

TRIP's Top 50 Economic Projects for Virginia

Rank	Locality	Facility	Route	From	To	Length (mi)	Current Traffic (AADT/Ridership)	Lanes	Cost (1,000)	Project Description	Reason project is needed	Likely impact of project completion on local and regional mobility and economic development
1	Fairfax	I-95 Widening	95	Ramp to I-495	Rt 241	4.05	147-157,000	12	\$239,031	Add 4 general purpose lanes	These projects will address the heavily congested I-95 corridor between Richmond and DC. Corridor experiences the highest traffic volumes in VA and connects 3 major metro areas (Richmond, Fredericksburg, and DC).	As the most heavily traveled corridor in Virginia, I-95 north of Richmond sustains the state's economic engine in Northern Va. Continued economic success of the state is dependent on maintaining a functional I-95.
	Prince William			Stafford / Prince William CL	Rt 123	12.48	144-154,000	8	\$553,097	Add 2 general purpose lanes (in conjunction with Metrorail extension)		
	Fredericksburg - Spotsylvania - Stafford			Rt 1	Stafford / Prince William CL	23.95	96-147,000	8	\$651,175	Add 2 general purpose lanes		
	Spotsylvania - Caroline - Ashland - Hanover			Henrico CL	Rt 1	40.18	92-130,000	8	\$997,325	Add 2 general purpose lanes		
2	Hampton, Norfolk	Hampton Roads Bridge Tunnel (HRBT) Expansion	64	I-64/I-664 Interchange	I-64/I-564 Interchange	12.2	96,000	8	\$2,444,000	Construct an additional 4-lane tube as part of the HRBT, with project limits from I-664 in Hampton to I-564 in Norfolk.	Project addresses a perennial regional bottleneck, providing regional mobility for commuters between the Peninsula and Southside, and also a critical route for tourist traffic from the I-95 corridor to VA Beach.	Will allow for reduction in travel delays for commuters who make the crossing on a daily basis, and will ease congestion during peak summer tourist season.
3	New Kent - James City - York - Newport News - Hampton	I-64 New Kent to Hampton	64	Richmond	Hampton	53	60,000	6	\$1,872,000	Widen I-64 from New Kent to Hampton to 6 lanes	In addition to providing improved access to and from the ports and Hampton Roads military installations, this project will also improve access to one of Virginia's largest tourist destinations. This is also a critical hurricane evacuation route. Project provides improved capacity and safety on Virginia's primary access to the Hampton Roads area.	Improvements to I-64 will allow for continued access to Virginia's ports and Naval Station Norfolk. This corridor experiences high volumes of seasonal traffic as Virginia Beach is a national tourist destination.
4	Alexandria - Arlington - Fairfax	I-95/I-395 HOT Lanes	395	I-95	End of 395 Reversible	8.46	30,000 (HOV only)	3	\$1,385,000	Construct HOT lanes on I-95/I-395 in Northern Virginia and provide transit improvements.	The addition of HOT lanes to the I-95/395 corridor in Northern Va will increase capacity and improve safety on Virginia's highest volume roadway.	I-95 serves through traffic from Maine to Florida and also is major thoroughfare for the Metro DC area. I-395 is the major corridor providing access to Washington DC. Continued economic success in the Northern Virginia area is dependent on a functioning I-95 and I-395.
	Prince William - Fairfax		95	Stafford CL	Rt I-495	22.38	30,000 (HOV only)	3				
	Fredericksburg		95	SCL Fredericksburg	Stafford CL	3.18	12,000	2				
5	Portsmouth, Norfolk, Newport News	Hampton Roads Third Crossing (HR3X)	364	664	564	5.9	45-50,000 (2030 forecast)	4	\$5,028,400	Construct phase I of Third Crossing from existing I-664 across Hampton Roads harbor past Craney Island to I-564 Intermodal Connector - 4 lane limited access bridge/tunnel.	Project provides a potential alternative route/ crossing to I-64 Hampton Roads Bridge Tunnel which is chronically congested. Also provides critical direct access to port terminals in Norfolk, Portsmouth and future Craney Island expansion.	Alternative river crossing will allow for greater mobility between the Peninsula and Southside of Hampton Roads, and will allow for improved truck freight movement from the port to points west.
