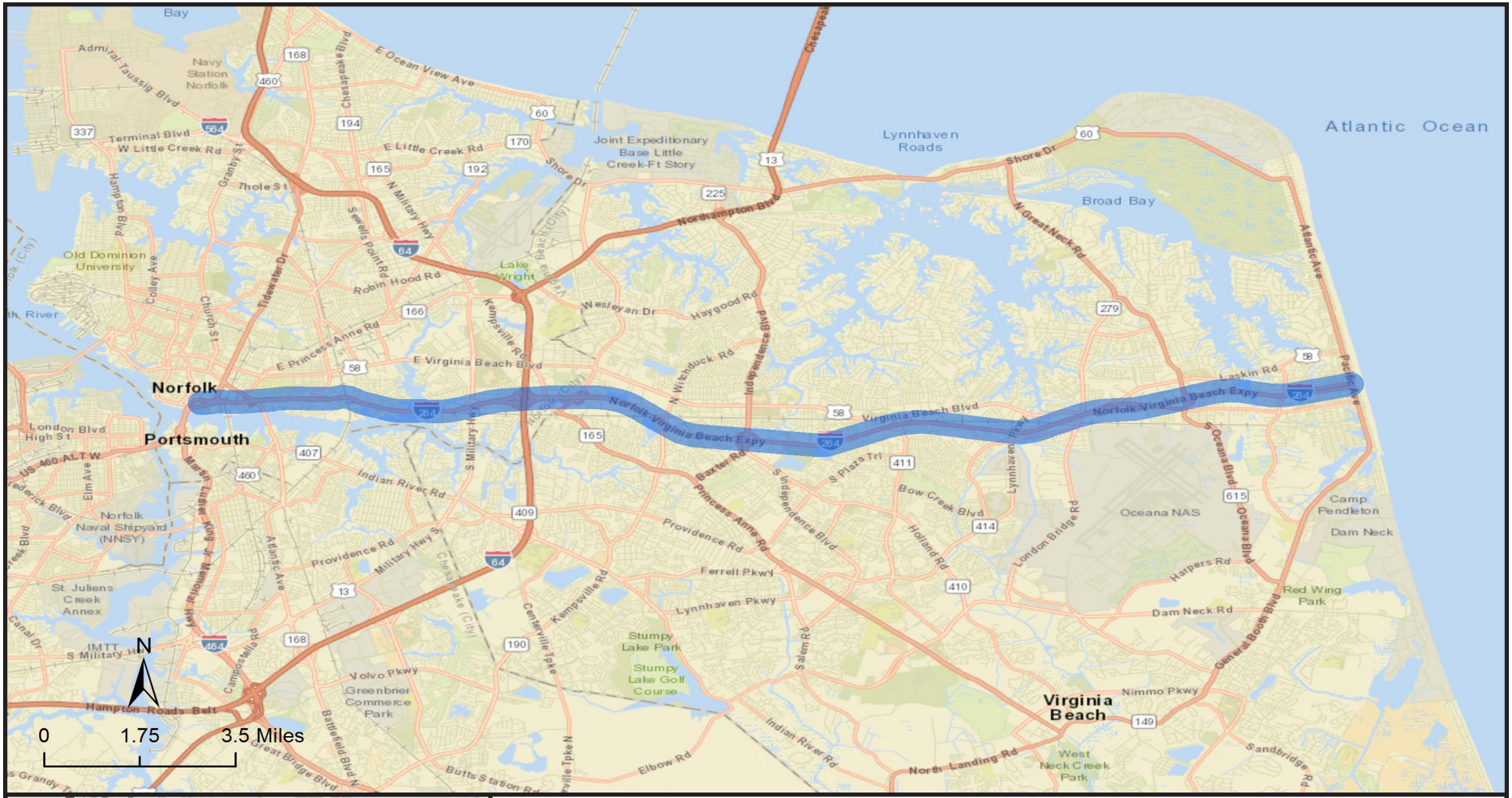
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [ ] Other:

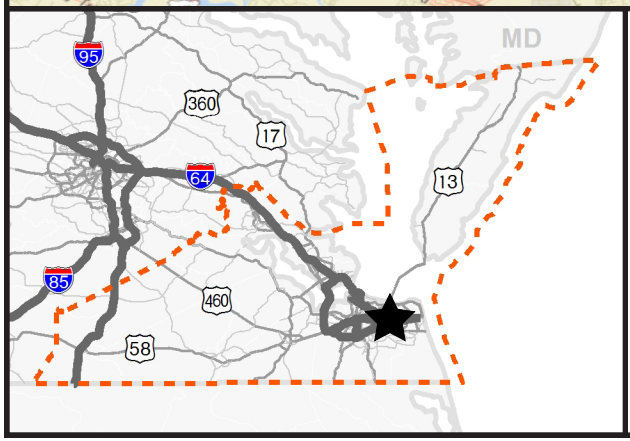
Estimated Project Cost (in $M) $ 26.70 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased responsivness of incidents on interstate
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR02
Short Project Description: I-264 Active Traffic Management System

VDOT District: Hampton Roads
Local Jurisdiction: Multi-jurisdictional

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR03

Short Description

I-64 HOV to HOT Conversion, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs I, M, N,W, X & AB, 2025 Hampton Roads Regional Needs F

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-64 HOV lane to HOT lane conversion from Rte. 168 to I-264 in Chesapeake and Virginia Beach to reduce congestion. Project would connect the managed lanes from the High Rise Bridge project and the converted I-64 HOT lanes from I-264 to the HRBT.

Potential Funding Sources

(Place X in all applicable boxes)

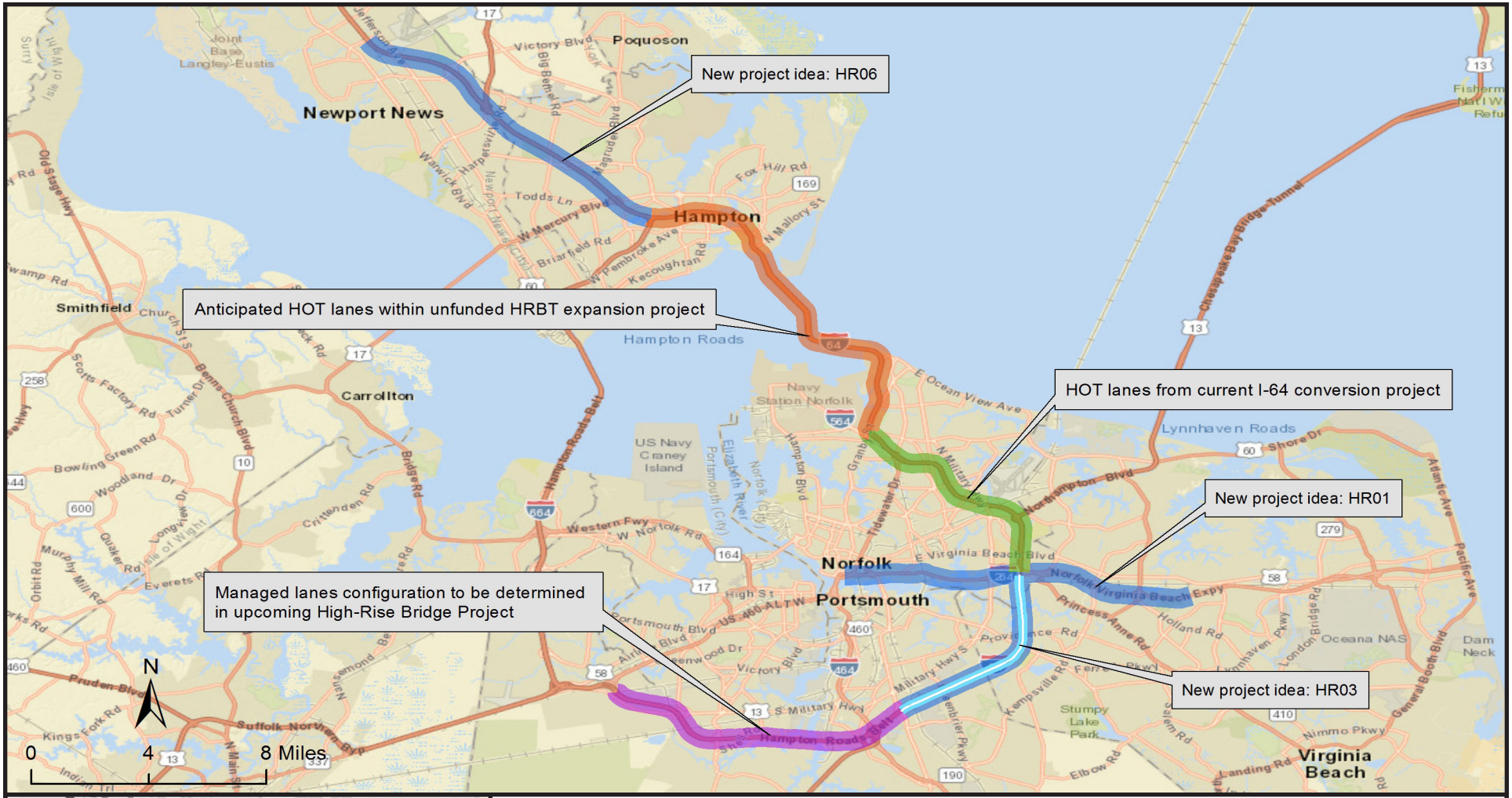
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: Public-Private Partnerships

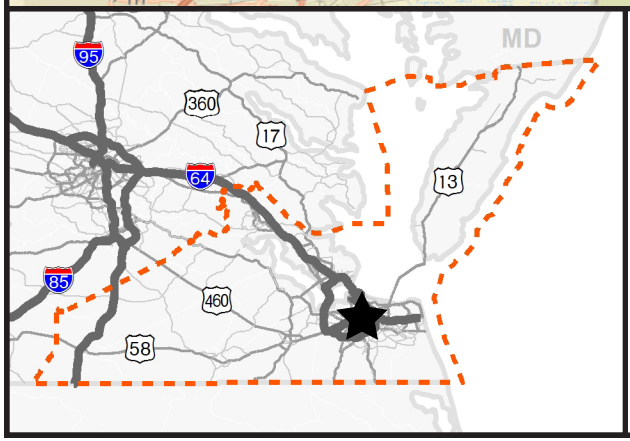
Estimated Project Cost (in $M) $ 23.80 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR03
Short Project Description: I-64 HOV to HOT in Chesapeake / Virginia Beach

VDOT District: Hampton Roads
Local Jurisdiction: City of Chesapeake, City of Virginia Beach,City of Norfolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR04

Short Description

Transit and Park and Ride Study between Peninsula and Southside, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

CoSS 132; Hampton Roads Regional Needs E and I; UDAs 64, 65, 66, 101, 102, 103

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

Conduct a transit and park and ride study to identify TDM, bike/ped, and transit opportunities at the major water crossings to improve congestion, reliability, and mode choice. Study would address congestion by looking at the vialbility of TDM and alternative modes. Study would assess bicycle and pedestrian improvements and last mile connections to transit. Study would identify potential transit opportunities and identify TDM strategies and programs for commuters in Hampton Roads. Project would be eligible for Prescoping funds. Once recommendations are established, project would be eligible for SMART SCALE funding. (Map for this study is unavailable)

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): TBD

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	No anticipated safety benefit from this project
Congestion Mitigation	Decrease in VMT from Travel Demand Management
Accessibility	Better accessability through improvements in mode choice and reduction in VMT
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduced environmental impact from reduction in VMT
Economic Development	Reduction in VMT increases reliability

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR05

Short Description

I-64 Active Traffic Management System, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs H, S, T & U, 2025 Hampton Roads Regional Needs A

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Continued enhancement of I-64 Active Traffic Management System from New Kent County / James City County Line to Hampton Roads Bridge Tunnel to improve safety, reduce congestion and improve reliability. This project would also help make use of US-60 and Rte. 143 as a parallel corridor. In conjucntion with local jurisdictions, ATMS elements could be utilized along the Rte. 60 and Rte. 143 parallel routes.

Potential Funding Sources

(Place X in all applicable boxes)

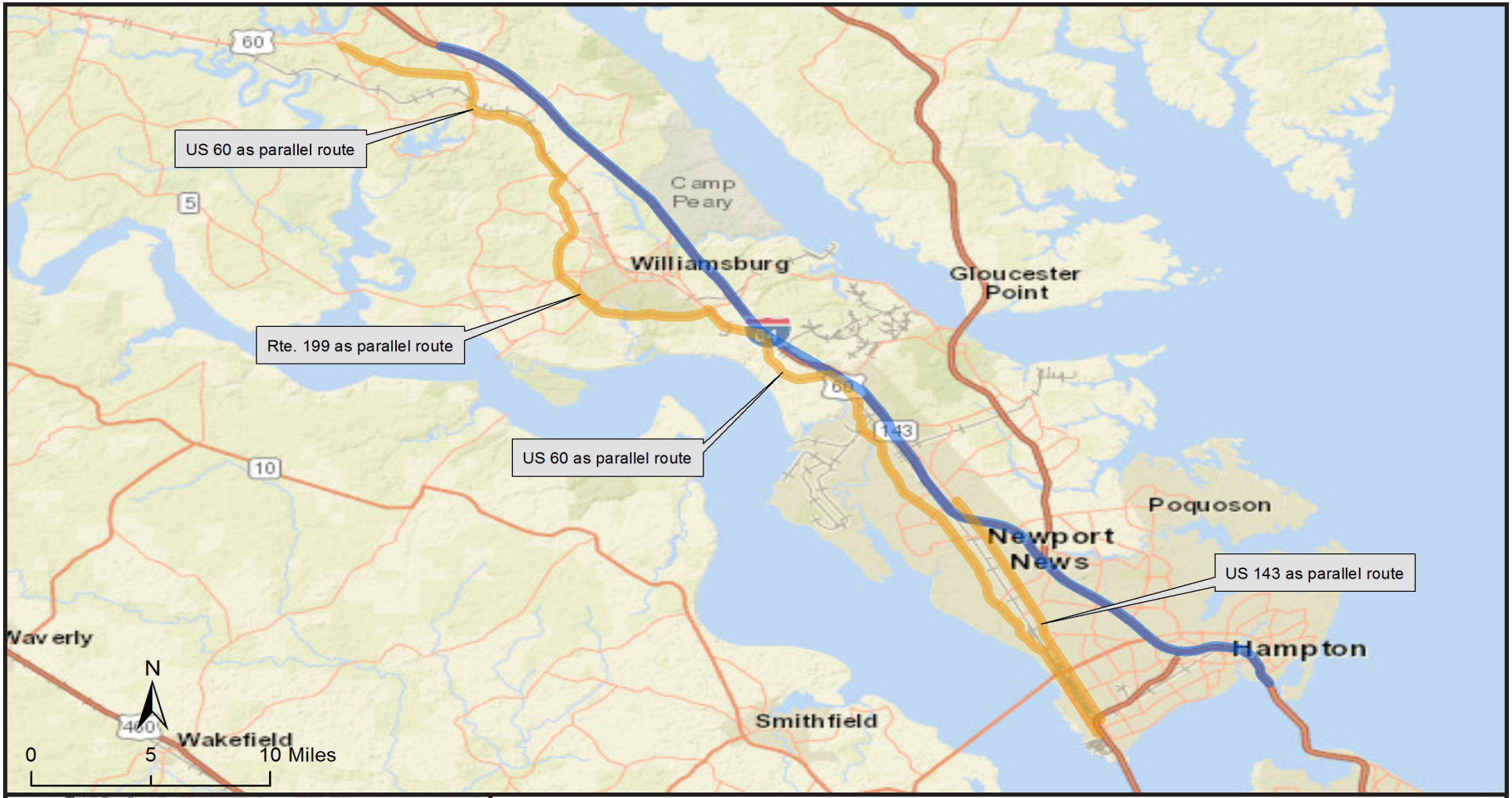
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: Existing Maintenance/Project Funding

