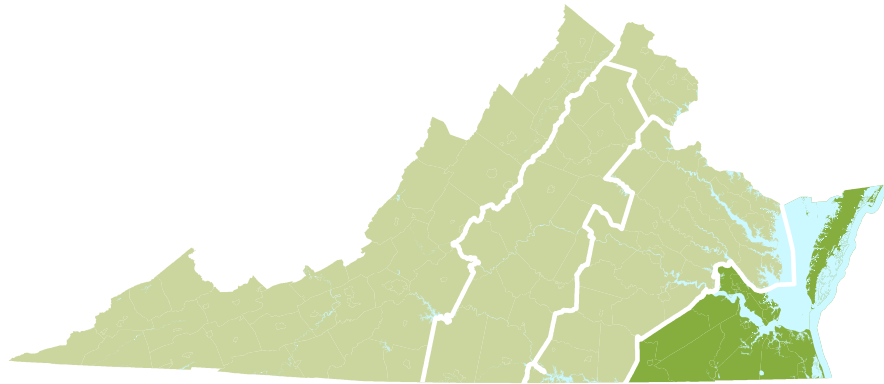


REGION 5: EASTERN



The Eastern Region is defined largely by its water resources, which have played a significant role in boosting the region’s prominence as a hub of waterborne freight commerce. The Port of Virginia, Naval Station Norfolk (the world’s largest naval station), NASA Wallops Flight Facility (a rocket launch site for science and exploration missions), shipyards, coal piers and hundreds of miles of waterfront property and recreational beaches, all contribute to the diversity and stability of the region’s economy. In addition to water-related economic generators, the Eastern Region is steeped in 400 years of American history. Hundreds of natural and historical features draw visitors from around the world each year.

It is predicted that the Eastern Region, especially the “Seven Cities” of Virginia Beach, Norfolk, Chesapeake, Newport News, Hampton, Portsmouth, and Suffolk, will grow faster than previously expected. Fueling this growth is the projected expansion of the Port of Virginia, and Craney Island terminals, as well as the continued presence of a large concentration of military bases, facilities and personnel. The more rural communities on the Eastern Shore and Middle Peninsula have become attractive locations for families and retirees alike.

PDCs in the Eastern Region

- Hampton Roads
- Accomack-Northampton
- Crater

Strategies for the Eastern Region

- Increase Use of Congestion Pricing
- Increase Road, Transit and Freight Capacity
- ITS
- Expand TDM
- Ensure Multimodal Freight Movement
- Improve/Expand Access to Transit in Rural Areas
- Increase and Improve Bicycle and Pedestrian Facilities

Future investments in transit in the Eastern Region will need to be balanced between expanding the current transit options for commuters and residents in the more densely populated areas, and establishing and enhancing the transit service for the rural population and for those who do not have access to a personal automobile. Transportation investments that continue to support the Port of Virginia’s economic vitality will also continue to be an important focus in this region. Multimodal strategies such as rail enhancements and increased use of waterways could ease freight movement from Hampton Roads to the north along the Chesapeake Bay.

TRANSPORTATION FACILITIES AND SERVICES

The Eastern Region is defined by three major corridors US 13, US 17, and I-64. The Eastern Shore corridor is mostly defined by US 13, a highway running north-to-south for over 500 miles in the eastern United States, running through Delaware, Maryland, and Virginia from the northeast suburbs of Philadelphia, Pennsylvania to Fayetteville, North Carolina.

In Virginia, US 13 serves as a connector between the Hampton Roads area and Virginia's Eastern Shore, part of the Delmarva Peninsula, and provides the only direct connection to the Peninsula without leaving the state. US 13 crosses the Chesapeake Bay at its mouth via the Chesapeake Bay Bridge-Tunnel, a 20-mile long facility comprised of bridges and two approximately one-mile-long tunnels. US 13 passes through the Hampton Roads and Accomack-Norhampton planning districts. It passes through four cities in the Hampton Roads area and through both Accomack and Northampton Counties along the Virginia Peninsula.

US 17 runs north-to-south in the eastern United States for close to 1,200 miles. It is known as the "Coastal Highway," as it is near to the Atlantic Coast for much of its length. In the Commonwealth of Virginia, US 17 travels through 11 counties in Virginia in addition to the Cities of Chesapeake, Portsmouth, and Newport News in Hampton Roads.

MULTIMODAL FACILITIES AND SERVICES: EASTERN REGION

Fixed Route (FR) & Demand Response (DR)

Transit (4):

- Hampton Roads Transit (FR/DR)
- STAR Transit (FR)
- Town of Chincoteague Transit (FR)
- Williamsburg Area Transport Authority (FR/DR)

Human Service Transportation (12):

- Arc of the Virginia Peninsula
- Bon Secours Senior Health
- Chesapeake Service Systems
- Eastern Shore Community Services Board
- ESAAA/CAA
- Historic Triangle Senior Center
- Hope House Foundation
- Independence Center
- Peninsula Agency on Aging
- Senior Services
- Sussex-Greensville-Emporia Adult Activity Services
- Western Tidewater Community Service Board

Transportation Demand Management (1):

- TRAFFIX

Freight Rail (4):

- Bay Coast Railroad
- Chesapeake and Albemarle Railroad
- CSX
- Norfolk Southern