6	Chesapeake	I-64	64	I-64/I-464	I-664/I-664	8.22	81,868	4	\$11,100,000	Widen from 2 lanes in each direction to 3 general purpose lanes in each direction. Replace the High Rise bridge.	Project will eliminate congestion and recurring daily delay at the High Rise bridge and its approaches. In addition, the additional capacity is needed for the entire segment to improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations. The project will expand evacuation route.	Additional capacity is needed for the entire segment to improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.



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7	Prince William	I-66 Widening	66	Fauquier CL	Rt. 15	3.61	50,600	6	\$141,532	Add 2 lanes	Projects address existing congestion along the I-66 corridor. Congestion has increased steadily over the last decade as housing growth has moved further out from the DC area, and commuting distances have increased. Currently, where I-495 and I-66 meet is known as "the wall" and is a major chokepoint. Road widening alone will not address anticipated growth along the corridor, and a metrorail extension to Gainesville is also proposed.	Projects would relieve a major commuter corridor for the Northern Virginia region, reducing delay, and keeping Northern Virginia competitive in retaining and attracting businesses and employees.
	Prince William			Rt. 15	Rt. 29	2.85	55,600	8	\$79,107	Add 2 lanes (in conjunction with metrorail improvements)		
	Prince William - Fairfax			Rt. 29	Rt. 29 East	8.84	128,500	10	\$219,913	Add 2 lanes (in conjunction with metrorail improvements)		
	Vienna - Fairfax			Rte. 29 East	Rt. I-495	12.59	190,000	10	\$320,680	Add 2 lanes (in conjunction with metrorail improvements)		
8	Wytheville - Wythe	I-81 Widening	81	Rt I-77 North	Off Ramp to 619	10.59	51,000	8	\$321,037	Add 2 lanes to I-81 (Note: Listing reflects only certain segments of widening improvements identified in a Tier 1 EIS for I-81, which recommended improvements from border to border for \$5.1B)	I-81 is the "Main St." of the Shenandoah Valley and a critical freight route carrying the highest percentage of trucks of any interstate in VA. Widening at select locations, primarily major metro areas with local commuter congestion will be a targeted first step in improving mobility along the corridor.	Improvements to these segments will address some of the high crash locations along the corridor, and provide for greater mobility of local commuter traffic in the metro areas in Winchester, Harrisonburg, Roanoke.
	Roanoke - Botetourt - Salem			Rt 419	Rt 220 (Troutville)	8.59	44-55,000	6-8	\$217,787			
	Augusta			Rt 262	Rt. 612	7.25	50-59,000	6-8	\$205,742			
	Frederick - Winchester			Rt 277	Rt 672	14.26	45-59,000	6-8	\$386,758			
	Harrisonburg - Rockingham			North River Bridger	Rt 11 Conn Ramp	12.27	45-49,000	6	\$448,493			
9	Fairfax and Loudoun	Metrorail Extension, Phase II		Wiehle Avenue	Ashburn	11.5	8,000,000 (2025)	N/A	\$3,200,000	Extend Metro Rail from Fairfax County to Dulles Airport and beyond to Ashburn in Loudoun County	Increase mobility and manage congestion between Dulles Airport and Washington D.C.	Completion of the Dulles Metro Rail extension will provide significant regional mobility and economic development benefits. The Dulles Metro Rail extension will provide connection with one of the Nation's busiest Airport and Virginia's only International Airport to Washington D.C.



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10	Fairfax, Prince William, Fauquier, Greene, Albemarle	Route 29	29	Rt 621	Rt I-66	2.17	15,000	6	\$62,937	Widening at indicated locations, access management and other operational improvements	Projects will improve capacity and safety on 29, a major north-south corridor in the Piedmont area of Virginia. Rt 29 links the metro areas of Danville, Lynchburg and Charlottesville.	Route 29 is a major north-south corridor in the Piedmont of Virginia, serving a significant amount of freight in addition to passenger traffic. Improvements in this area will also create the potential for economic development by improving access in the area.
