Virginia's Long-Range Multimodal Transportation Plan

Corridors of Statewide Significance: Introduction

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Commonwealth Transportation Board

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Corridors of Statewide Significance

1.1 Genesis and Definition

What are now referred to as the "Corridors of Statewide Significance", were originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans.

The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 29, U.S. 460, etc.), rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all Corridors of Statewide Significance and that all modes of travel are considered. In the designation of the Corridors of Statewide Significance, the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans. The official definition of a CoSS was defined as thus:

> **"An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state."**

The process of corridor identification included an all-day meeting in 2005 with many statewide participants, including the Multimodal Technical Committee, VDOT transportation planners, Department of Rail and Public Transportation planners, Virginia Department of Aviation planners, Virginia Port Authority planners, Metropolitan Planning Organization (MPO) directors and planners, and Planning District Commission (PDC) directors and planners. Criteria for identification of the CoSS were developed and applied to corridors throughout the Commonwealth. To be considered a CoSS, a corridor must meet all four criteria.

Multimodal: The Corridor of Statewide Significance must involve multiple modes of travel or must be an extended freight corridor. Major freight corridors include I-81 and U.S. 460. Additional modes of travel include transit, such as Metrorail along the I-66 corridor; airports, both commercial and general aviation; freight and passenger rail; and port facilities, including the Port of Virginia in the Hampton Roads region and the Virginia Inland Port, located at the junction of I-81 and I-66.

Connectivity: A corridor must connect regions, states, and/or major activity centers. I-95 is an important multi-state corridor, while others, such as U.S. 58, mostly function within the Commonwealth of Virginia. Some corridors connect cities throughout the state, such as the U.S. 29 corridor, which connects the major Northern Virginia activity center with Charlottesville, Lynchburg, and Danville.