Passenger Rail (1):

- Amtrak

Highway (2):

- High Occupancy Vehicle (HOV) Lanes
- Park and Ride

Port Facilities (3):

- Newport News Marine Terminal
- Norfolk International Terminals
- Portsmouth Marine Terminal

Airports (11):

- Accomack County
- Chesapeake Municipal
- Emporia-Greensville Regional
- Franklin Municipal
- Hampton Roads
- Newport News/Williamsburg International
- Norfolk International
- Suffolk Municipal
- Tangier Island
- Wakefield Municipal
- Williamsburg-Jamestown

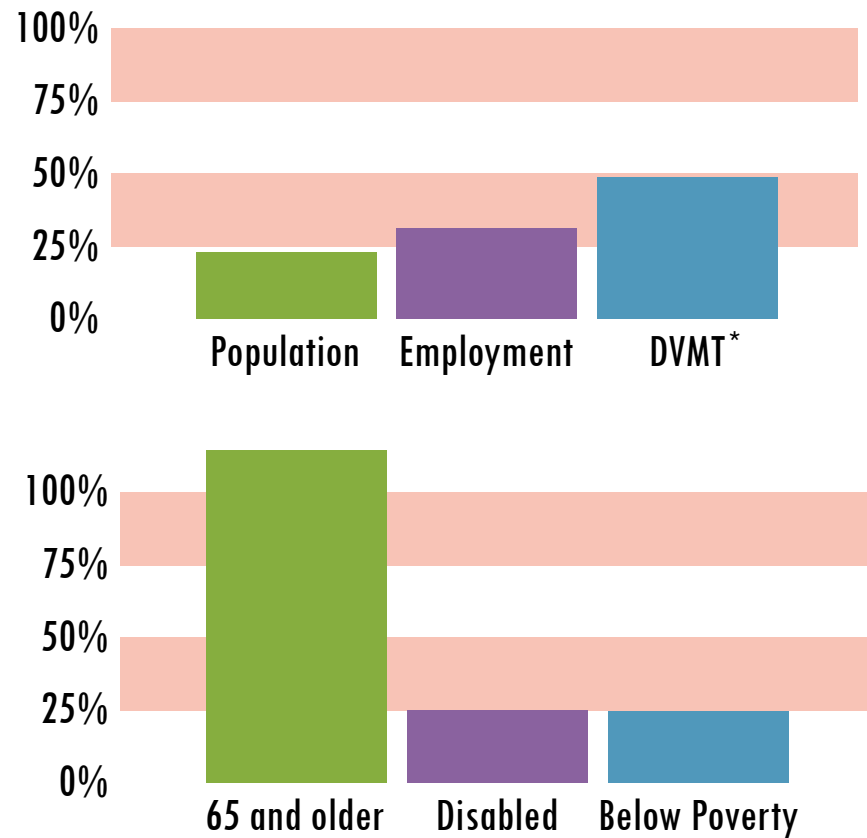
The major east-west corridor is primarily defined by I-64, a multi-lane interstate that runs from Virginia to Missouri. The eastern terminus is in the Hampton Roads region, where the corridor includes the Hampton Roads Beltway (I-64 and I-664) as well as the I-264 spur to Virginia Beach. I-64 is the major connector between the Richmond and Hampton Roads metropolitan areas. It also provides the only interstate access to the Port of Virginia. HOV facilities are present in the Hampton Roads area along portions of I-64 and its auxiliary routes.

The region is also served by four transit agencies. The Hampton Roads area is served by Hampton Roads Transit (HRT). The Town of Chincoteague Transit provides service to the Town’s citizens. Williamsburg Area Transit Authority provides fixed route and demand response service. STAR Transit provides service to citizens and visitors on the Eastern Shore. Multiple Park and Ride lots are available in the Hampton Roads area as well, including at least three in Suffolk and at least five near where US 13 runs parallel to I-64 through Chesapeake and Virginia Beach. STAR Transit offers bus service along four lines on the Eastern Shore, though there is no connection to the Hampton Roads area. Amtrak also provides passenger rail service between the City of Richmond and Newport News, with a stop in Williamsburg.

The Eastern Region has one Transportation Demand Management agency that helps to promote strategies like carpooling, vanpooling, work-from-home initiatives and flexible work hours. To fill critical mobility gaps for Virginians who do not have access to a personal automobile and live outside of public transit service areas or need specialized transportation services, 12 human service agencies exist in the Eastern Region.

HRT is the project sponsor currently overseeing the construction of the Norfolk light rail transit line (“The Tide”). This light rail route will extend 7.4 miles from the Eastern Virginia Medical Center through downtown Norfolk along the I-264 corridor to Newtown Road within the City of Norfolk. Eleven stations will be constructed along the alignment, four Park and Ride locations will provide access to the system in major areas such as Norfolk State

Figure 47: Eastern Regional Characteristics Percent Change (2010 - 2035)



University, Harbor Park, City Hall, MacArthur Center, Tidewater Community College (Norfolk Campus) and the Sentara Norfolk General Hospital. The system will use a combination of city streets and the existing rail corridor purchased from Norfolk Southern; it is projected to carry approximately 6,000 – 12,000 people per day by 2030 according to HRT. Future extension of this corridor to Virginia Beach is currently being studied by HRT.