				Rt 28	Rt 7100 (Fairfax Pkwy)	2.9	34,000	6	\$98,187			
				Rt 608	Eaton Place	4.05	36,000	6	\$115,537			
				ECL Fairfax	WCL Falls Church	5.05	28,000	6	\$158,916			
				Route 605	Rt 55	9.71	48-59,000	6	\$134,557			
				I-64	WCL Charlottesville	4.13	38-48,000	6	\$47,415			
				Rt 643	Rt 33	10.37		6	\$178,720			
				Rtes 15/17/ 29 Bus	NCL Warrenton @ 17 Byp/ 15 Bus	3.28		6	\$53,010	Add 2 lanes to Eastern Bypass	Project will improve bypass around the congested Warrenton area where Routes 15/17/29 converge.	
11	Carroll - Patrick	Route 58	58	Hillsville	Stuart	30.26	2,700	4	\$325,945	Improve Rt. 58 to a 4-lane divided highway from Hillsville to Stuart	Route 58 is the major east-west thoroughfare in southside Va. This project will reduce truck congestion and increase safety.	Upgrading Route 58 will make the historically economically depressed southside of Virginia more accessible, potentially spurring development.
12	Prince George - Sussex - Southampton - Isle of Wight - Suffolk	Route 460 Improvements	460	Route 460 (Prince George Co)	Route 58 Bypass	20.2	17,000	4	\$2,080,000	Construct a new 4 lane limited access expressway adjacent to existing US 460	Will provide alternative to the congested I-64 commuter corridor for trucks from the Port of Virginia to reach I-95 Corridor and markets west. Also provides an alternative emergency evacuation route for the Southside of Hampton Roads population of approximately 1 million.	Will provide most immediate benefit to the Port of Virginia, and truck traffic emanating from the terminals. Will also address safety issues associated with the current US 460. The new facility has the potential to spawn freight/ shipping development adjacent to the new roadway along the corridor (distribution centers, intermodal facilities, etc.).
13	Portsmouth - Norfolk	Downtown/ Midtown Tunnel/ MLK extension	58	West End Entrance	East Midtown Tunnel	0.61	40,000	4	\$2,156,000	Add new tube with 2 lanes to the Midtown Tunnel connecting Portsmouth and Norfolk, extend MLK Freeway from London St. to I-264	Another critical crossing in the Hampton Roads region. Existing tunnel is two lanes and bi-directional, providing a connection between Portsmouth and Norfolk, and providing access to Norfolk Hospital, Eastern VA Medical School and Old Dominion University. Project will also include extension of MLK Freeway to I-264, taking commuter traffic off local street network.	Any improvement to a water crossing in the Hampton Roads region is critical to ensuring mobility.
14	Henry, Franklin, Roanoke	I-73	73	N.C. S.L.	Rt 220	63	20-35,000	4	\$3,992,000	New 4 lane roadway on new location	This project is a new interstate highway that, once complete, will provide access from Myrtle Beach, SC to northern Michigan and alleviate traffic on Route 220.	I-73 has the potential to be a major economic generator for not only Virginia, but the entire eastern US. The construction of I-73 in Virginia will provide access to an economically depressed area of the state, making development viable.
15	Fairfax	Leesburg Pike	7	Rt 7100 (Fairfax Pkwy)	Rt 495	10.76	60,000	6-8	\$329,859	Add 2 lanes	Project will improve the high volume area of Route 7 serving the Fairfax County Pkwy and 495.	This project services Virginia's economic engine, Northern Va. Improvements in this area are vital to maintaining the state's economic competitiveness.

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16	Fairfax	Fairfax County Parkway HOV	7100	Rt 7 (Leesburg Pike)	Rt 636	25.37	45-65,000	6	\$517,635	Add HOV facilities	Project will reduce congestion on Fairfax County Parkway, a major artery in Northern Virginia serving the Dulles area.	This project services Virginia's economic engine, Northern Va, and directly services Dulles airport. Improvements in this area are vital to maintaining the state's economic competitiveness.
17	Multiple	Crescent Corridor Phase II	I-81, I-20, I-40, I-75, I-85, Rt. 29	Manassas/ Front Royal	Bristol/ Danville	352	500,000 FEU (2006) to 1,100,000 FEU (2035)	N/A	\$476,200	Clearance Improvements to allow double stack capacity. (2008 Resource Allocation Plan)	To improve the efficiency of freight rail shipping and provide highway congestion relief in Virginia.	The project will divert freight shipments from highway to rail along I-20, I-40, I-75, I-85, I-81, and Route 29. Expanded rail capacity. Joint benefits include expansion of Amtrak service to Roanoke and Bristol.