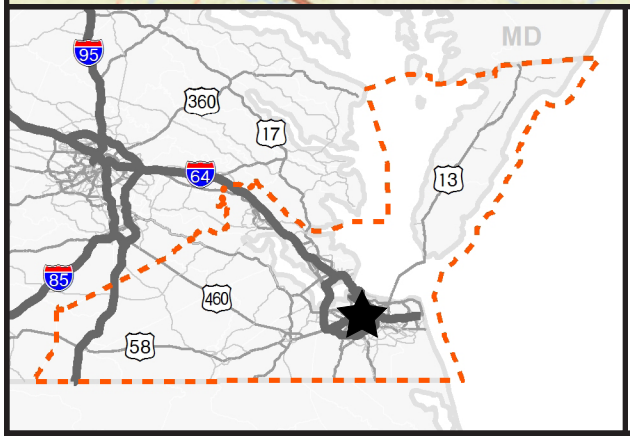
Estimated Project Cost (in $M) $ 67.60 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased responsivness of incidents on interstate
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR05
Short Project Description: I-64 Active Traffic Management System in James City County, Hampton and Newport News

VDOT District: Hampton Roads
Local Jurisdiction: City of Newport News, City of Hampton, James City County, York County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR06

Short Description

I-64 HOV to HOT conversion, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs T, 2025 Hampton Roads Regional Needs A

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-64 HOV lane to HOT lane conversion from Bland Blvd. in Newport News to Cunningham Dr. in Hampton to reduce congestion. Project would also explore the dynamic HOT lanes west of the terminus following the completion of I-64 widening projects.

Potential Funding Sources

(Place X in all applicable boxes)

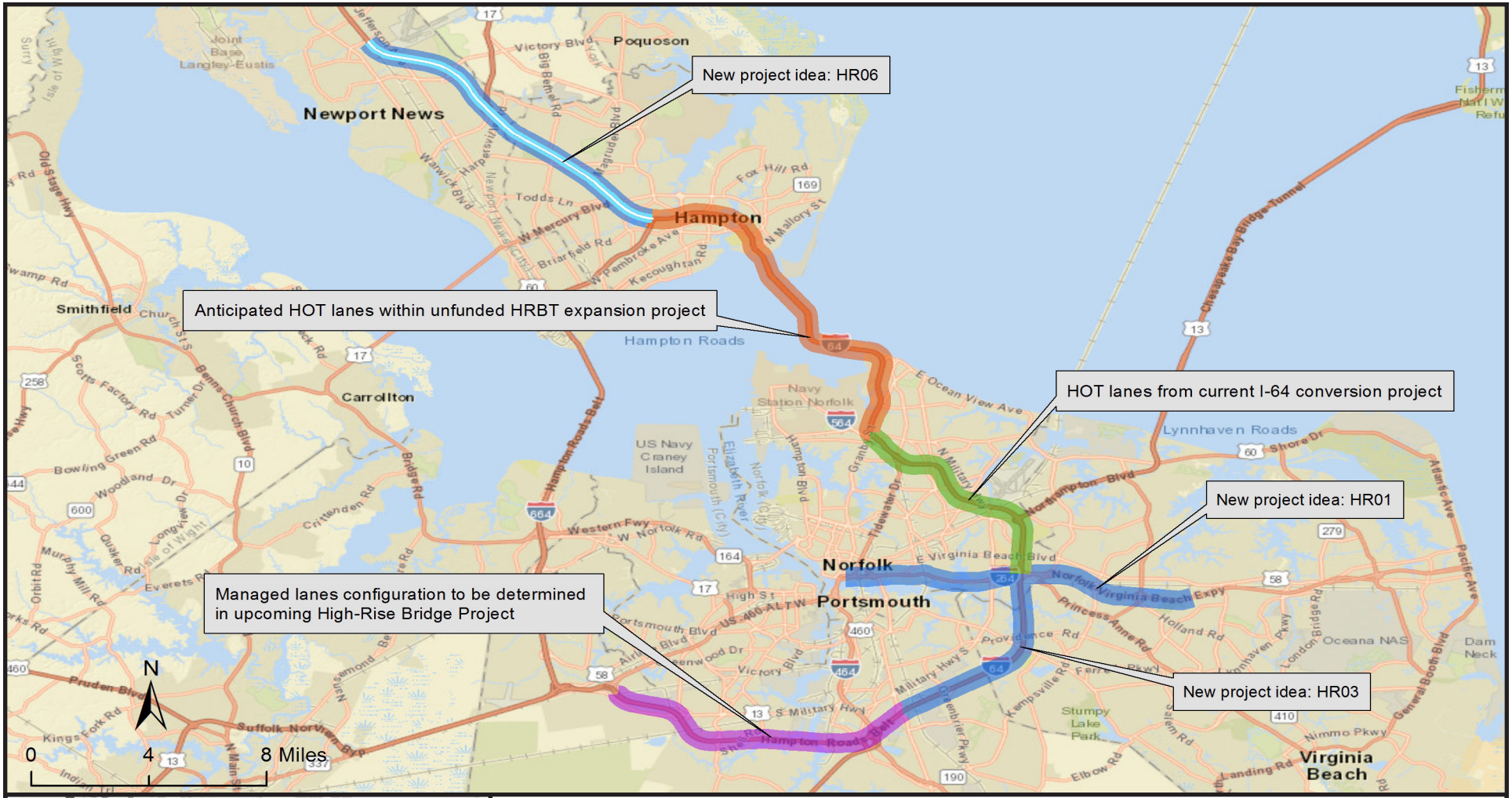
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: Public-Private Partnerships

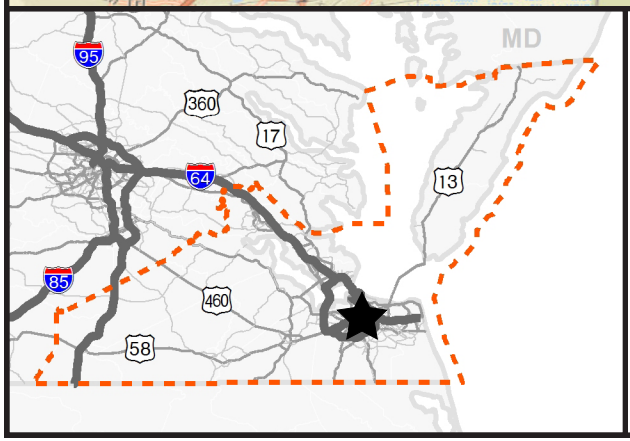
Estimated Project Cost (in $M) $ 13.80 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR06
Short Project Description: I-64 HOV to HOT conversion in Newport News / Hampton

VDOT District: Hampton Roads
Local Jurisdiction: City of Newport News, City of Hampton

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR07

Short Description

I-264 / US 58 Park and Ride, City of Virignia Beach

VDOT District: Hampton Roads

Local Jurisdiction: City of Virginia Beach

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2025 Hampton Roads Regional Network Need O, UDAs 66 & 103

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

Develop Park and Ride at I-264 / Rte. 411 interchange near US 58 by leasing 100 spaces and constructing a 250 space lot at the I-264 / London Bridge Rd. interchange for increased mode choice. Sizing of the lots should be confirmed through a study.

Potential Funding Sources

(Place X in all applicable boxes)

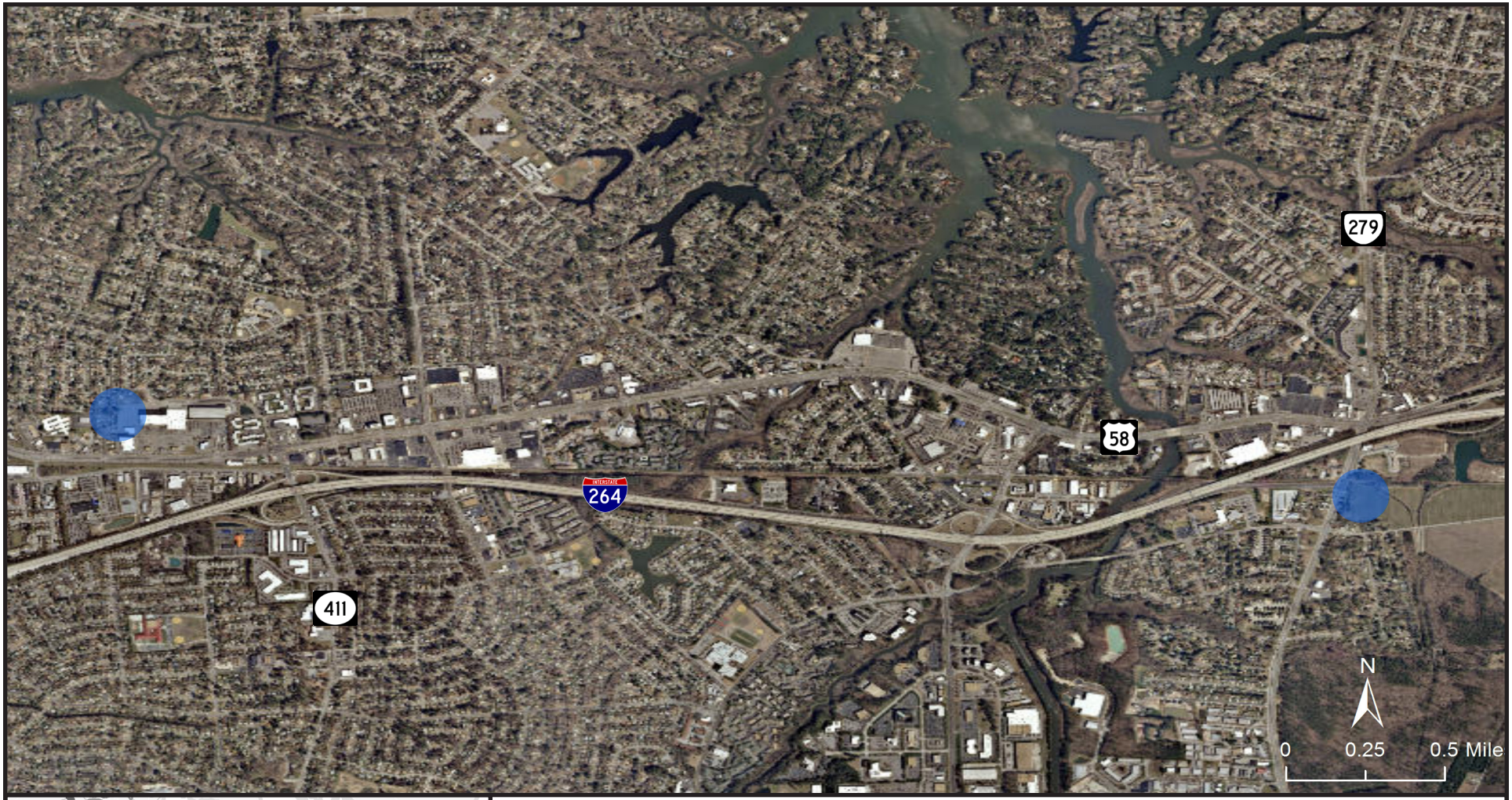
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City Funds

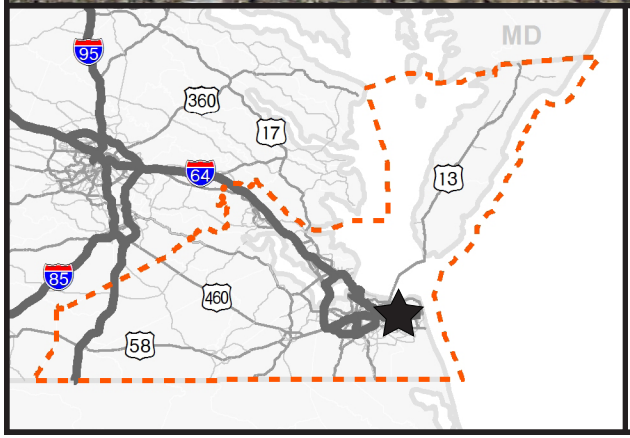
Estimated Project Cost (in $M) $ 4.60 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project does not increase safety
Congestion Mitigation	Decrease in VMT
Accessibility	Better accessability through improvements in mode choice and reduction in VMT
Land Use	Project located near mixed use developments
Environment	Reduced environmental impact from reduction in VMT
Economic Development	Incentive for development in immediate area and increases efficiency





Project Reference Number: HR07
Short Project Description: I-264 / US 58 Park and Ride in the City of Virginia Beach

VDOT District: Hampton Roads
Local Jurisdiction: City of Virginia Beach

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR08

Short Description

US 58 corridor ITS and Signal Improvement, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment J3 Need D, G & F, 2025 Hampton Roads Regional Need E, UDA 64, 65, 66, 102 & 104

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Installation of adaptive traffic signal system and ITS equipment along US 58 from Rte. 156 to Atlantic Ave. to increase reliability and decrease congestion.