*DVMT: Daily Vehicle Miles Traveled (2006-2035)

Greyhound offers service in the Hampton Roads region, and there are multiple stations in this area, including ones in Suffolk, Newport News, Hampton and Norfolk. In addition, Greyhound service is available along the Eastern Shore, as there are stations in Exmore and Oak Hall, near the Maryland border, providing a bus connection between Hampton Roads and the Eastern Shore.

In addition, Norfolk Southern operates freight rail lines from the Port of Virginia in Chesapeake and Suffolk and out of the Hampton Roads area. CSX operates rail lines that travel through Chesapeake and Suffolk and to the remainder of Virginia and North Carolina. The Bay Coast Railroad runs along the Eastern Shore from Maryland and crosses the Chesapeake Bay via rail ferry barge across 26 miles of water to access Norfolk. It is the most direct rail route from the Northeast to Norfolk, and can accommodate larger loads than most Virginia railways. It interchanges with Norfolk Southern rail lines in both Norfolk and in Maryland.

The Eastern Region is served by two commercial airports (Norfolk International Airport and Newport News/Williamsburg International Airport) along with nine other general aviation facilities. The surface transportation connections to these airports are critical to ensure the safe, efficient and seamless transportation of passengers and goods.

CHARACTERISTICS

The Socioeconomic and Travel Demand Forecasts for Virginia and Potential Policy Responses report completed by the VTRC identifies a number of trends that will impact transportation in the future. Increases in population will impact the amount of both passenger and freight traffic on the roadway, impacting commuters and those traveling between Washington DC and western Virginia. Characteristics of the Eastern Region are illustrated in Figure 47 and listed in Table 48 by PDC.

Population: The Eastern Region accounts for over one-fifth of Virginia's population and is projected to experience an average of 23% growth between 2010 and 2035. Much of the growth is anticipated in the Hampton Roads planning district, which accounts for nearly 95% of the 431,750 additional persons projected by 2035. The remaining planning districts, Crater and Accomack-Northampton, are projected to experience 11.55% and 6.74% growth respectively.

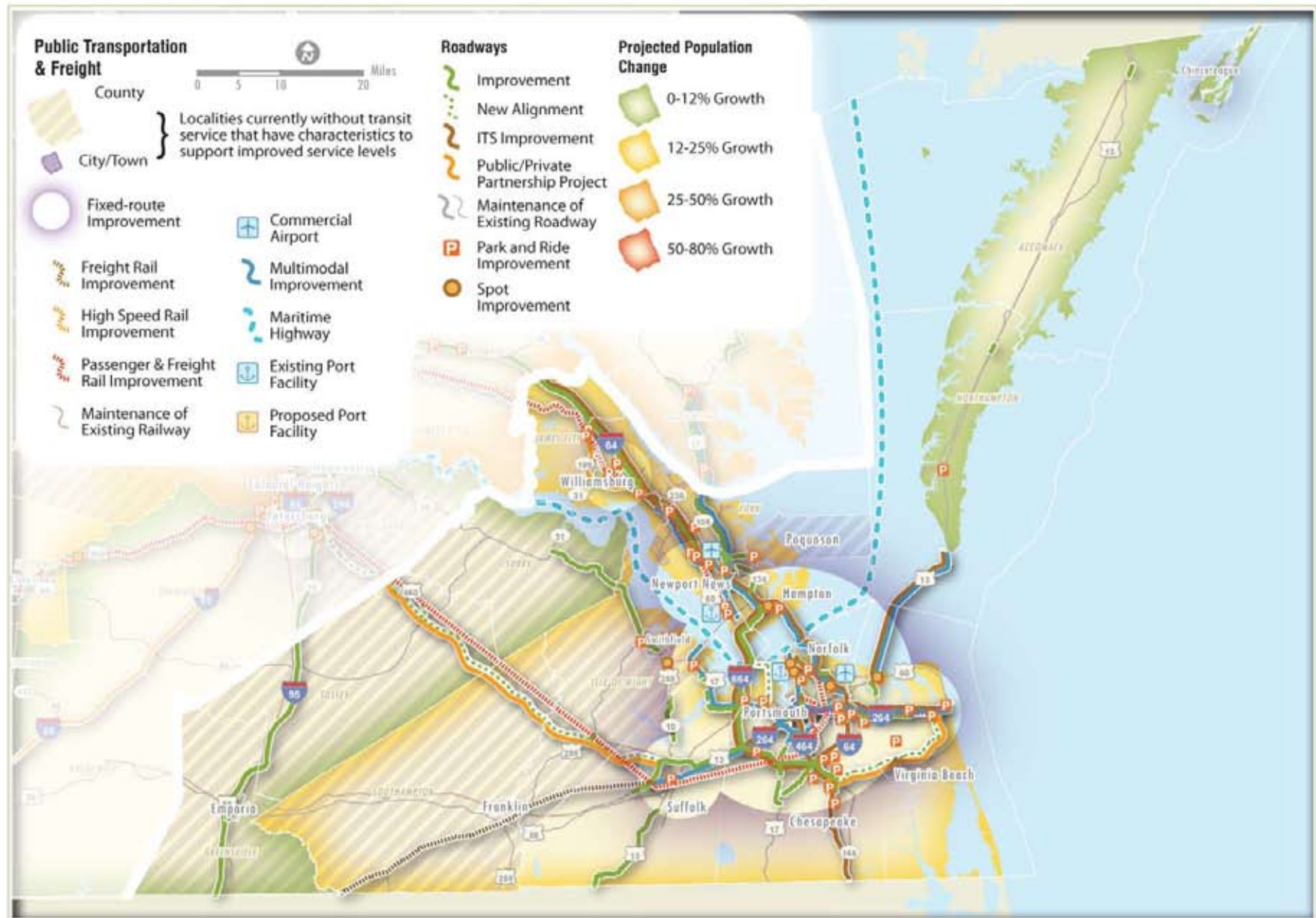
Employment: Like population, the employment growth in the region is dominated by the Hampton Roads planning district which is projected to increase employment by 352,480 by 2035. This will account for over 95% of the projected employment growth in the Eastern Region. In addition, the Hampton Roads planning district is expected to experience employment growth at a faster rate than the Eastern Region. More specifically, Hampton Roads is projected to increase employment by 33%, compared to the Eastern Region which is projected to increase employment by 31%.