18	Norfolk	Hampton-Terminal Grade Separation	337	N/A	N/A	N/A	30,000	N/A	\$35,000	Grade separated rail crossing at Hampton Blvd. adjacent Hampton Terminal Blvd.	Project provide a grade separated rail crossing and eliminates conflicts between Port rail traffic, Hampton Blvd and terminal Blvd, both heavily congested urban streets.	Significant mobility improvement for Hampton Blvd and Terminal Blvd. Improves safety by eliminating high potential for automobile/rail accidents.
19	Loudoun, Fairfax	Dulles Loop Road	606, 50, 28	Various		N/A	100-275,000 (2030 forecast)	4	\$40-57,000	Improve Rtes. 50, 28 and widen Rte. 606 to four lanes to complete the Dulles Loop road and improve access to Dulles Airport	Proposed project completes the "loop" around Dulles Airport. Current traffic on the secondary roads near the airport is expected to far exceed capacity in the near future. The newly widening Rte 606 would primarily serve commuter traffic as an alternate route around Dulles, and in the process, improve existing congestion on Rtes. 50 and 28 reducing delay to surrounding businesses in the Dulles corridor and improving access to the airport.	Dulles airport and adjacent corridor are a major economic engine for Northern Virginia, and any improvements to the transportation infrastructure will benefit mobility and enable businesses located in the area to remain competitive.
20	Chesapeake - Virginia Beach	SE Parkway and Greenbelt	961	Battlefield Blvd	I-264	18.29	30,000	8	\$1,710,797	New 8 lane roadway on new location	This project is for a new expressway to built in Hampton Roads to connect Chesapeake to Virginia Beach. This project would serve as another east-west artery in south Hampton Roads, reducing traffic on congested I-64/I-264.	This project will serve as a major commuter route in the congested Hampton Roads area. Improved access for employees is critical to retaining employers in this area.
21	Prince William - Loudon	Tri-County Pkwy	411	Rt. 234 Bypass	Rt. 50	10.4	55,000 (2030 forecast)	4	\$474,756	Construct new 4 lane roadway from Rt. 234 bypass to Rt. 50, improve Rte 659 corridor	Allows for the completion of a portion of an outer loop road.	This project services Virginia's economic engine, Northern Va, and directly services Dulles airport. Improvements in this area are vital to maintaining the state's economic competitiveness.
22	Prince William	Commuter Rail Improvement Project	I-66	Manassas	Gainesville/ Haymarket	11	450,000 (First Year Operations)	N/A	\$250,000	Enhanced Commuter Rail service between Manassas and Gainesville/Haymarket.	Increase on time performance of passenger trains and provide transportation alternatives to mitigate congestion on I-66 corridor. Provide automatic train control system to reduce potential accidents through advance warning and collision avoidance technology. Encourage transit oriented development.	Total VRE improvements benefits for all projects removes .6 million cars from the I-95 corridor. Saves over 2.1 million gallons of fuel. Saves 9.7 thousand tons of CO2 emissions.
23	Wise - Dickenson	Coalfields Expressway	561	Rt. 23 Bypass	Buchanon CL	26.4	4-7,000	4	\$4,214,745	New 4 lane roadway on new location	This project will provide a new 4-lane roadway serving the coal fields of western Virginia and West Virginia.	Coal is a major contributor to Virginia's economy. This project will greatly improve access to the state's coalfields, allowing for increased operations.



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24	Frederick	Winchester Bypass	37	Rt 37 W	Rt 642	17.28	17-30,000 (2030 forecast)	4	\$546,198	Construct new limited access facility on new location	Relieve congestion and remove heavy trucks on Interstate 81 and Routes 7 and 522.	Enhanced travel times on I-81 corridor in Winchester area, increased safety by removing heavy trucks, arterials serve proposed development.