Potential Funding Sources

(Place X in all applicable boxes)

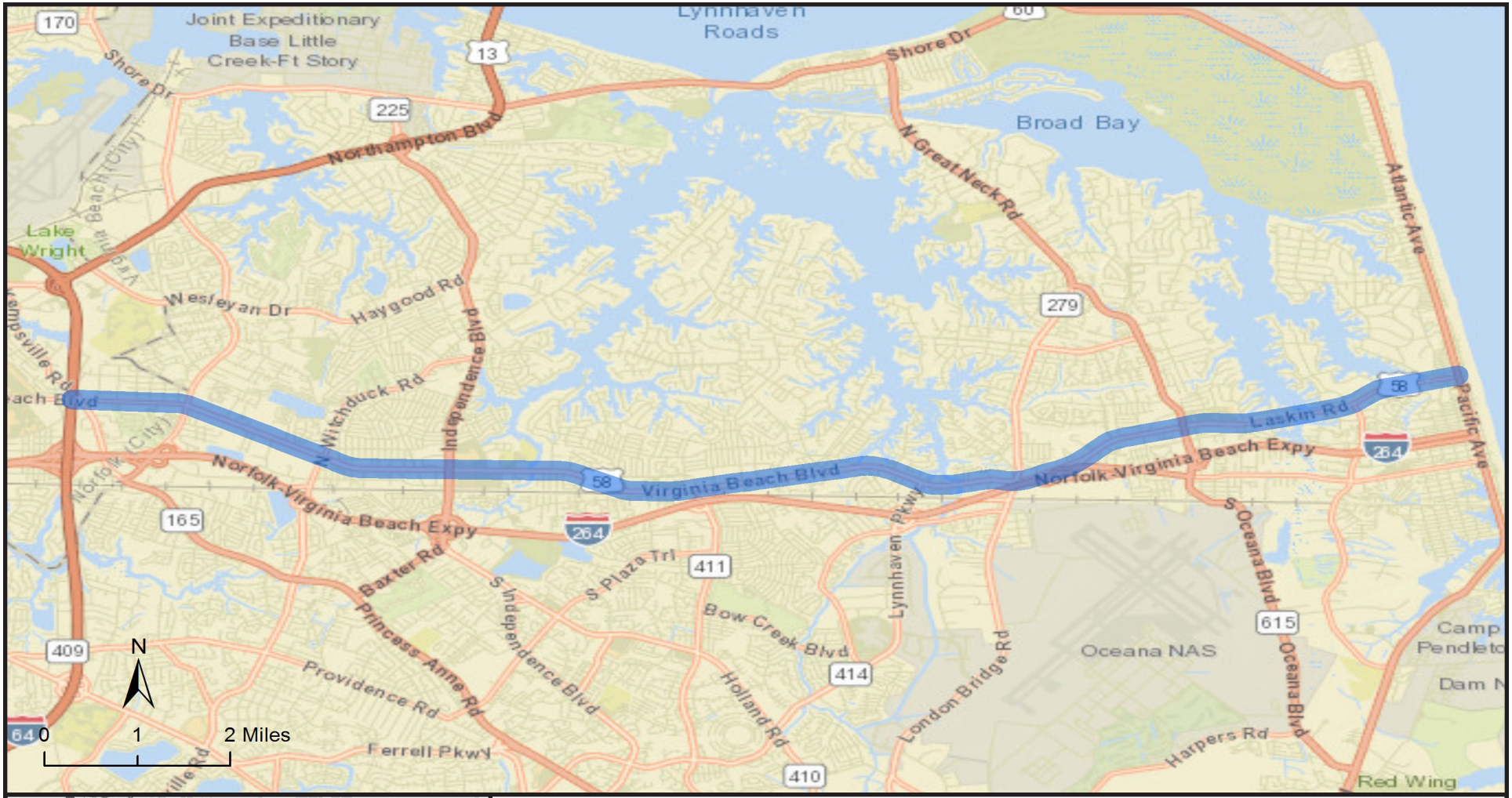
[X] SMART SCALE [ ] TAP [X] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

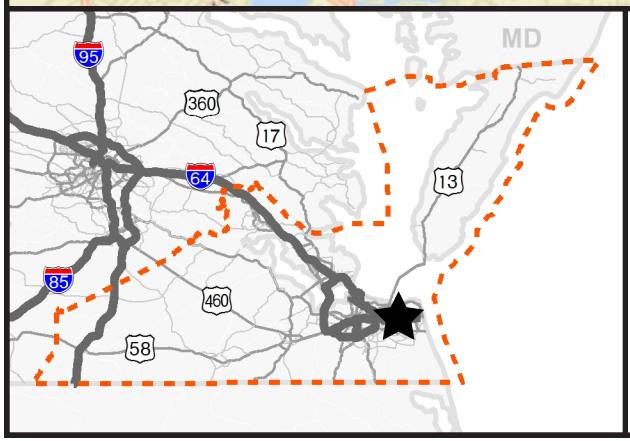
Estimated Project Cost (in $M) $ 20.63 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Congestion Mitigation	Reduction in congestion from increased responsivness of signals and ops staff
Land Use	Project located near mixed-use parcels and increased reliability to promote in-fill
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in reliability of the corridor will be beneficial for economic development





Project Reference Number: HR08
Short Project Description: US 58 corridor ITS and Signal Improvement in the City of Virginia Beach

VDOT District: Hampton Roads
Local Jurisdiction: City of Norfolk, City of Virginia Beach

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR09

Short Description

US 13 Safety and Reliability Upgrades, City of Suffolk

VDOT District: Hampton Roads

Local Jurisdiction: City of Suffolk

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment D1 Needs A, K & Q, 2025 Hampton Roads Regional Need I

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Improvements at US-13 Business from Suburban Dr. to Rte. 460, at US 13 BUS & US 460 intersection to improve safety, congestion, and reliability. Project to include paved shoulders on US 13 BUS, geometirc improvements, and ITS equipment at intersection.

Potential Funding Sources

(Place X in all applicable boxes)

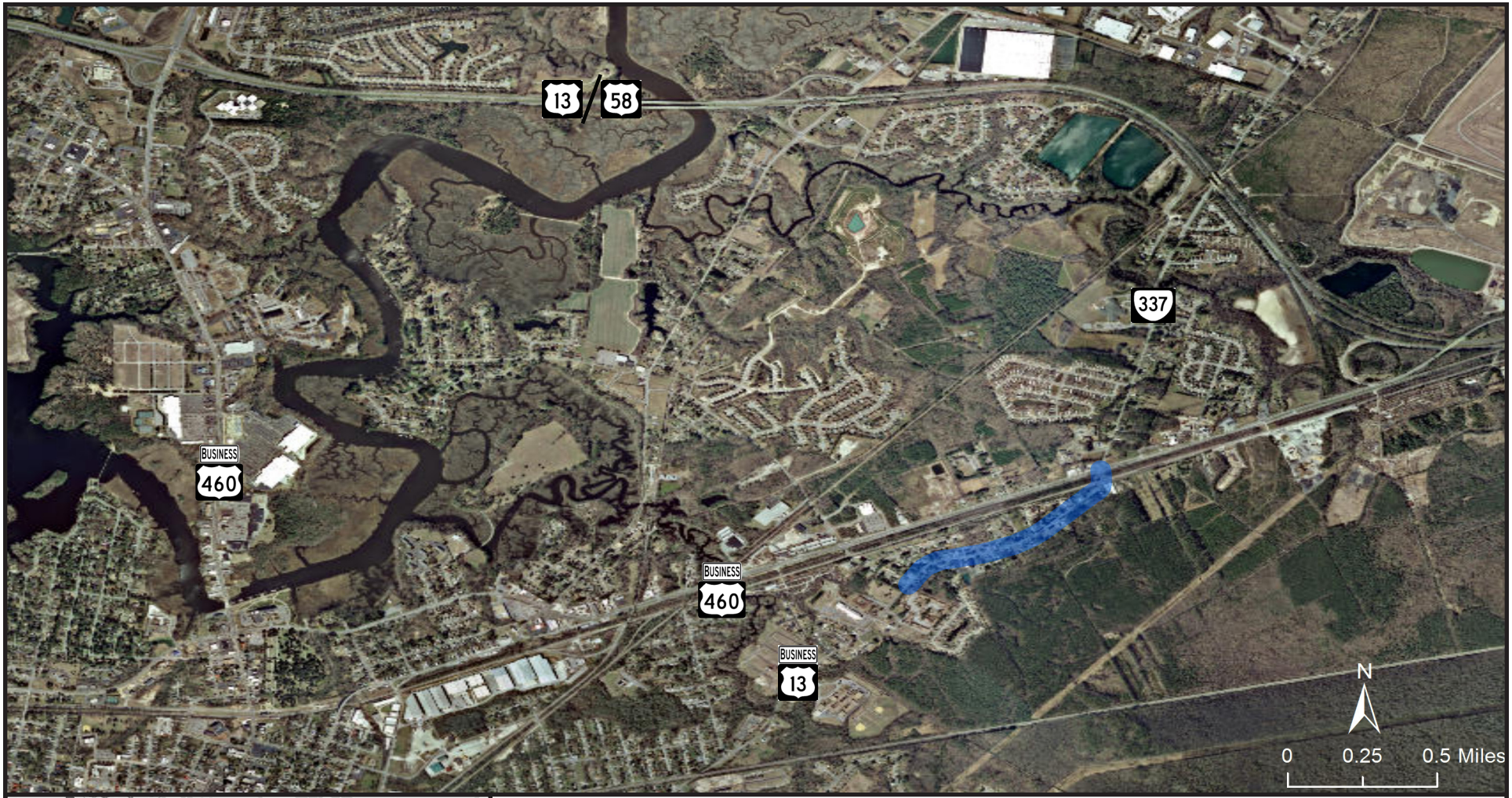
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

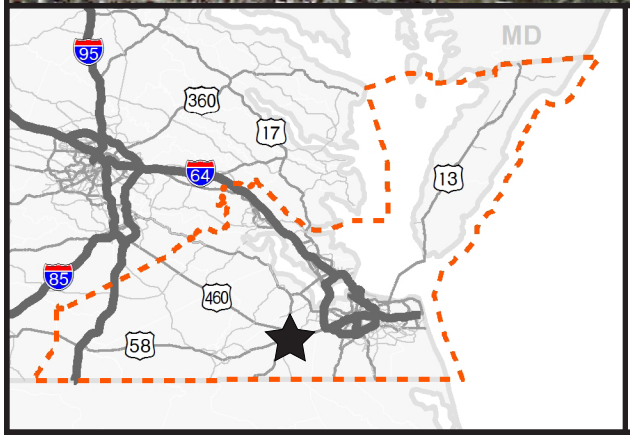
Estimated Project Cost (in $M) $ 1.60 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in crashes increases reliabilty and reduces congestion
Congestion Mitigation	Reduction in congestion from increased reliabilty
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Increased safety and reliabilty would promote in-fill of adjacent mixed-use properties
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR09
Short Project Description: US 13 Safety and Reliability Upgrades in the City of Suffolk

VDOT District: Hampton Roads
Local Jurisdiction: City of Suffolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR10

Short Description

US 58 Safety Improvements, City of Virginia Beach

VDOT District: Hampton Roads

Local Jurisdiction: City of Virginia Beach

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment J3 Needs D, G & F, 2025 Hampton Roads Regional Needs E &I, UDAs 64

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

US 58 improvements from Rosemont Rd. to Litte Neck Rd. / Plaza Trail and from Regency Rd. to First Colonial Rd. in Virginia Beach that will increase safety. The improvements will consist of correcting access management conflicts and geometric improvements.