Daily Vehicle Miles Traveled: The disparity in economic and population growth may be a cause of the high DVMT growth projected for the Hampton Roads district. Unlike the Crater and Accomack-Northampton planning districts that are projected to experience -14.72% and 4.41% DVMT growth respectively. DVMT in Hampton Roads is projected to increase by 61.8% by 2035. The higher increase of jobs than population in Hampton Roads suggests that longer commute trips from outside the district may be the cause of the high DVMT growth.

Table 48: Eastern Region Characteristics by PDC

Population	2010 Forecast	Midpoint 2035 Forecast	Absolute Change	Percent Change
Crater (19)	170,420	190,100	19,680	12%
Accomack-Northampton (22)	52,550	56,093	3,543	7%
Hampton Roads (23)	1,652,080	2,060,607	408,527	25%
Regional Total	1,875,050	2,306,800	431,750	23%
State Total	8,057,350	10,926,181	2,868,831	36%
Employment	2010 Forecast	Midpoint 2035 Forecast	Absolute Change	Percent Change
Crater (19)	89,950	101,577	11,627	13%
Accomack-Northampton (22)	25,510	29,249	3,739	15%
Hampton Roads (23)	1,066,790	1,419,270	352,480	33%
Regional Total	1,182,250	1,550,096	367,846	31%
State Total	5,206,470	7,753,739	2,547,269	49%
Daily Vehicle Miles Traveled (DVMT)	Actual VMT in 2006	2035 DVMT Based on Population (in Millions)	Absolute Change	Percent Change
Crater (19)	7,035,973	6.0	-1,035,973	-15%
Accomack-Northampton (22)	1,723,954	1.8	76,046	4%
Hampton Roads (23)	40,227,515	65.1	24,872,485	62%
Regional Total	48,987,442	72.9	23,912,558	49%
State Total	222,178,082	345.4	123,221,918	55%

Figure 48: Eastern Region Recommendations Map



PUBLIC TRANSPORTATION RECOMMENDATIONS

In the Eastern Region, and across the entire state, Virginia's public transportation systems must maintain state of good repair for fleet vehicles and maintenance equipment. DRPT recognizes and prioritizes state of good repair issues through its asset management database and funding requirements. State of good repair specifics were discussed in Chapter 3 and funding is discussed in-depth in Chapter 5.

Moderate population growth is expected in the Hampton Roads planning district. The transit improvements in this area are balanced between expanding the current transit options for commuters and residents in the more densely populated areas, and establishing and enhancing the transit service for the rural population and for those who do not have access to a personal automobile:

- Increase Demand Response Service
- Expand Fixed Route Coverage (e.g. extend light rail transit to Virginia Beach, provide express bus service in the Western Freeway corridor connecting Portsmouth, Chesapeake, Suffolk, and Isle of Wight)
- Increased Transportation Demand Management

In the Accomack-Northampton and Crater planning districts, low population growth is expected. In these areas, transit recommendations are focused on providing services to the rural population, especially older adults, persons with disabilities, and persons with lower incomes. The transit recommendations for these areas are:

- Introduce Demand Response Service
- Increase Human Services Transportation

In addition to the improvements listed above, the following jurisdictions do not currently have transit service and have the population growth characteristics to support introduced transit service.

- Surry County
- Sussex County
- Isle of Wight County
- Greensville County
- City of Emporia
- Franklin City
- Southampton County
- City of Poquoson

Transportation demand management strategies for the Eastern Region are identified according to geographic setting as displayed in Table 49.

Table 49: TDM Strategies for the Eastern Region

Geographic Setting	Jurisdictions	TDM Strategies
Suburban Feeder Areas	Hampton Roads region	Expand non-SOV use for non-work trips in suburban centers
		Strong focus on employment outreach in suburban centers
		Promote feeder area ridesharing for long-distance commutes
		Promote telework to employers and residents
		Expand transit options; develop transit links to urban and suburban employment
		Integrate TDM into the land development process; encourage mixed-use
		Integrate TDM into local planning, MTPs, LRTPs
		Enhance cross-jurisdictional coordination for TDM
Non-Urban Areas	All other areas	Primarily residence-based programs for commuting within and outside the area
		Promote telework to residents
		Establish modest commute outreach in areas with no current program
		Support long-distance commute markets
		Coordinate with neighboring employment areas for outbound commuting
		Integrate TDM into local planning, MTPs, LRTPs

The following transit agencies in the Eastern Region have the following ITS investment recommendations for the next six years (Table 50), as identified in the DRPT Statewide ITS Strategic Plan.