25	Virginia Beach/Norfolk	I-264 EB Ramp from I-64 Westbound	I-64 and I-264	Curlew Dr	Witchduck Rd		375,000		\$97,300	Widen ramps	Project will eliminate major delay and backups at this major interchange.	Project will improve the congestion at this major Interchange where I-64 and I264 connect. It will improve traffic flow for commuters and tourists and other travelers detined from and to Virginia Beach.
26	Amherst/Campbell	Rte 29 Widening, Lynchburg District, various locations	29	Rt 29 (S of Yellow Branch)	Rt 460	9.99	15,000	4	\$204,438	Rt 29 Lynchburg Bypass southern extension, construct new roadway on new location	Route 29 in this area is a major north-south corridor providing access from Charlottesville and points north to Lynchburg and points south. These projects will improve mobility in the Lynchburg area and at the Lynchburg airport.	Route 29 is a major north-south corridor in western Virginia, serving a significant amount of freight in addition to passenger traffic. Improvements in this area will also create the potential for economic development by improving access in the area.
27	Bland	I-77 Climbing Lanes	I-77	Wythe CL	SE Big Walker Mountain Tunnel	1.3	31,100	6	\$39,125	Add truck climbing lanes to I-77	Truck climbing lanes will allow passenger traffic to pass, improving traffic flow and increasing safety.	I-77 is a key trucking route that services the coal fields of western Virginia and West Virginia and contains steep grades due to the geography of the area. Truck climbing lanes will eliminate long queues on this vital freight route and create the potential for increased freight mobility.
	Bland			Rt 61 Off Ramp	Rt 52/598 OP	2.33	31,000	6	\$71,688			
	Wythe			NCL Wytheville	Bland CL	4.57	30,500	4	\$47,021			
	Carroll			Rt 58	Rt 620	4.18	41,000	6	\$115,353			

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28	Gloucester	Route 17 Widening	17	G Washington Mem Hwy S	John Clayton Mem Hwy	1.2	23000	6	\$35,898	Widenings at indicated locations	Route 17 in Hampton Roads is a vital route connecting the area with Northern Virginia. It serves as an alternate route to I-64/95 for northbound traffic serving both the ports and Hampton Roads military installations. Improvements will add capacity and improve safety.	These improvements will help make Route 17 a more viable alternative to I-95/I-64 for accessing Hampton Roads from the north. This has the potential to relieve traffic on I-64 while supporting increased traffic to the Port of Va, Naval Station Norfolk and Virginia Beach. It also has the potential to spur development in the mostly rural Rt. 17 corridor.
				North End of Coleman Bridge	Rt 1204/ Toll Plaza	0.36	34000	6	\$4,493			
				Rt 1208	Ark Road	14.67	35000	6	\$335,984			
	Chesapeake			Rt 17 Bus (Dominion Blvd)	Sawyers Arch Rd	3.09	28-40,000	4	\$61,511			
				Rt 165 (Cedar Rd)	Willowood Dr	0.9		4	\$65,165			
				1.32 Mi N Rte 17 Bus	Rt I-64 (MP 291)	4.42		4-6	\$175,295			
				Rt 13/ 460 (Military Hwy)	Canal Dr	1		4	\$26,798			
	Suffolk			Harbour View Dr	Bennets Pasture Rd	2.94	14-25,000	6	\$106,997			
				North End Nansemond River	South End Nansemond River	0.93		4	\$81,866			
				End Chuckatuck Creek Bridge	Isle of Wight CL/ Begin Chuckatuck Creek Bridge	0.48		4	\$50,155			
	York			I-64	Goosley Rd	10.49		6	\$301,000			
29	Multiple	CSX National Gateway Project	I-95	Hampton Roads/Norfolk	Washington DC	200	110,000 FEU (2009) to 240,000 FEU (2025)	N/A	\$52,300	Clearance Improvements to allow double stack capacity. (2008 Resource Allocation Plan)	To improve the efficiency of freight rail shipping for the mid-Atlantic ports, including Virginia, to markets in PA, WV, OH and other Midwestern states.	The project will divert freight traffic from highway to rail and double the capacity for freight shipments in the I-95 corridor through double-stack clearances for freight containers. Increased capacity and service reliability through DC to allow more trains to operate in this heavily congested corridor. It supports the enhancement of VRE and Amtrak service in the 95 corridor and adds a new freight yard to support increased container traffic originating at Virginia's ports.