Potential Funding Sources

(Place X in all applicable boxes)

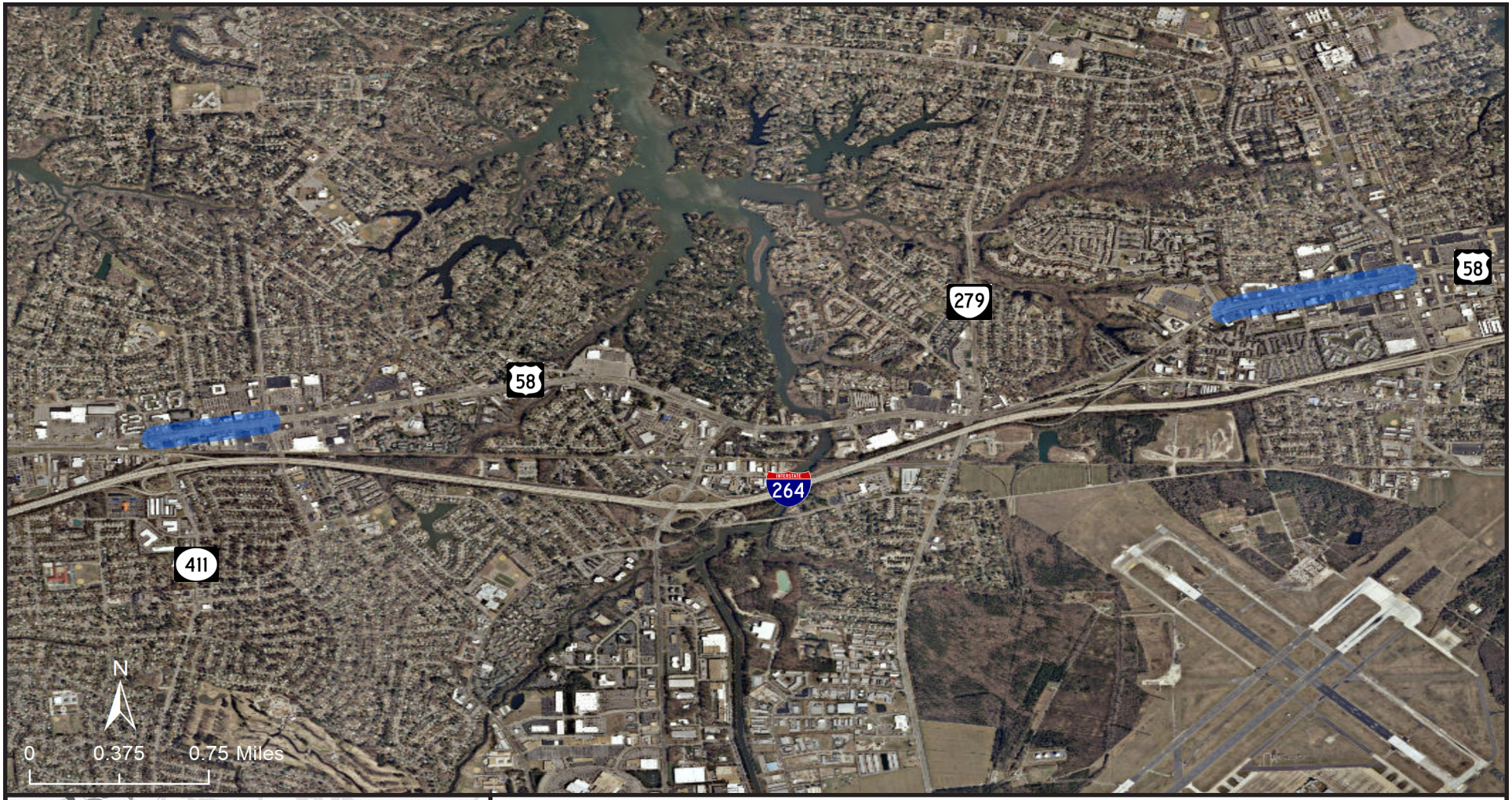
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [X] Other: City funding

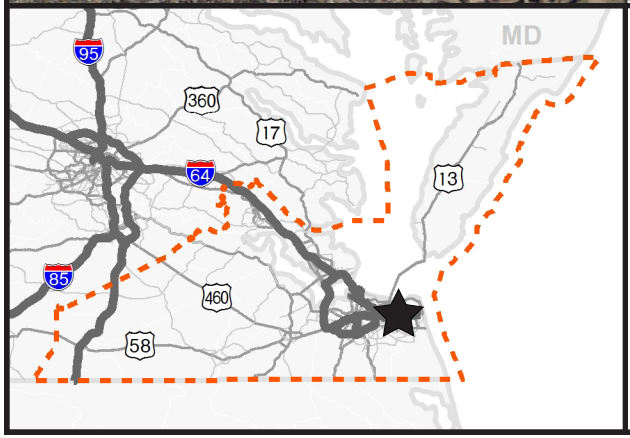
Estimated Project Cost (in $M) $ 5.00 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in crashes increases reliabilty and reduces congestion
Congestion Mitigation	Reduction in congestion from increased reliabilty
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Increased safety and reliabilty would promote in-fill of adjacent mixed-use properties
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR10
Short Project Description: US 58 Safety Improvements within the City of Virginia Beach

VDOT District: Hampton Roads
Local Jurisdiction: City of Virginia Beach

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR11

Short Description

US 13 corridor ITS and Signal Improvement, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment D1 Needs G, H & M, 2025 Hampton Roads Regional Need I

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Installation of adaptive traffic signal system and ITS equipment along US 13 from George Washington Hwy in Chesapeake to Raby Rd. in Norfolk to improve reliability and decrease congestion.

Potential Funding Sources

(Place X in all applicable boxes)

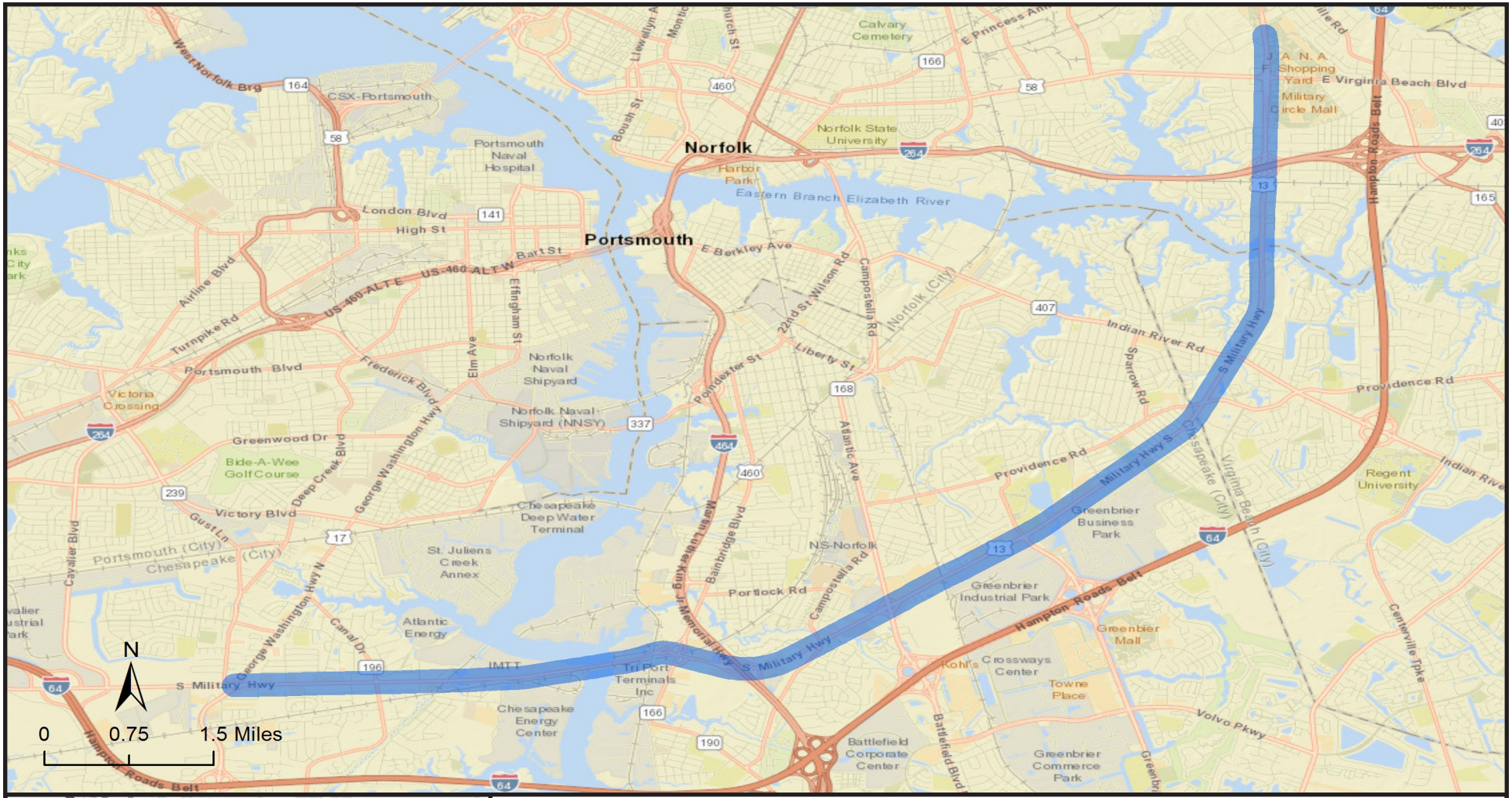
[X] SMART SCALE [ ] TAP [X] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

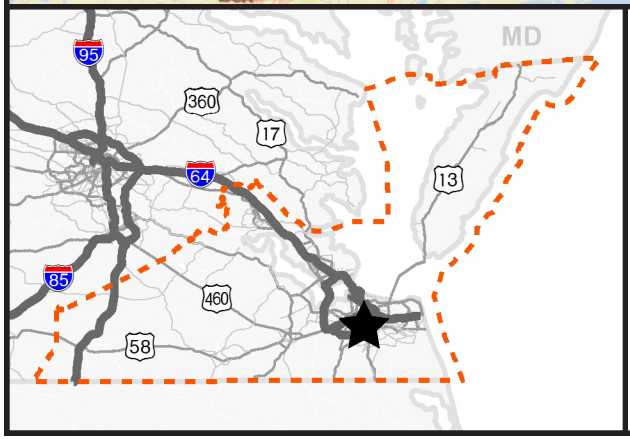
Estimated Project Cost (in $M) $ 13.00 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased responsivness of signals and ops staff
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Project located near mixed-use parcels and increased reliability to promote in-fill
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR11
Short Project Description: US 13 corridor ITS and Signal Improvement in Chesapeake/Virginia Beach/Norfolk

VDOT District: Hampton Roads
Local Jurisdiction: Multi-jurisdictional

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR12

Short Description

US 460 corridor ITS and Signal Improvement, City of Norfolk

VDOT District: Hampton Roads

Local Jurisdiction: City of Norfolk

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment E5 Needs M, K & O, 2025 Hampton Roads Regional Need I

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Installation of adaptive traffic signal system and ITS equipment along US 460 from I-564 to Market St. to improve reliability and decrease congestion.

Potential Funding Sources

(Place X in all applicable boxes)

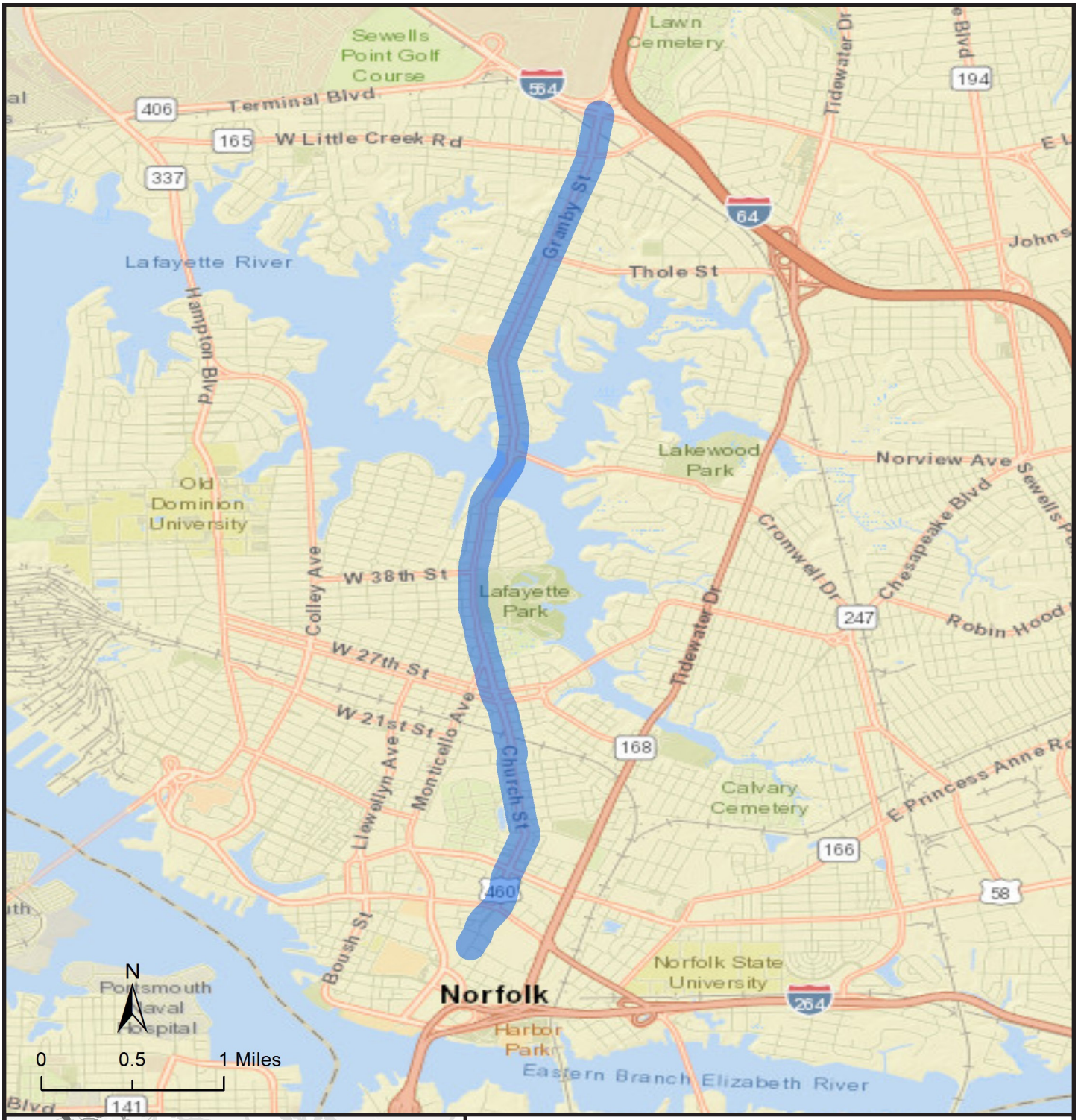
[X] SMART SCALE [ ] TAP [X] CMAQ [X] HSIP [ ] Prescoping [X] Other: City funding

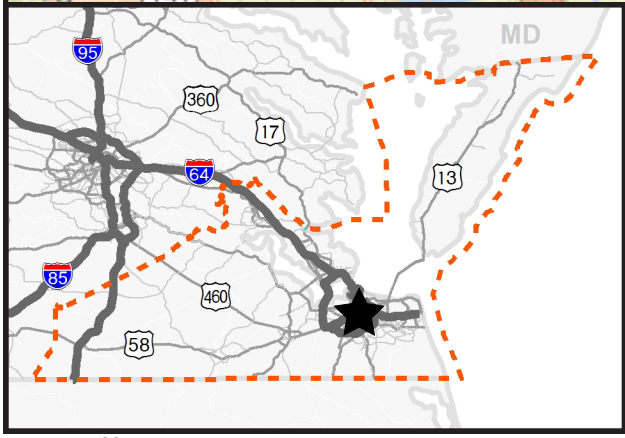
Estimated Project Cost (in $M) $ 8.80 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Congestion Mitigation	Reduction in congestion from increased responsivness of signals and ops staff
Land Use	Project located near mixed-use parcels and increased reliability to promote in-fill
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR12
Short Project Description: US 460 corridor ITS and Signal Improvement within the City of Norfolk

VDOT District: Hampton Roads
Local Jurisdiction: City of Norfolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR13

Short Description

Western Freight Gateway, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2025 Hampton Roads Need D & M

Project Status: endation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning d

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Addition of third lane in each direction along a three mile segment of Rte. 164 from I-664 to W. Norfolk Rd. to improve the sustainability of the Port of Virginia, reduce congestion and increase reliabilty.