Table 50: ITS Investments for the Eastern Region

Transit Agency	ITS Investments in the Next 6 Years					
	Transit Operations	Customer Amenities	Service Planning	Fare Collection	Security	Maintenance/Management
Hampton Roads	x	x			x	
STAR Transit						
Town of Chincoteague						
Williamsburg Area Transport	x	x	x		x	x

HIGHWAY RECOMMENDATIONS

Population within the Eastern Region is predominantly focused on the Hampton Roads Metropolitan Area and is distributed across 13 independent jurisdictions. Significant employment centers include the Port of Virginia, US Military installations (Norfolk Naval Base, Oceana Naval Air Station, Fort Eustis, Langley Air Force Base) as well as tourism and retail centers located in Williamsburg and Virginia Beach. Travel patterns are largely defined by the numerous water crossings, which act as funnels for traffic between the Peninsula and Southside. Highway recommendations focus on additional capacity expansion and access to meet the anticipated growth in port and freight activities. Recommendations also strive to address the daily commuting patterns and seasonal traffic growth surrounding tourism “hot spots” such as the Historic Triangle and Virginia Beach. The need for an additional water crossing will continue to be a top priority for the region in the foreseeable future, combined with increased use of HOV/HOT facilities and technology to provide instant information on traffic conditions for the traveling public.

Park and Ride Recommendations: The Eastern Region currently has 23 Park and Ride facilities. It is recommended to add over 30 new facilities and expand three existing facilities. Many of the new facilities are recommended along I-64 and in the northern portions of Virginia Beach, Suffolk and the city of Chesapeake. Park and Ride recommendations are identified in Figure 48.

Other Recommendations: In addition to the Park and Ride recommendations, the multiple highway recommendations are shown in Figure 48 and listed in Tables 51 to 54. The Highway Recommendation Table Reference Guide (Figure 49) provides explanation of the multiple elements included in the highway recommendation tables.

How the Recommendations are Organized: The highway recommendations presented in the 2035 Virginia Surface Transportation Plan address

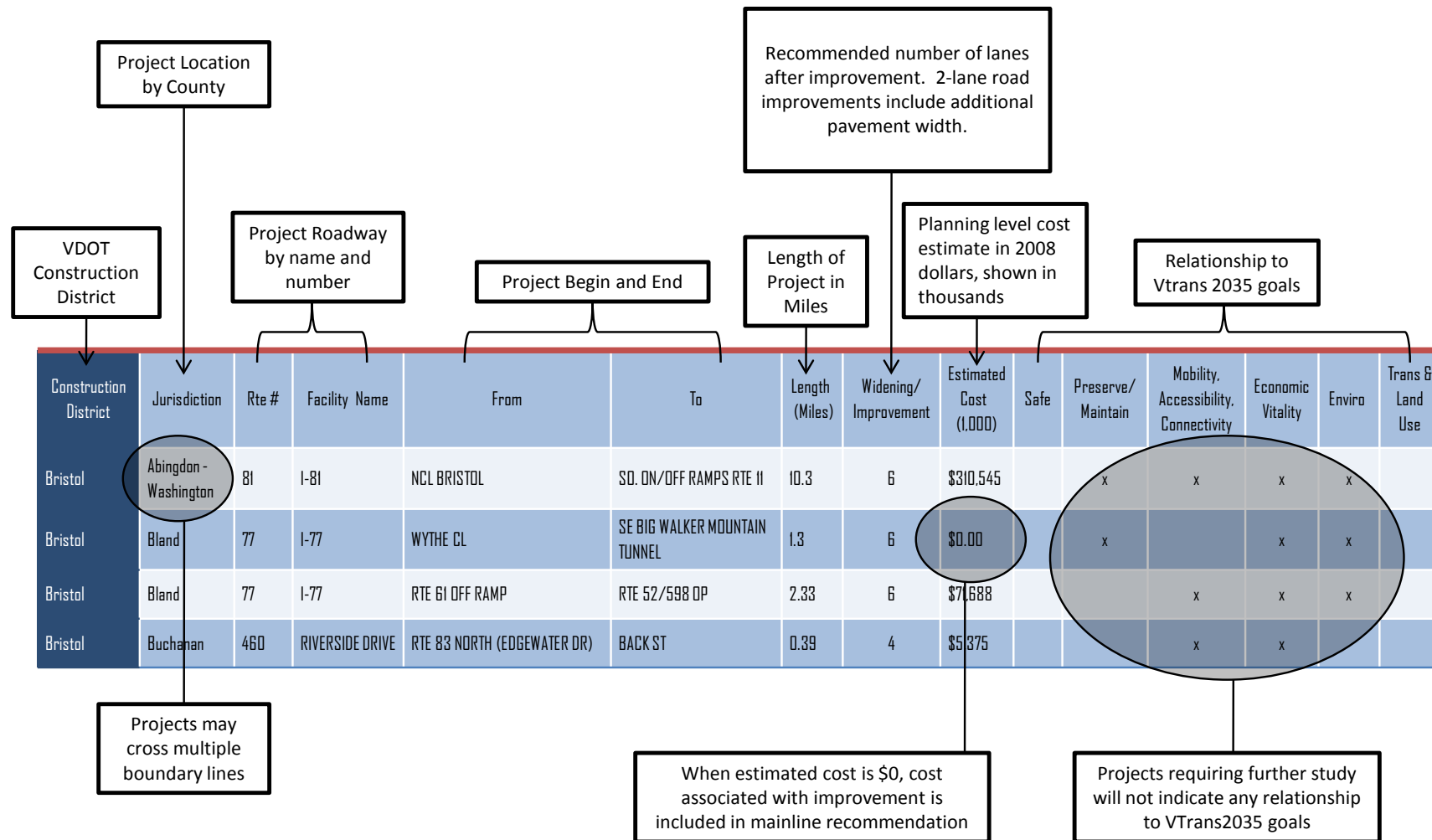
the performance measures presented in Chapter 4. These include: congestion; roadway capacity; safety; and maintenance. The highway recommendations support the goals established in VTrans2035: Safety and Security; System Maintenance and Preservation; Mobility, Accessibility and Connectivity; Economic Vitality; Environmental Stewardship; and Coordination of Transportation and Land Use.²⁹ The recommendations have been related to these goals in the tables that follow. The recommendations are presented in the following categories:

- Recommendations to Existing Facilities – these recommendations represent improvements to the current roadway network. It is assumed any structures or interchanges that fall within the limits of the recommendation will be improved along with the roadway. It should also be noted that any recommendations identified as an improvement to 2 lanes denotes additional lane width to an existing 2-lane roadway.
- Recommendations to New Locations – these recommendations represent new facilities that would be added to the roadway network.
- Recommendations for Further Study – recommendations where a need has been identified, but alternatives are still being analyzed.
- Other Recommendations – recommendations that do not fall into the above categories. Examples include interchange and intersection improvements, standalone bridge replacements, re-striping and access management.
- ITS Recommendations – Intelligent Transportation System recommendations (as described in Chapter 4).
- Park and Ride Recommendations – recommendations for new Park and Ride lots or expansion to existing Park and Ride lots. Specifics for Park and Rides are not provided as each location will need to be studied to identify an appropriate location and level of demand.

²⁹ Not all VTrans2035 goals were tied to specific recommended improvements. For the VTrans2035 goals of Linking Land Use and Transportation, Program Delivery, Environmental Stewardship, VDOT addresses compliance at the program level as discussed in Chapter 4 of the VSTP.

Figure 49: Highway Recommendation Table Reference Guide

Highway Recommendation Table Reference Guide*



*It is recognized that with any highway project there is a potential for community concerns that will need to be addressed prior to projects advancing.

Table 51-1: Eastern Region Recommendations to Existing Facilities

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	Chesapeake	17	GEORGE WASHINGTON MEM HIGHWAY	RT 17BUS(DOMINION BLVD)	SAWYERS ARCH ROAD	3.09	4	\$61,511	x					
Hampton Roads	Chesapeake	17	GEORGE WASHINGTON MEM HIGHWAY	RTE 165(CEDAR RD)	WILLOWOOD DRIVE	0.9	4	\$65,165	x		x			
Hampton Roads	Chesapeake	17	GEORGE WASHINGTON MEM HIGHWAY	RT 13/460(MILITARY HWY)	CANAL DRIVE	1	4	\$26,798	x		x		x	
Hampton Roads	Chesapeake	17	DOMINION BOULEVARD	1.32 MI N RTE 17 BUS	GREAT BRIDGE BOULEVARD	5.08	4	\$294,543			x		x	
Hampton Roads	Chesapeake	17	DOMINION BOULEVARD	GREAT BRIDGE BOULEVARD	RTE I-64(M.P. 291)	0.28	6	\$97,331			x		x	
Hampton Roads	Chesapeake	64	I-64	RTE I-464	RTES I-264/664	8.08	6	\$259,402		x	x	x		
Hampton Roads	Chesapeake	168	GREAT BRIDGE BYPASS - OAK GROVE CONNECTOR	MOUNT PLEASANT ROAD	DOMINION BLVD/RTE I-664	4.39	8	\$59,540			x			
Hampton Roads	Chesapeake	464	I-464	RTE 17/168	RTE I-64	0.15	8	\$8,584					x	
Hampton Roads	Chesapeake	664	I-664	RTE 58	RTES I-64/264	1.49	10	\$58,735			x	x		
Hampton Roads	Hampton - Newport News	664	I-664 - MONITOR-MERRIMAC TUNNEL	RTE I-64	SUFFOLK CL	8.62	10	\$693,016			x	x		
Hampton Roads	Isle of Wight	258	WALTERS ROAD - NORTH PRINCE BOULEVARD - SOUTH PRINCE BOULEVARD	BLACKWATER ROAD	WINDSOR ECL	0.52	4	\$9,740	x				x	
Hampton Roads	Isle of Wight	10	OLD STAGE HIGHWAY	SURRY CL	RTE 677	3.67	2	\$33,129	x		x		x	