30	Norfolk	I-564 Intermodal Connector - Navy Air Terminal Interchange - NIT Truck Interchange	564	I-564 Terminus	Norfolk Naval Base/NIT	2.6	27,800	4	\$170,000	I-564 Connector will extend existing I-564 to Norfolk International Terminals, and provide additional access, adding Navy Interchange and Truck Gate at Norfolk International Terminals. This project is part of Phase 1 of the Third Crossing, and is critical to the success of the project	Provides direct access from the interstate to Norfolk terminals and Naval base, two major traffic generators in the region. Also adds a critical link in proposed Phase I of the Third Crossing. Project relieves significant congestion from Hampton Blvd and sets up the future Uptown Crossing by providing a potential alternative route/ crossing to I-64 Hampton Roads Bridge Tunnel which is chronically congested. Also provides critical direct access to port terminals in Norfolk, Portsmouth and future Craney Island expansion.	Directly benefits the Port of Virginia and freight movement, and also directly benefits commuters to Norfolk Naval Base, the region's largest employer. Significant congestion relief for Hampton Blvd and terminal Blvd. Significant improved access to the port's largest marine terminal.

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31	Augusta - Albemarle - Nelson	I-64 Climbing Lanes (Afton Mtn)	64	ECL Waynesboro	Rt. 250	9.95	32,000	6	\$223,748	Construct truck climbing lanes over Afton Mountain	Truck climbing lanes over Afton mountain will allow passenger traffic to pass, improving traffic flow and increasing safety.	I-64 is the major east-west route in central VA, providing access to and from I-81 for much port traffic. This project will improve the accessibility of the Port and the Charlottesville/Waynesboro area.
32	Amherst/ Campbell	Rte 29 Widening, Lynchburg District, various locations	29	US 460	Rt 29	7	12,000	4	\$120,505	Route 29 Alt (West) Construct new roadway on new location	Route 29 in this area is a major north-south corridor providing access from Charlottesville and points north to Lynchburg and points south. These projects will improve mobility in the Lynchburg area and at the Lynchburg airport.	Route 29 is a major north-south corridor in western Virginia, serving a significant amount of freight in addition to passenger traffic. Improvements in this area will also create the potential for economic development by improving access in the area.
33	Multiple	I-95 Southeast High Speed Rail Corridor	I-95	Washington, D.C.	Richmond Area	115	712,320 (2008) to 1,642,050 (First Year of Ops)	N/A	\$1,800,000	Enhance Passenger rail to high speed service from Washington, D.C. to Richmond Area. 90 MPH service and connects Main Street Station Richmond to the north south corridor.	Provide passengers, especially in the I-95 corridor, with a more cost-effective, competitive alternative to air travel. Connect Virginia to the Northeast Corridor, the only active high speed rail corridor operating in North America.	Provides passenger choices and alternatives to interstate and air travel. Removes over 13 million cars from VA and NC highways, saves over 467 million gallons of fuel, and saves 2.9 million tons of CO2 emissions over 30 years.
34	Chesapeake	Dominion Blvd	17	Cedar Lane	Great Bridge Blvd	2.7	35,000	4	\$392,855	Add 2 lanes	Dominion Boulevard is a major chokepoint in the Hampton Roads area, connecting Norfolk to points south. This project would add capacity and replace the Steel Bridge (a 2-lane drawbridge) to improve traffic flow.	This project provides an enhanced water crossing, providing greater access to the Hampton Roads area. This is a major commuting route that many area employers rely on.
35	Norfolk	Craney Island Road/Rail Connector	N/A	Western Freeway	Third Crossing	4	7-7,500 (2030 forecast)	4	\$294,000	Construct link between the proposed Phase 1 of Third Crossing and Craney Island / Route 164	Another critical link in the success of the Port. Would provide direct access to APM, Portsmouth and proposed new Craney Island terminal.	Would provide direct truck and rail access to port facilities and allow for movement from these facilities to the I-664/ 64 corridor or toward the US460 corridor.
36	Town of Abingdon	I-81	81	Exit 14		N/A	40,000	N/A	\$20,000	Modify and upgrade interchange and cross street	Project improves a major interchange and bottleneck on I-81 in southwest Virginia to improve capacity and safety.	Improved safety on mainline I-81 by elimination of weaves. Reconfigured interchange able to handle proposed commercial development.