Potential Funding Sources

(Place X in all applicable boxes)

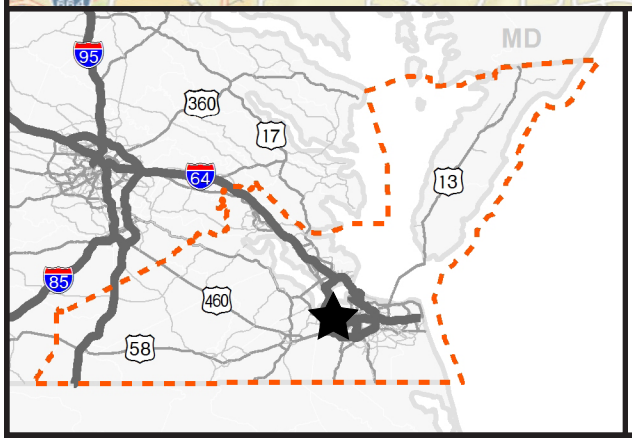
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FASTLANE Grant

Estimated Project Cost (in $M) $ 110.00 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduced congestion and incresed capacity increases safety along Rte. 164
Congestion Mitigation	Increased capcity reduces congestion along Rte. 164
Accessibility	Increases accessibilty to Port of Virginia by reducing congestion along Rte. 164
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion reduces impact on air quality
Economic Development	Reliability and capacity improvements increases viability of the Port of Virginia



Project Reference Number: HR13
Short Project Description: Western Freight Gateway

VDOT District: Hampton Roads
Local Jurisdiction: Multi-jurisdictional

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR14

Short Description

Grade separation strategy in coordination with other infrastructure investment, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Hampton Roads Regional Network Need D

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [X] Bus Transit [X] Rail Transit [X] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Identify and rectify modal conflicts during planning and construction to improve safety, reliability, and mitigate congestion within Norfolk, Portsmouth and Chesapeake such as the Hampton Blvd project from Greenbrier Ave. to B Ave. in Norfolk.

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [X] Other: On-Call Contracts

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Increases safety by eliminating vehicle-train conflicts
Congestion Mitigation	Reduces congestion due to train crossing
Accessibility	Increases accessibility to freight terminals
Land Use	Projects from strategy would promote in-fill
Environment	Reduction in congestion reduces impact on air quality
Economic Development	Better reliability and capacity increases the viability of the freight terminals

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR15

Short Description

US 60 & Old Courthouse Rd. Park and Ride, City of Newport News

VDOT District: Hampton Roads

Local Jurisdiction: City of Newport News

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2025 Hampton Roads Regional Needs A

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

Provide and upgrade pedestrian paths to US 60 and Old Courthouse Rd Park and Ride in Newport News to increase in modal choice and accessibility. Install bike lockers. Upgrade lighting to increase visibility and safety.

Potential Funding Sources

(Place X in all applicable boxes)

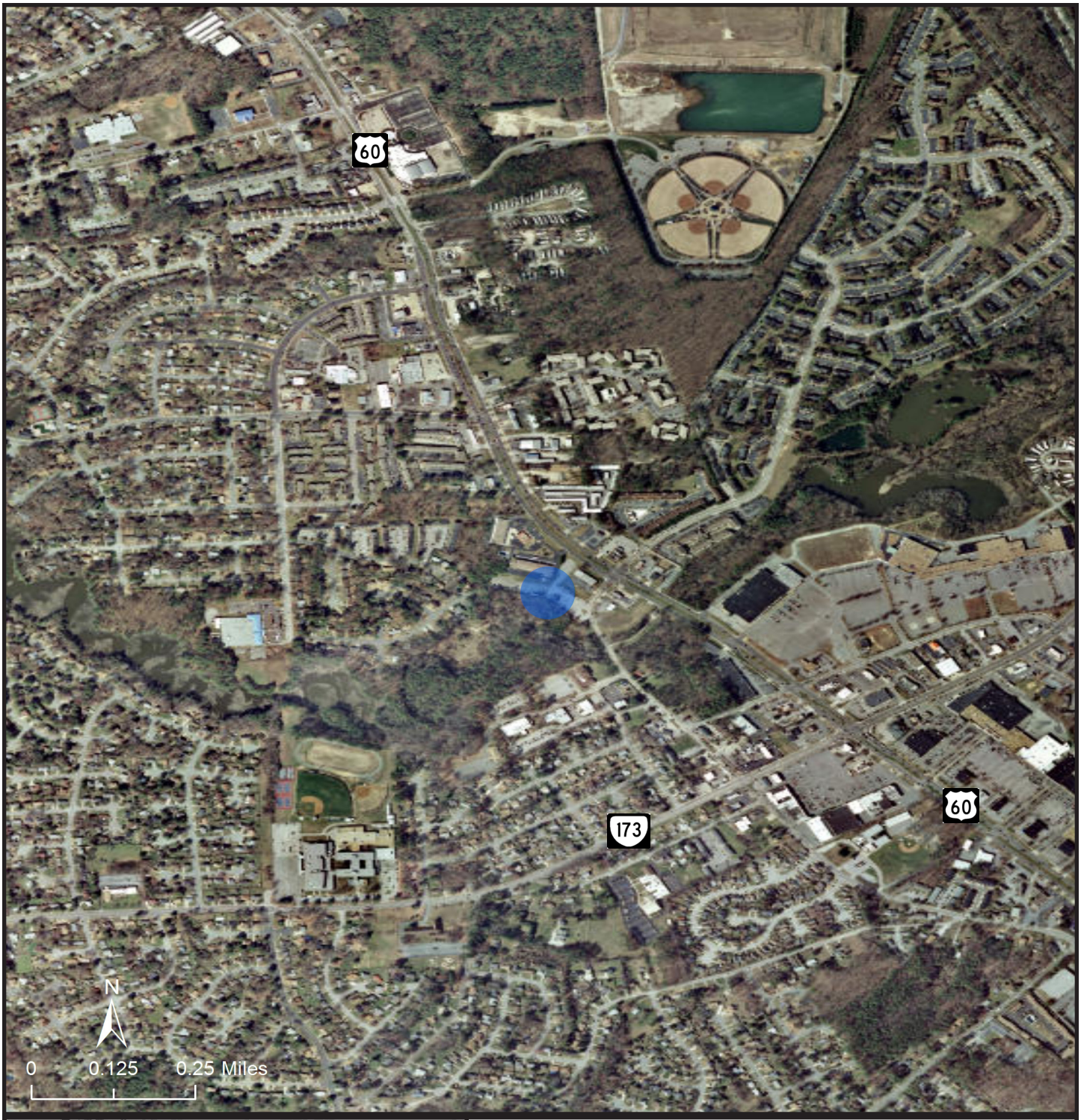
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding

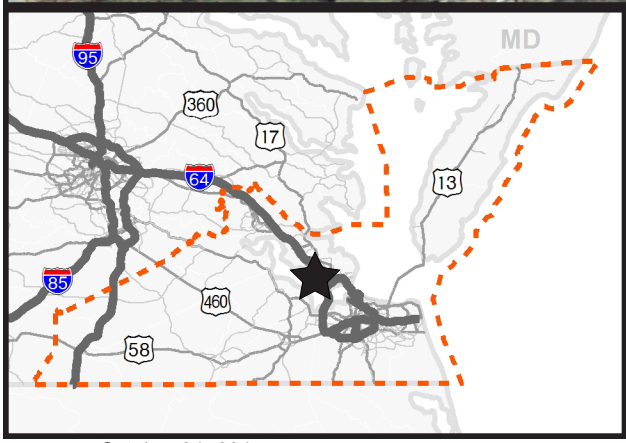
Estimated Project Cost (in $M) $ 0.75 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project does not anticipate a substantial safety improvement
Congestion Mitigation	Reduction in congestion from increase in modal choice
Accessibility	Accessibility increases from modal choice
Land Use	Project located near mixed use developments
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Project supports intermodal access and efficiency





Project Reference Number: HR15
Short Project Description: US 60 & Old Courthouse Rd. Park and Ride in the City of Newport News

VDOT District: Hampton Roads
Local Jurisdiction: City of Newport News

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR16

Short Description

Grade separation of Rte. 246 (Liberty St.) from Collingwood Ave. to Poindexter St., City of Chesapeake

VDOT District: Hampton Roads

Local Jurisdiction: City of Chesapeake

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2025 Hampton Roads Need D & M

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [X] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Grade separation of Rte. 246 (Liberty St.) over the railroad in the City of Chesapeake from Collingwood Ave. to Poindexter St. to reduce rail and road congestion and increase safety.

Potential Funding Sources

(Place X in all applicable boxes)

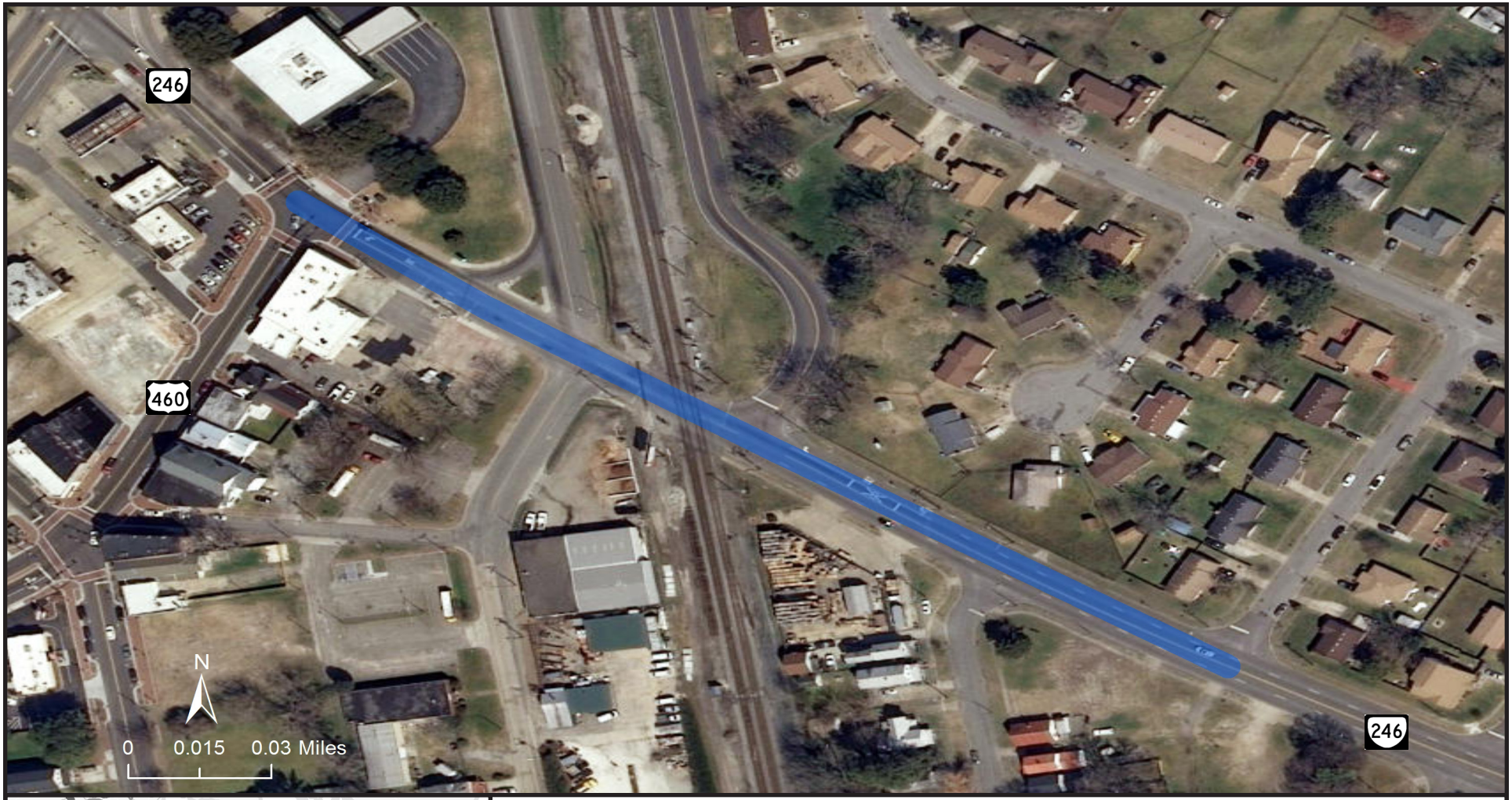
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding

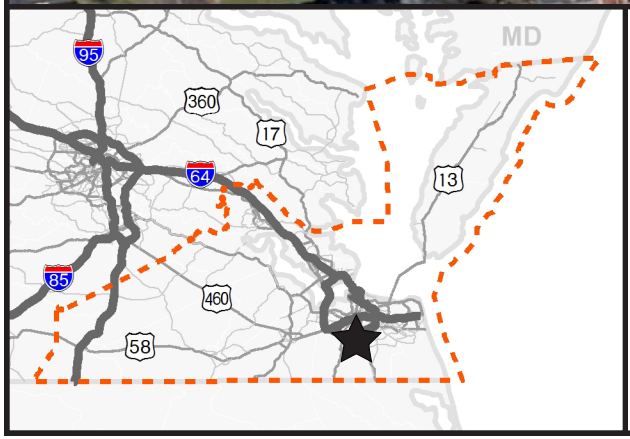
Estimated Project Cost (in $M) $ 25.00 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Increases safety by eliminating vehicle-train conflicts
Congestion Mitigation	Reduces congestion due to train crossing
Accessibility	Increases accessibility to freight terminals
Land Use	Project supports adjacet in-fill and mixed-use development
Environment	Reduction in congestion reduces impact on air quality
Economic Development	Better reliability and capacity increases the viability of the freight terminals





Project Reference Number: HR16
Short Project Description: Grade separation of Rte. 246 (Liberty St.) in the City of Chesapeake from Collingwood Ave. to Poindexter St.