Table 51-2: Eastern Region Recommendations to Existing Facilities

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	Isle of Wight - Smithfield	10	OLD STAGE HIGHWAY - ROUTE 10 BYPASS	RTE 677	CHURCH STREET	6.49	4	\$105,772			x	x		
Hampton Roads	Newport News	143	JEFFERSON AVENUE	BUCHANAN DRIVE	INDUSTRIAL PARK DRIVE	2.65	6	\$84,058			x	x	x	
Hampton Roads	Norfolk	165	LITTLE CREEK ROAD	MILITARY HIGHWAY	TIDEWATER DRIVE	0.81	6	\$25,694			x		x	
Hampton Roads	Norfolk	337	HAMPTON BOULEVARD	REDGATE AVENUE	26TH STREET	0.87	6	\$24,371			x		x	
Hampton Roads	Norfolk	337	HAMPTON BOULEVARD	26TH STREET	38TH STREET	0.31	6	\$8,733			x		x	
Hampton Roads	Norfolk - Virginia Beach	264	I-264	RTE I-64	INDEPENDENCE BOULEVARD	3.47	14	\$557,038	x	x	x			
Hampton Roads	Northampton	13	LANKFORD HIGHWAY	SCL NASSAWADOX	NCL NASSAWADOX	0.98	4	\$19,508	x			x		
Hampton Roads	Portsmouth	58	MIDTOWN TUNNEL	WEST END ENTRANCE	EAST MIDTOWN TUNNEL	0.61	4	\$1,000,000	x		x	x	x	
Hampton Roads	Suffolk	10	GODWIN BOULEVARD	ISLE OF WIGHT CL	1.36 MI NORTH KINGS FORK ROAD	5.7	4	\$84,013	x		x			
Hampton Roads	Suffolk	13	WHALEYVILLE BOULEVARD	NORTH CAROLINA S.L.	RTE 677	6.65	2	\$2,950	x				x	
Hampton Roads	Suffolk	13	WHALEYVILLE BLVD	RTE 677	CAROLINA ROAD	6.66	4	\$81,711	x					
Hampton Roads	Suffolk	17	BRIDGE ROAD	HARBOUR VIEW DRIVE	BENNETS PASTURE ROAD	2.94	6	\$106,997	x		x		x	
Hampton Roads	Suffolk	17	MILLS E. GODWIN BRIDGE	NORTH END NANSEMOND RIVER	SOUTH END NANSEMOND RIVER	0.93	4	\$81,866			x			

Table 51-3: Eastern Region Recommendations to Existing Facilities

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	Suffolk	17	CARROLLTON BOULEVARD	END CHUCATUCK CREEK BRIDGE	ISLE OF WIGHT CL/BEGIN CHUCATUCK CREEK BRIDGE	0.48	4	\$50,155			x		x	
Hampton Roads	Suffolk	58	HOLLAND ROAD	MANNING BRIDGE ROAD	SUFFOLK BYPASS	2.25	6	\$92,536	x		x		x	
Hampton Roads	Suffolk	135	COLLEGE DRIVE	BRIDGE ROAD	RTE I-664	1.55	6	\$50,843	x				x	
Hampton Roads	Suffolk - Chesapeake	664	I-664	NEWPORT NEWS CL	RTE 58	10.46	8	\$932,252		x	x			
Hampton Roads	Surry	10	EAST COLONIAL TRAIL	RTE T-1001	ISLE OF WRIGHT CL	9.73	2	\$6,000				x		
Hampton Roads	Sussex	95	I-95	RTE 301	RTE 40	13.62	6	\$426,984				x	x	
Hampton Roads	Sussex - Greenville - Emporia	95	I-95	NORTH CAROLINA SL	RTE 301	17.3	6	\$369,564				x		
Hampton Roads	Virginia Beach	225	INDEPENDENCE BOULEVARD	HAYGOOD ROAD	NORTHAMPTON BOULEVARD	1.81	6	\$57,411			x		x	
Hampton Roads	Virginia Beach	264	I-264	INDEPENDENCE BOULEVARD	LYNNHAVEN PARKWAY	4	12	\$177,472		x	x		x	
Hampton Roads	York	17	J CLYDE MORRIS BOULEVARD	RTE I-64	HAMPTON HIGHWAY	2.56	6	\$70,702	x		x			
Hampton Roads	York	17	GEORGE WASHINGTON MEM HIGHWAY	HAMPTON HIGHWAY	GOODWIN NECK ROAD	3.57	6	\$101,093	x	x	x			
Hampton Roads	York	17	GEORGE WASHINGTON MEM HIGHWAY	GOODWIN NECK ROAD	GOOSLEY ROAD	4.36	6	\$129,111	x	x	x			

Table 51 -4: Eastern Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/ Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/ Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	York	134	MAGRUDER BOULEVARD	BIG BETHEL ROAD	HAMPTON ROADS CENTER PARKWAY	4.35	6	\$126,265		x	x			
Hampton Roads	York	171	VICTORY BOULEVARD	GEORGE WASHINGTON MEMORIAL HWY	HAMPTON HIGHWAY	0.35	6	\$8,247	x	x	x		x	
Hampton Roads	York	171	VICTORY BOULEVARD	HAMPTON HIGHWAY	WYTHE CREEK ROAD	3.29	4	\$42,229	x	x	x			
Hampton Roads	York - James City	64	I-64	NEW KENT CL	RTE 199	17.72	6	\$261,004			x	x		
Hampton Roads	York - James City - Newport News	64	I-64	RTE 199	JEFFERSON AVENUE	12.71	8	\$246,240			x	x		