37	Spotsylvania	Plank Highway	3	Rt 610 East	Fredericksburg WCL	2.28	55-68,000	6-8	\$77,974	Add 2 lanes	Project will reduce peak period congestion in the vicinity of Central Park Development	Project will improve access to a major commercial corridor in the Fredericksburg area.
38	City of Bristol	I-81	81	Exit 7	Exit 7	N/A	50,000	N/A	\$20,000	Reconstruct Exit 7	Additional capacity needed on ramps and cross streets. Poor access control adjacent to on/off ramps. Limited right-of-way.	Exit 7 serves one of the largest commercial areas in southwest Virginia. Accessibility to this area is vital to maintaining the region's economy.
39	Spotsylvania	Mills Drive	17	301	Old Rt 17	19.87	25-30,000	4	\$134,102	Widen to 4 lanes	Rt 17 in Spotsylvania serves as the connector linking Northern Neck and Middle Peninsula to I-95. It serves as an alternate route to I-64 for Hampton Roads traffic.	These improvements will help make Rt. 17 a more viable alternative to I-95/I-64 for accessing Hampton Roads from the north. This has the potential to relieve traffic on 64 while supporting increased traffic to the Port of Va, Naval Station Norfolk and Virginia Beach.

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40	Stafford	Warrenton Road	17	I-95	Rt 705 South	5.62	23-40,000	6-8	\$67,522	Add 2 lanes	Rt 17 in Stafford County provides access from I-95 in Fredericksburg to points northwest. This is often used as a connector to I-81 and the Winchester area.	This project improves mobility in the fastest growing region in VA. Improvements in this area are vital to maintaining the state's economic competitiveness.
41	Chesterfield	Powhite Parkway Extension	76	Rt 360	Charter Colony Parkway	9.9	30,000	4	\$257,276	Extend Powhite Parkway on new location	Project will reduce peak period congestion on Route 360 Corridor from Route 288 west.	Project will spur business and residential growth and provide travel alternatives for commuters in the Richmond area.
42	Multiple	I-64/US460 Southeast High Speed Rail Corridor Extension	I-64/US460	Richmond	Norfolk	101	1,110,000 (2025)	N/A	\$475,400	Enhanced Passenger rail high speed service from Richmond Area to Norfolk.	Provide passengers with a more cost-effective, competitive alternative to highway or air travel. Connect Hampton Roads to the Northeast Corridor.	Provides passenger choices and alternatives to interstate and air travel and connects Hampton Roads to the HSR Corridors.
43	Norfolk	I-64	64	Norview Ave		N/A	25,000	N/A	\$7,800	Close the existing I-64 East to Norview Ave north loop ramp and replace with a ramp north of the existing Norview Ave south I-64 East on ramp	Project will eliminate the existing weave movement.	Interchange services Norfolk International Airport. Current interchange is frequently congested due to weaving.
44	Spotsylvania	VRE Extension to Spotsylvania	I-95	Fredericksburg	Spotsylvania	7	TBD	N/A	\$20,000	Enhanced Commuter rail service Fredericksburg to Spotsylvania Main Line Improvements.	Increase on time performance of passenger trains and provide transportation alternatives to mitigate congestion on the I-95 corridor. Provide automatic train control system to reduce potential accidents through advance warning and collision avoidance technology. Encourage transit oriented development.	Total VRE improvements benefits for all projects removes .6 million cars from the I-95 corridor. Saves over 2.1 million gallons of fuel. Saves 9.7 thousand tons of CO2 emissions.
45	Virginia Port Authority - Portsmouth	Craney Island Road and Rail Connector Right Of Way (ROW)	N/A	N/A	N/A	N/A	N/A	N/A	\$10,000	Acquire ROW for the Craney Road/Rail Connector Norfolk Southern parcel, US Coast Guard parcel, and parcels along Rt. 164	ROW acquisition needed to construct the road/rail connector for the Craney Island Marine Terminal.	Would provide direct truck and rail access to port facilities and allow for movement from these facilities either to the I-664/ 64 corridor or toward the US460 corridor.