VDOT District: Hampton Roads
Local Jurisdiction: City of Chesapeake

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR17

Short Description

US 60 Bike Improvements from Rte. 321 to Rte. 105, City of Newport News

VDOT District: Hampton Roads

Local Jurisdiction: City of Newport News

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs P,Q, & AA, 2025 Hampton Roads Regional Needs A

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Provide increased bike accomodations along US 60 from Rte. 321 to Rte. 105 to increase accessibility and modal choice.

Potential Funding Sources

(Place X in all applicable boxes)

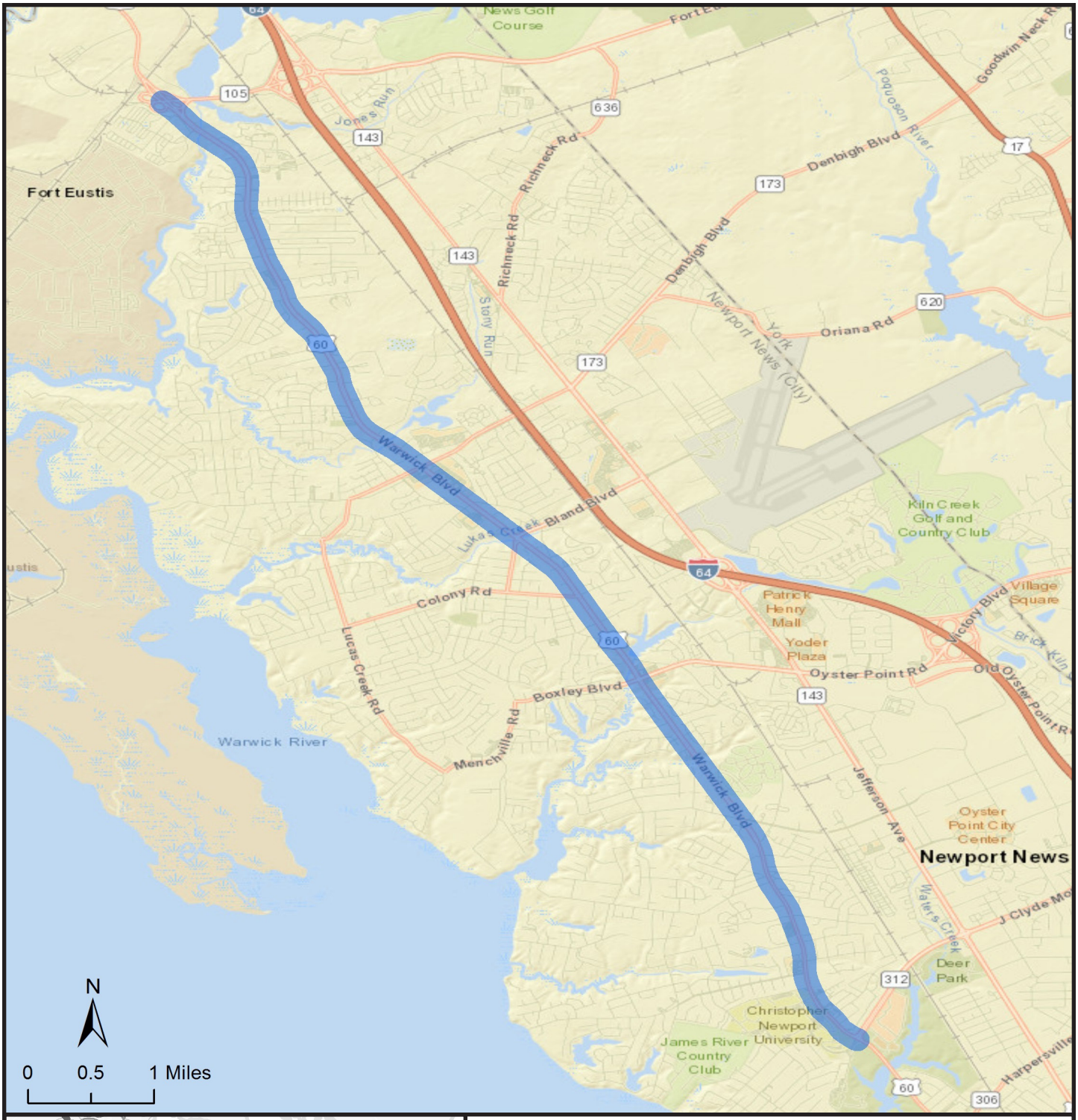
[X] SMART SCALE [X] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding

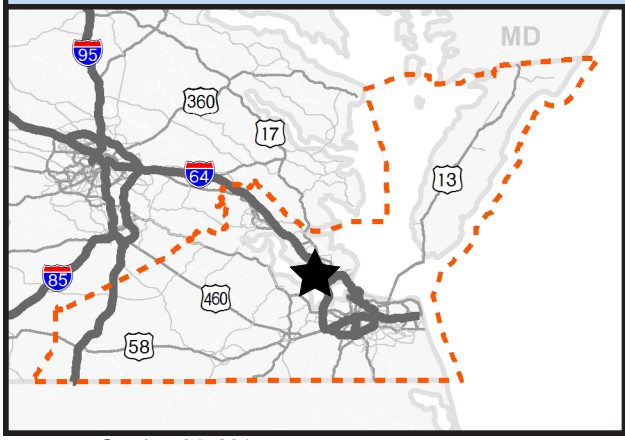
Estimated Project Cost (in $M) $ 10.00 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project does not anticipate an substantial safety improvement
Congestion Mitigation	Reduction in congestion from increase in modal choice
Accessibility	Accessibility increases from modal choice
Land Use	Project supports adjacet in-fill and mixed-use development
Environment	Reduced environmental impact from reduction in VMT
Economic Development	Project supports intermodal access and efficiency (future Amtrak)





Project Reference Number: HR17
Short Project Description: US 60 Bike Improvements from Rte. 321 to Rte. 105

VDOT District: Hampton Roads
Local Jurisdiction: City of Newport News

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number HR18

Short Description

I-264 and Independence Blvd. Interchange Improvement Project, City of Virginia Beach

District: Hampton Roads

Local Jurisdiction: City of Virginia Beach

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [ ] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Need I, 2025 Hampton Roads Regional Needs E, UDA 64

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Construct improvements for the I-264 and Independence Blvd. interchange to reduce congestion and improve safety.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [X] HSIP [ ] Prescoping [X] Other: HRTAC

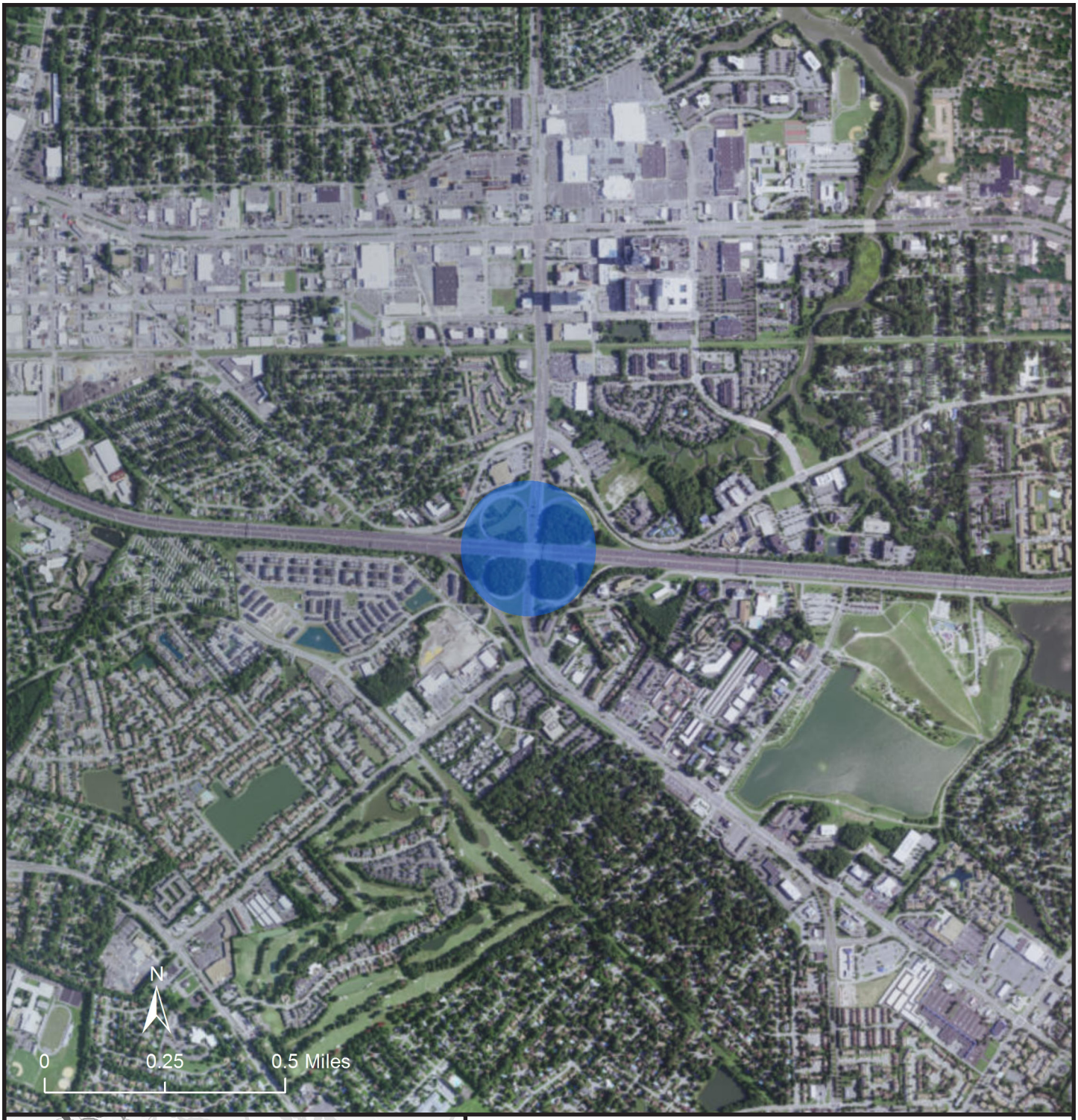
Estimated Project Cost (in $M): TBD

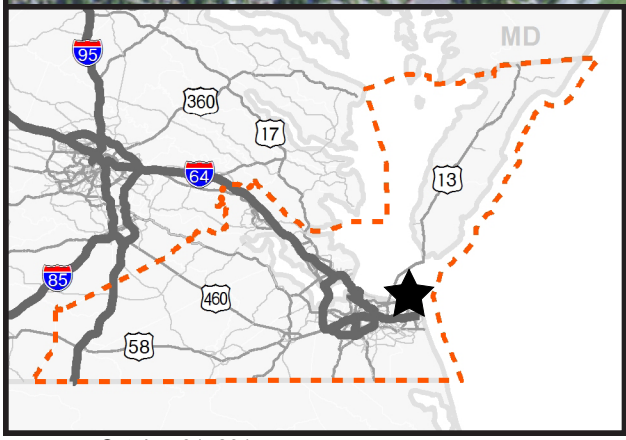
Right of Way Required for Project: [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased responsivness of incidents on interstate
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Support for project adjecent mixed-use development from improved accessibility
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR18
Short Project Description: I-264 and Independence Blvd. Interchange Improvement Project

VDOT District: Hampton Roads
Local Jurisdiction: City of Virginia Beach

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number HR19

Short Description

Hampton Boulevard and Terminal Boulevard Grade Separation, City of Norfolk

District: Hampton Roads

Local Jurisdiction: City of Norfolk

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

CoSS Segment E5 Needs J, K, L, M, O

Project Status: Current Smart Scale Round 2 application

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [X] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

The Hampton Blvd at Terminal Blvd Grade Separation in Norfolk is designed to significantly reduce congestion on a major urban corridor that serves tha naval base, container terminal, and a main thoroughfare that connects to universities and hospitals. The proposed project will minimize traffic disruption by grade separating rail and vehicle traffic. The improvements extend along Hampton Blvd from the entrance to Hampton Roads Naval Support Activity/Joint Forces Staff College south to Little Creek Rd, and along Terminal Blvd from the Norfolk International Terminals entrance, and extend east to approximately Forrestal Dr. Bike lane on Hampton Blvd. Bus shelter north of Joint Forces Staff College. (SMART SCALE, Phase 2 Application 1497)

Potential Funding Sources

(Place X in all applicable boxes)