Table 52: Eastern Region Recommendations to New Locations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	Chesapeake -Virginia Beach	961	PROPOSED SE PARKWAY AND GREENBELT	BATTLEFIELD BLVD	I-264	18.29	8	\$431,539	x		x			
Hampton Roads	Portsmouth	245	CRANEY ISLAND CONNECTOR	WESTERN FREEWAY	THIRD CROSSING	4	2	\$294,301	x		x	x		
Hampton Roads	Portsmouth	958	MARTIN LUTHER KING EXTENSION	I-264	LONDON BLVD	0.78	4	\$250,000			x			
Hampton Roads	Hampton-Newport News - Suffolk-Portsmouth-Norfolk	364	ADDITIONAL CROSSING (Options for consideration -3 rd Crossing, Hampton Roads Bridge Tunnel expansion, Craney Island)	TBD	TBD	TBD	TBD	TBD	x		x	x		
Hampton Roads	Sussex	40	RTE 40 BYPASS	ROUTE 40 W WAVERLY	ROUTE 460	1.4	2	\$87,604	x		x			
Hampton Roads	Sussex-Southampton-Isle of Wight-Suffolk	460	ROUTE 460 EXPRESSWAY	PRINCE GEORGE CL	ROUTE 58 BYPASS	42.06	4	\$2,060,000	x		x	x		

Table 53-1: Eastern Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	Accomack	13	LANKFORD HWY	RTE 175	RTE 704 SOUTH	Extend northbound left and right turn lanes and install curb and gutter at Route 13 / Route 175	\$81	x		x		x	
Hampton Roads	City of Chesapeake	13	WEST MILITARY HIGHWAY	SUFFOLK CL	I-664	Reverse flow evacuation route. Install gates, signage.	\$2,000	x					
Hampton Roads	City of Norfolk	64	I-64			Norview Ave Interchange - Close the existing I-64 East to Norview Ave north loop ramp and replace with a ramp north of the existing Norview Ave south to I-64 East on-ramp, eliminating the existing weave movement	\$7,800	x		x	x		
Hampton Roads	City of Norfolk	337	HAMPTON BOULEVARD			Grade separated rail crossing at Hampton Blvd adjacent Hampton Terminal Blvd	\$25,000	x		x			
Hampton Roads	City of Norfolk	337	HAMPTON BOULEVARD			Grade separated rail crossing at Hampton Blvd adjacent Greenbrier Ave	\$25,000	x		x			
Hampton Roads	City of Suffolk	13	WEST MILITARY HIGHWAY	SUFFOLK BYPASS	CHESAPEAKE CL	Reverse flow evacuation route. Install gates, signage.	\$2,000	x					
Hampton Roads	City of Suffolk	58	SUFFOLK BYPASS	HOLLAND ROAD	MILITARY HIGHWAY	Reverse flow evacuation route. Install gates, signage.	\$7,000	x					
Hampton Roads	City of Virginia Beach	13	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DRIVE	Improve existing interchange	\$33,000	x		x			
Hampton Roads	Isle of Wight	258	BENNS CHURCH BOULEVARD			Benns Church Intersection 258/32 - Heavy movement from Smithfield over to the James River Bridge. Significant development planned around intersection.	\$2,000	x		x	x		

Table 53-2: Eastern Region Other Recommendations

							VTrans2035 Goals Addressed						
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Hampton Roads	York	17	GEORGE WASHINGTON MEM HWY	VICTORY BOULEVARD	HAMPTON HIGHWAY	Install lane use pavement markings, street names on mast arms and extend northbound turn lane at US 17 / Route 613 (Darby Road) & US 17 at Victory Blvd	\$135	x		x		x	
Hampton Roads	York	17	GEORGE WASHINGTON MEM HWY	WATER STREET	GLOUCESTER CL	Significant peak period congestion on approaches to Coleman Bridge. Bridge was constructed with wide shoulders that could accommodate traffic. Restripe existing shoulder across the Coleman Bridge as peak period lane.	\$1,000	x		x			
Hampton Roads	York	134	HAMPTON HIGHWAY	GEORGE WASHINGTON MEMORIAL HWY	VICTORY BOULEVARD	Replace yield sign , install street names on mast arms on Hampton Boulevard / Yorktown Road vicinity	\$40	x				x	

Table 54: Eastern Region Highway ITS Recommendations

(A description of ITS project types can be found on pp. 59-60)

							VTrans2035 Goals Addressed					
Route	Limits	Short-Term (0-7 years)	Mid-Term (8-15 years)	Long-Term (16-25 years)	Other	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use	
I-64	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x		
I-64			ATM	Intellidrive		x		x		x		
I-264	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x		
I-264			ATM	Intellidrive		x		x		x		
I-464	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x		
I-464			ATM	Intellidrive		x		x		x		
I-564	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x		
I-564			ATM	Intellidrive		x		x		x		
I-664	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x		
I-664			ATM	Intellidrive		x		x		x		