46	Multiple	I-95 Southeast High Speed Rail Corridor	I-95	Washington, D.C.	Richmond Area	11.4	712,320 (2008) to 833,445 (First Year of Ops)	N/A	\$75,000	Enhance passenger rail to high speed service from Washington, D.C. to Richmond area.	Provide passengers, especially in the I-95 corridor, with a more cost-effective, competitive alternative to air travel. Connect Virginia to the Northeast Corridor, the only active high speed rail corridor operating in North America.	Provides passenger choices and alternatives to interstate and air travel. Removes an additional 146,000 cars annually from Interstate 95 in Virginia. Average Annual Vehicular Miles Traveled is reduced 1,091,515 miles. Creates 562 direct jobs. Saves over 1.4 million gallons of fuel and saves 9,000 thousand tons of CO2 emissions.
47	Multiple	Heartland Corridor Phase II	460/I-81	Norfolk	Giles County	.5 mile tunnel of 315 mile corridor	150,000 FEUs (40ft Equivalent Containers) - First Year of Operations 2010, No new containers with this project	N/A	\$9,600	Clearance Improvements to allow double stack capacity. (2008 Resource Allocation Plan)	To improve freight service between the Ports of Virginia and markets in the Midwest along the Route 460 and I-81 corridors.	Supports Heartland Corridor which has the Roanoke Region Intermodal Facility, a regional initiative to generate up to 2,900 jobs and up to \$71 million in tax revenues annually. Increase tunnel clearances to provide redundant routes on sections of the corridor that host freight and passenger operations.

TRIP's Top 50 Economic Projects for Virginia

Rank	Locality	Facility	Route	From	To	Length (mi)	Current Traffic (AADT/Ridership)	Lanes	Cost (1,000)	Project Description	Reason project is needed	Likely impact of project completion on local and regional mobility and economic development
48	Multiple	I-81/Rt 29 Intercity Passenger Rail Project	Route 29, I-81, Route 460	Lynchburg	Bristol	150	50,554 (First Year of Operations)	N/A	\$169,900	Enhanced passenger rail service to Lynchburg, Roanoke and Bristol with connections to DC/Richmond.	To enhance passenger rail service along the Route 29, I-81 and Route 460 corridors.	New passenger rail service to Lynchburg, Roanoke and Bristol with connections to DC and the Northeast Corridor. Increased train capacity through new passing tracks. Reduced travel time by improved rail infrastructure for higher speeds.
49	Norfolk, Virginia Beach	Rapid Transit	Consists of the 10.8-mile inactive Norfolk Southern right-of-way, which stretches from Newtown Road to Birdneck Road. Connections from Birdneck Road to the Virginia Beach Convention Center and Oceanfront will be examined.	Norfolk	Virginia Beach Oceanfront	10.8	TBD	N/A	TBD	Project is currently in the FTA "New Starts" Alternatives Analysis and NEPA planning process.	Improve access, operations and reliability of the public transportation system and provide a cost-effective, efficient travel option that connects residential and employment areas as well as recreational venues. Implement service that helps manage growth in vehicle miles traveled and supports development of sustainable and livable communities and supports Virginia Beach economic development activities. Supports the tourism industry of Virginia Beach and the Hampton Roads region by providing an alternative to travel on congested roadways. Also supports preservation and protection of the environment.	Completion of the Virginia Beach Extension will provide significant regional mobility and improve economic development potential by supporting the Virginia Beach comprehensive plan, policy and strategic growth areas. This project will also support and enhance the tourism industry in Virginia Beach and the Hampton Roads Region.
50	Richmond, Henrico County	Rapid Transit	Broad Street Corridor	Rocketts Landing	Willow Lawn	7	TBD	N/A	TBD	Project is currently in the FTA "Small Starts" Alternatives Analysis and NEPA planning process.	Increases overall mobility and supports recommendations for a more efficient and effective organization of transit services, while serving existing patterns of transit-oriented land use and supporting local plans to generate new transit-oriented development. Provides an attractive alternative to the automobile for east-west travel in terms of time and convenience while improving the environmental quality of the region and supporting the attainment of Environmental Protection Agency (EPA) air quality goals.	Completion of the Broad Street Corridor project will improve regional mobility and increase access to the residential, retail and employment in the State's Capitol City.