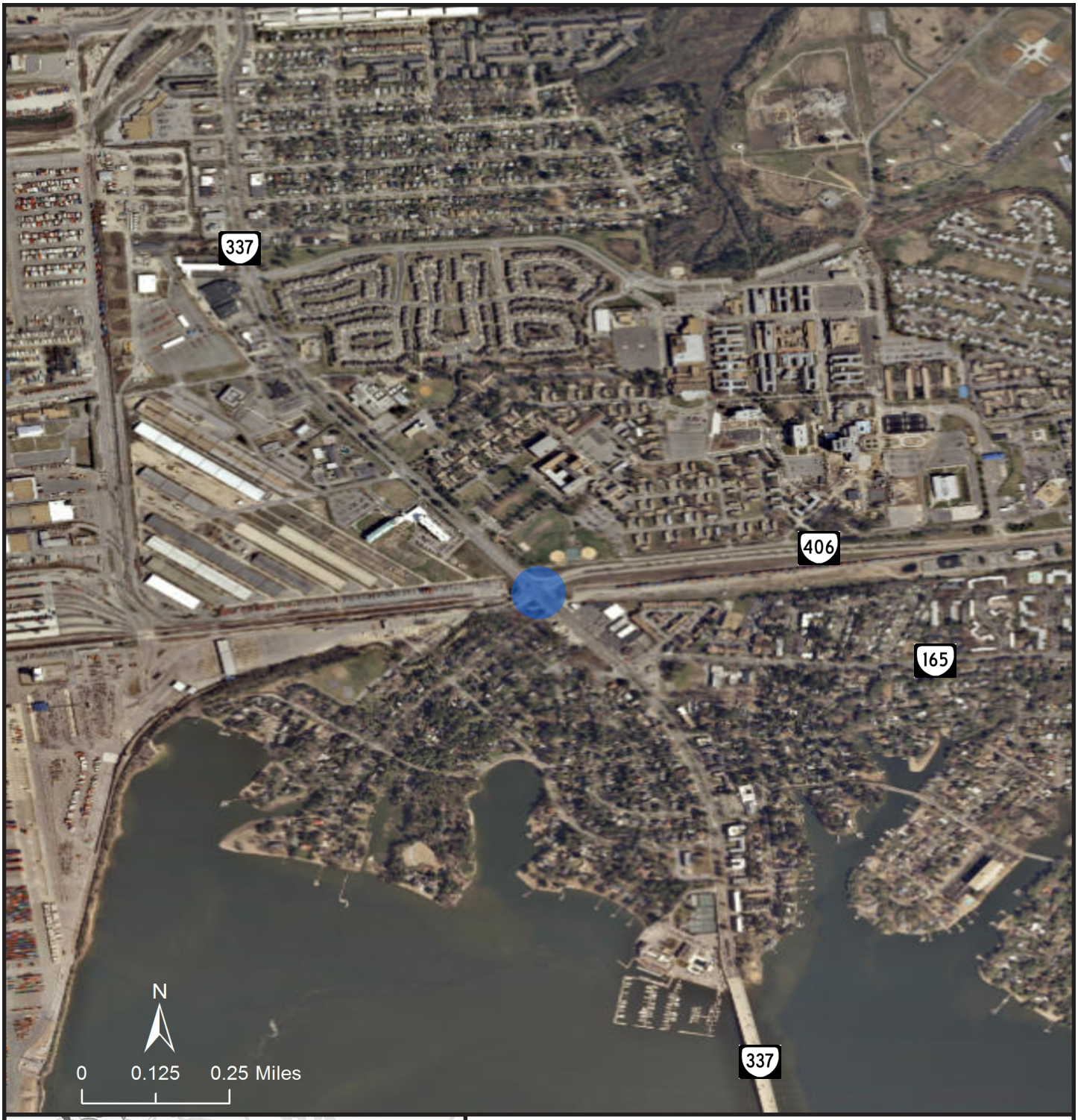
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding, HRTAC

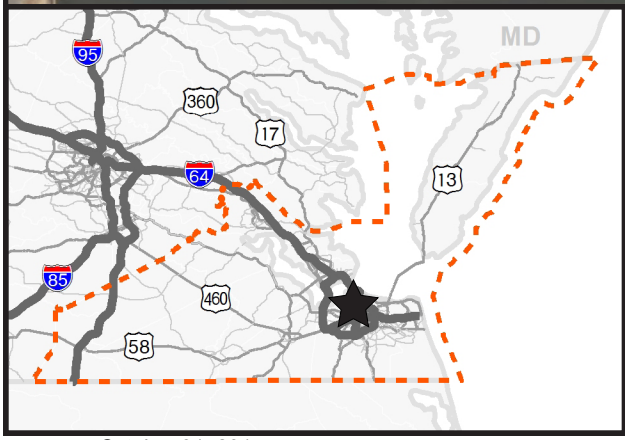
Estimated Project Cost (in $M) $ 210.10 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Increases safety by eliminating vehicle-train conflicts
Congestion Mitigation	Reduces congestion due to train crossing
Accessibility	Bike/ped improvements and congestion relief to increase accessibility
Land Use	Project supports adjacet in-fill and mixed-use development
Environment	Improved bus service and congestion reductions to provide environmental benefit
Economic Development	Better reliability and capacity increases the viability of the freight terminals





Project Reference Number: HR19
Short Project Description: Hampton Boulevard and Terminal Boulevard Grade Separation in Norfolk

VDOT District: Hampton Roads
Local Jurisdiction: City of Norfolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number HR20

Short Description

Phase B of Coliseum Drive Extension and Pedestrian Improvements, City of Hampton

District: Hampton Roads

Local Jurisdiction: City of Hampton

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [ ] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Hampton City-Coliseum Central UDA

Project Status: Current Smart Scale Round 2 application

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

Phase B of the Coliseum Drive Extension Project in Hampton extends Coliseum Drive from Butler Farm Road to the Magruder Boulevard & North Campus Parkway intersection, thereby improving network and district connectivity and multi-modal accessibility between the the Coliseum Central UDA (which includes the Sentara Careplex Hospital, Hampton Town Center, and Hampton Coliseum and the Hampton Convention Center) to the south and the Magruder Blvd Hampton Roads Regional Activity Center, Langley Air Force Base, and the NASA Research Center to the north. (SMART SCALE, Phase 2 Application 1502)

Potential Funding Sources

(Place X in all applicable boxes)

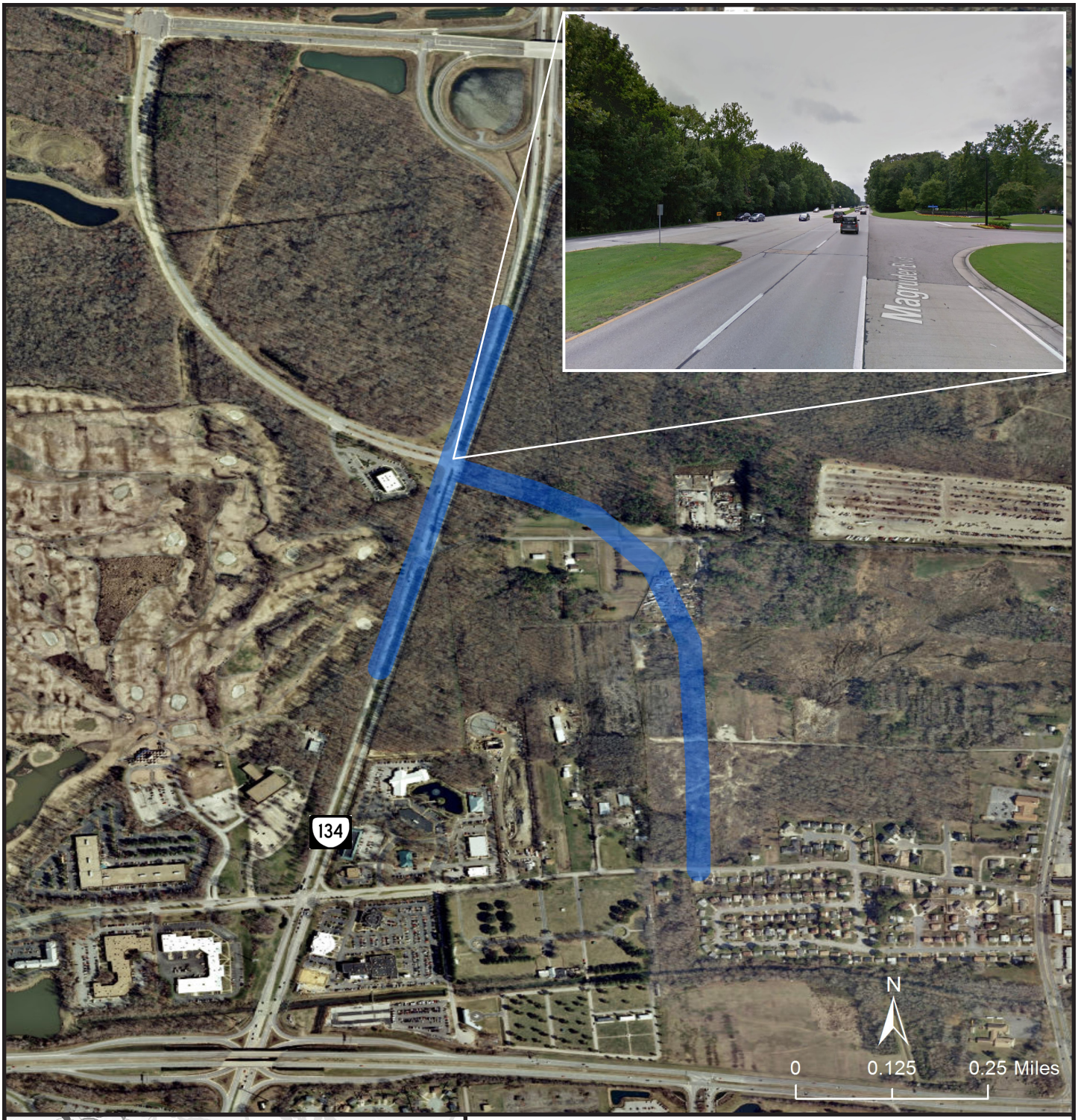
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding, HRTAC

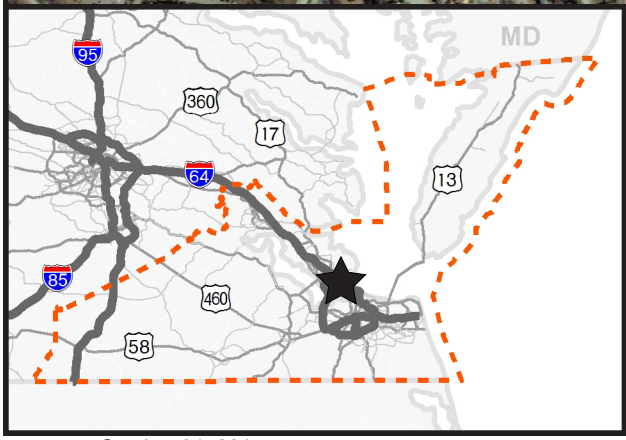
Estimated Project Cost (in $M) $ 17.80 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project does not anticipate a substantial safety improvement
Congestion Mitigation	Decrease in congestion from increase capacity and connectivity
Accessibility	Project includes bike/ped improvements for increased accesibility
Land Use	Project supports adjacet in-fill and mixed-use development
Environment	Environmental benefits from bike/ped improvements and LED lighting
Economic Development	Support for economic development through connectivity and accesibility





Project Reference Number: HR20
Short Project Description: Phase B of Coliseum Drive Extension and Pedestrian Improvements in the City of Hampton

VDOT District: Hampton Roads
Local Jurisdiction: City of Hampton

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR21

Short Description

I-64 Exit 255 Ramp C, City of Newport News

District: Hampton Roads

Local Jurisdiction: City of Newport News

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Hampton Roads Regional Need A

Project Status: Current Smart Scale Round 2 application

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-64 Exit 255 Ramp C is a new proposed exit that connects the collector/distributor (CD) lanes north of the current Jefferson Avenue exits directly to Chatham Drive. on I-64 in the City of Newport News and is designed to reduce congestion for both I-64 and Jefferson Avenue. This connection allows traffic to make the westbound connection to Bland Boulevard bypassing Jefferson Avenue, improving congestion and reliability. (SMART SCALE, Phase 2 Application 1040)

Potential Funding Sources

(Place X in all applicable boxes)

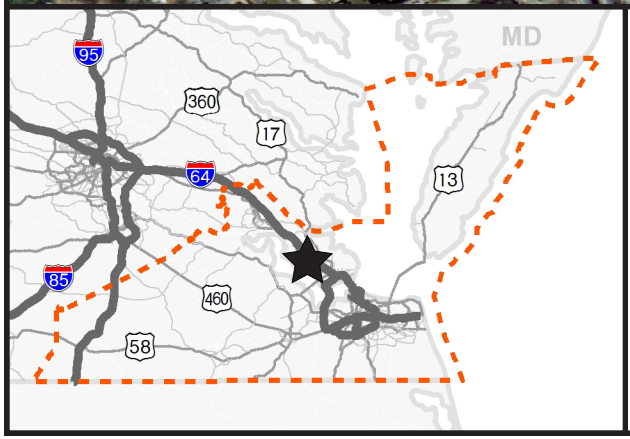
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: HRTAC

Estimated Project Cost (in $M) $ 6.60 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	No anticipated benefit
Congestion Mitigation	Decreased congestion from increase capacity and safety
Accessibility	Increased accessibility from better connectivity and decreased congestion
Land Use	Project supports increased mixed-use development and in-fill
Environment	No anticipated benefit
Economic Development	Increase in reliability and connectivity supports area commerce



Project Reference Number: HR21
Short Project Description: I-64 Exit 255 Ramp C in the City of Newport News

VDOT District: Hampton Roads
Local Jurisdiction: City of Newport News

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR22

Short Description

North Suffolk Connector, City of Suffolk

District: Hampton Roads

Local Jurisdiction: City of Suffolk

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Regional Network Need L, O, P, Q, UDA 85

Project Status: Current Smart Scale Round 2 application

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

The North Suffolk Connector project is a proposed grade separation in the City of Suffolk, which is designed to reduce congestion and improve reliability. Presently there are at grade rail crossings at both Nansemond Parkway and Shoulders Hill Road which can impede the flow of traffic to and from Interstate 664 and northern Suffolk, to Nansemond Parkway and ultimately to downtown Suffolk. The North Suffolk Connector was identified in Suffolk's 2035 Comprehensive plan as a solution for by-passing the at-grade rail crossings on Nansemond Parkway and Shoulders Hill Road. (SMART SCALE, Phase 2, Application 1128)

Potential Funding Sources

(Place X in all applicable boxes)

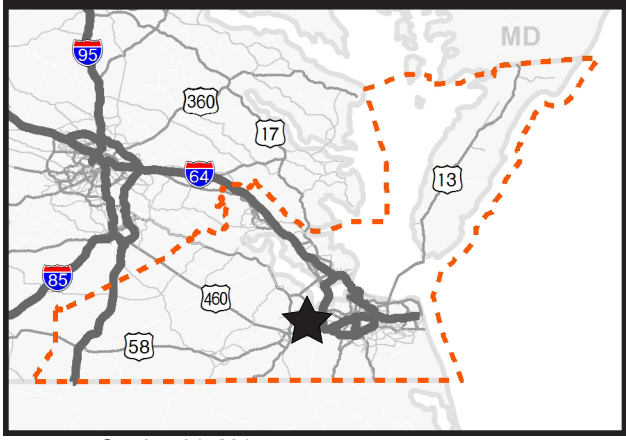
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: City funding, HRTAC

Estimated Project Cost (in $M) $ 6.60 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	No anticipated benefit
Congestion Mitigation	Decreased congestion from increase capacity and safety
Accessibility	Increased accessibility from better connectivity and decreased congestion
Land Use	Project supports increased mixed-use development and in-fill
Environment	No anticipated support for in-fill adjacent to project
Economic Development	Increase in reliability and connectivity supports area commerce



Project Reference Number: HR22
Short Project Description: North Suffolk Connector

VDOT District: Hampton Roads
Local Jurisdiction: City of Suffolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR23

Short Description

I-64 HOV to HOT Conversion, City of Norfolk

District: Hampton Roads

Local Jurisdiction: City of Norfolk

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs I, M, N,W, X & AB, 2025 Hampton Roads Regional Needs F

Project Status: endation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning d

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

Conversion of HOV to HOT lanes on I-64 in the City of Norfolk from the I-564 interchange to .75 mi south of the I-264 interchange to improve congestion and reliability.

Potential Funding Sources

(Place X in all applicable boxes)

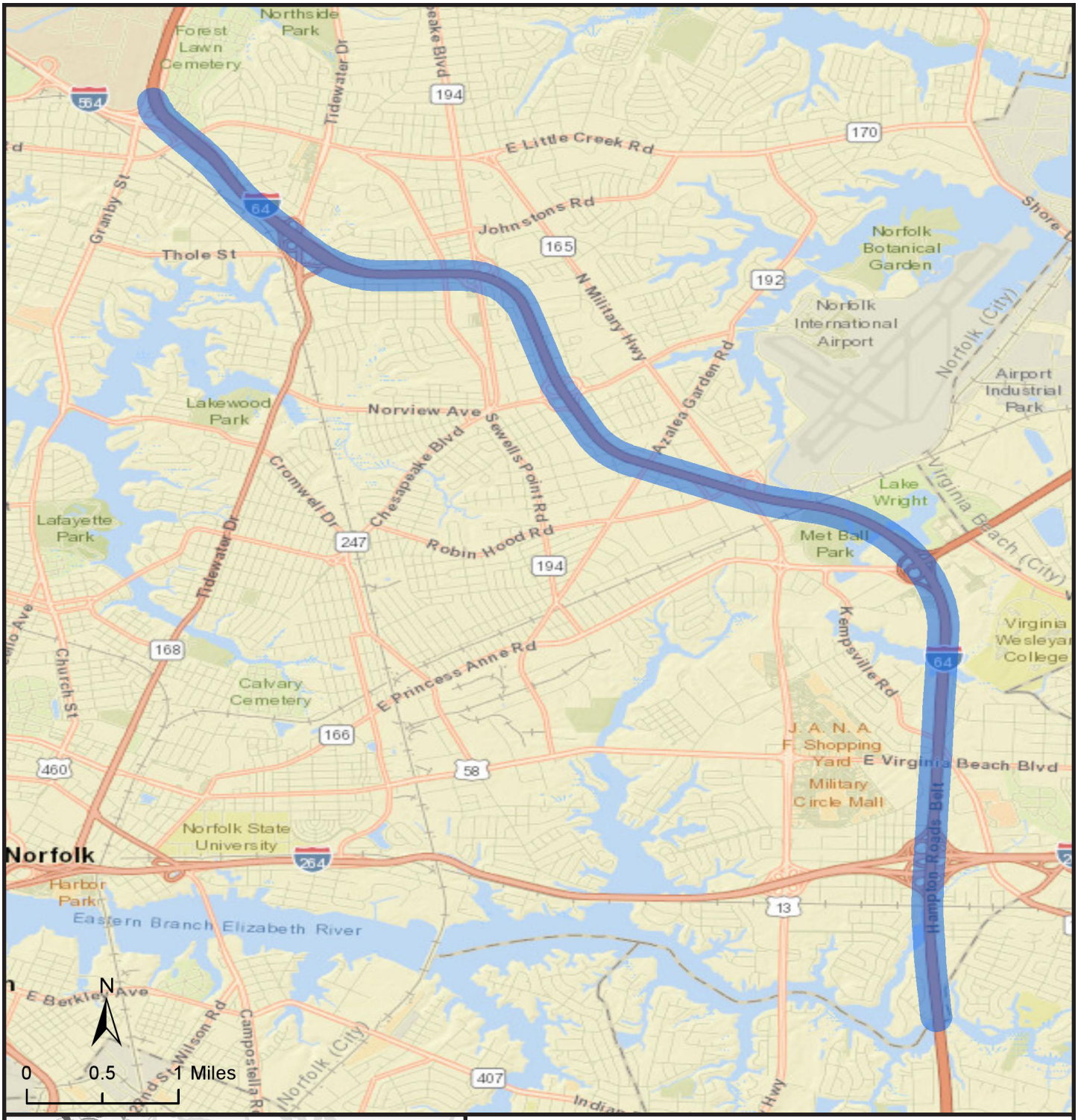
[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: Toll Facility Revolving Account

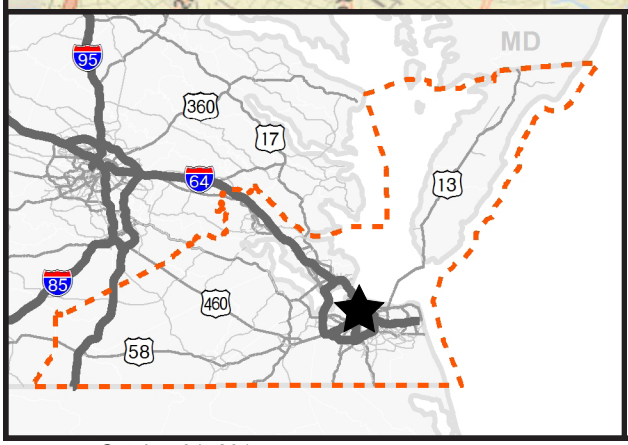
Estimated Project Cost (in $M) $ 10.00 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR23
Short Project Description: I-64 HOV to HOT Conversion in the City of Norfolk

VDOT District: Hampton Roads
Local Jurisdiction: City of Norfolk

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR24

Short Description

Dynamic shoulder HOT lane study within the Hampton Roads District, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs T, 2025 Hampton Roads Regional Needs A

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

Study for the use of dynamic shoulder HOT lanes within the Hampton Roads region in an effort to reduce congestion and increase reliability. Included in the study would be an evaluation of the end-points within the regional HOT network to determine where shoulder lanes could provide additional capacity during peak congestion. The proposed study is eligible for Prescoping funding. The recommendations, once established, will most likely be eligible for SMART SCALE funding. (Map is not available for this study)

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [X] Prescoping [X] Other: On-Call Contracts

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR25

Short Description

Hampton Roads District Chokepoint Study, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5, 2025 Hampton Roads Regional Needs A and Q

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

A district-wide study to investigate access management, ATMS and ramp metering locations to assist in alleviating congestion and imrpove reliability. This study will also look at smaller bridges, such as the Mills Godwin Bridge and the Chuckatuck Bridge, which may be used as alternative routes.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [X] Prescoping [X] Other: On-Call Contract

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Project supports adjacet in-fill and mixed-use development
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR26

Short Description

Hampton Road Bridge Tunnel Expansion to include HOT lanes - CTB Alternative A, Multi-jurisdictional

District: Hampton Roads

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment C5 Needs E,H,I and U, 2025 Hampton Roads Regional Needs A, C & Q

Project Status: endation recently within a Transit Development Plan, VDOT, DRPT, transit provider, MPO , PDC, or other local planning d

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Expansion of of the Hampton Roads Bridge Tunnel to 6 lanes. The new lanes will be managed lanes HOT lanes and will connect with existing 6 lane facilities at either end of the project. Project expected to be complete by 2024. Given the nature of the project, multiple funding sources may be needed for completion including but not limited to HRTAC, VDOT Toll Funds, CMAQ and other federal funding sources.

Potential Funding Sources

(Place X in all applicable boxes)

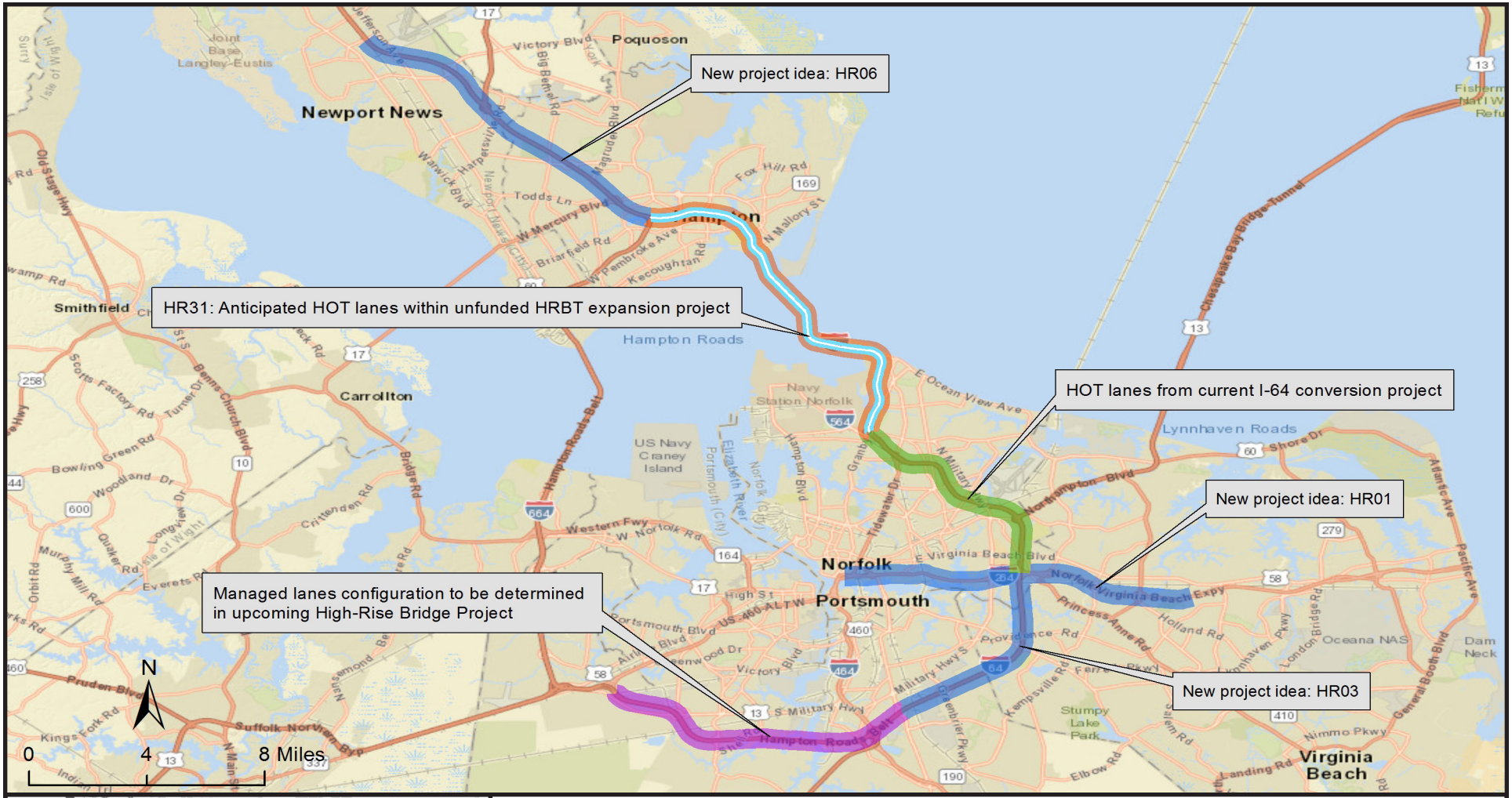
[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [ ] Prescoping [X] Other: HRTAC

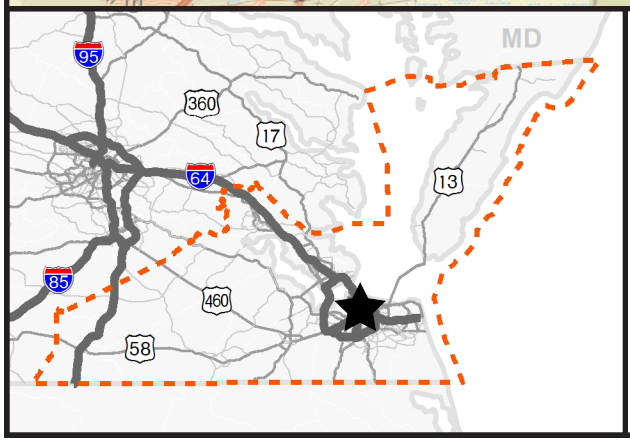
Estimated Project Cost (in $M) $ 3,300.00 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increased use of HOT lane
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	No anticipated support for in-fill adjacent to project
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce





Project Reference Number: HR26
Short Project Description: Hampton Road Bridge Tunnel Expansion to include HOT lanes - CTB Alternative A

VDOT District: Hampton Roads
Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** HR27

Short Description

US 17 Operations Study, Multi-jurisdictional

VDOT District: Hampton Roads

Local Jurisdiction: Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 CoSS Segment A1, 2025 Hampton Roads Regional Needs A and Q, UDA 39, 85, 90

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

A district-wide study to assess the operations of the US 17 corridor in Hampton Roads following current widening and improvement efforts. Operational review to include identifying remaining deficiencies with vehicle traffic, bike/ped accommodations and transit. Study would also yield recommendations for projects that could be submitted through SmartScale or completed with other funding sources.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [X] CMAQ [ ] HSIP [X] Prescoping [X] Other: On-Call Contract

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Reduction in congestion from increase operational capabilities
Accessibility	Accessibility increase from decrease in congestion and increase in reliability
Land Use	Recommended projects may support adjacet in-fill and mixed-use development
Environment	Reduction in congestion results in reduced delay and environmental impacts
Economic Development	Increase in travel time reliability and support for area commerce