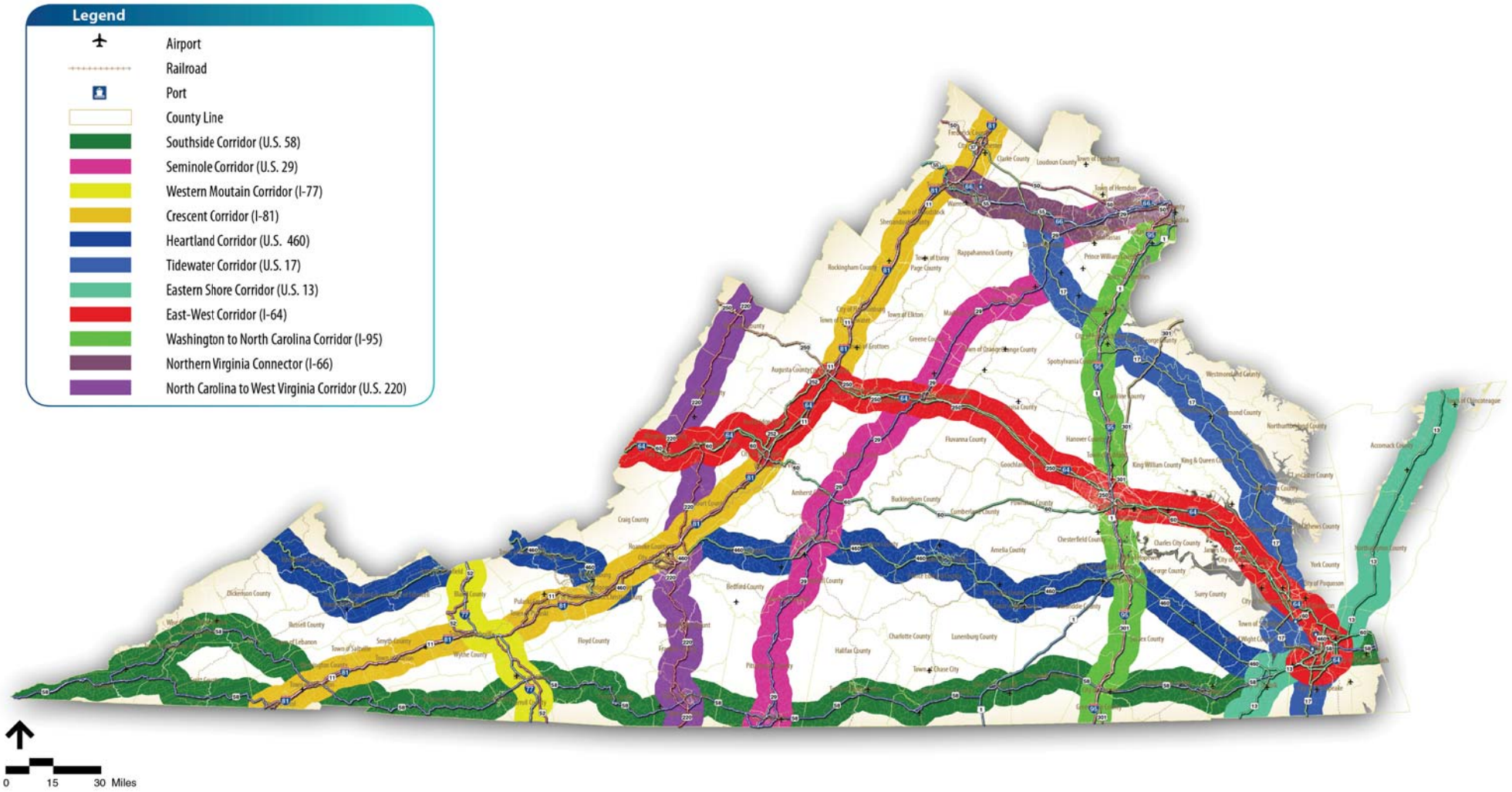
Corridors of Statewide Significance

- Washington to North Carolina Corridor
- Crescent Corridor
- East-West Corridor
- Northern Virginia Connector
- Western Mountain Corridor
- Heartland Corridor
- Seminole Corridor
- Southside Corridor
- Northern Neck Corridor
- Eastern Shore Corridor
- North Carolina to West Virginia Corridor

High Volume: The corridor must involve a high volume of travel. This would include all the major interstates through the Commonwealth of Virginia, as well as multiple U.S. Highways.

Function: The corridor must provide a unique statewide function and/or address statewide goals.

The process identified eleven CoSS within the Commonwealth of Virginia, with five corridors mostly defined by Interstates and six corridors mostly defined by U.S. Highways. These corridors were given names separate from the highway facility route number in order to emphasize their multimodal nature. A map of the corridors is shown on the following page.


Legend
Airport
Railroad
Port
County Line
Southside Corridor (U.S. 58)
Seminole Corridor (U.S. 29)
Western Moutain Corridor (I-77)
Crescent Corridor (I-81)
Heartland Corridor (U.S. 460)
Tidewater Corridor (U.S. 17)
Eastern Shore Corridor (U.S. 13)
East-West Corridor (I-64)
Washington to North Carolina Corridor (I-95)
Northern Virginia Connector (I-66)
North Carolina to West Virginia Corridor (U.S. 220)
0
15
30 Miles

1.2 Corridors

The eleven Corridors of Statewide Significance are summarized below, with a concise description of their location and multimodal facilities, including parallel roadway facilities, port facilities, airport facilities, transit opportunities, and rail facilities, both passenger and freight.

Northern Virginia Connector: This corridor is located in the northern part of the Commonwealth, running between Washington D.C. and Interstate 81, connecting the western part of the state with the Northern Virginia region and providing an important commuter route. The Northern Virginia Connector includes not only Interstate 66, but also U.S. Highway 29 within Northern Virginia, U.S. Highway 50, Virginia Route 55 west of Gainesville, and Virginia Route 7, all of which are parallel highway facilities. There are also multiple transit options not only within Northern Virginia but throughout the corridor, and Norfolk Southern rail lines run along the corridor as part of its Crescent Corridor. Passenger rail is also available along these lines. The Northern Virginia Connector also connects to the Virginia Inland Port and Dulles Airport and provides access to other reliever and general aviation facilities.

Washington to North Carolina Corridor: This corridor is the most important north-south corridor in the eastern United States and runs along the eastern part of the Commonwealth of Virginia, connecting Washington D.C. to Richmond and North Carolina, and providing an important commuter route throughout the corridor. Nationally, it connects Maine to Florida and is considered the "Main Street" of the East Coast. In addition to Interstate 95, this corridor includes U.S. Highway 1 between Washington D.C. and Richmond and U.S. Highway 301 between Caroline County and the North Carolina border, as well as I-85 from Petersburg to North Carolina. The Capital Beltway (I-495), I-395 accessing Washington D.C., and the Richmond Bypass (I-295) are also considered part of this corridor. There are multiple transit options along the entire corridor, especially in the Northern Virginia area, though there are many in the Richmond region as well. CSX rail lines run along the corridor as part of their National Gateway Corridor, and passenger rail is also available along these lines. This corridor provides access to Reagan National Airport, Richmond International Airport, and other reliever and general aviation facilities.

East-West Corridor: This corridor runs east-to-west throughout the Commonwealth, connecting Hampton Roads to Richmond, Charlottesville, I-81, and West Virginia. Parallel highway facilities to Interstate 64 include U.S. Highway 250 and U.S. Highway 60, and auxiliary facilities include I-664, I-564, I-264, and I-464, all located in the Hampton Roads region. There are multiple transit options, mostly in the Richmond and Hampton Roads regions, and there are CSX rail lines along much of the corridor. The East-West Corridor provides the only interstate access to the Port of Virginia, and it provides access to multiple airports with commercial service in the Hampton Roads, Richmond, and Charlottesville regions.

Crescent Corridor: This corridor is located in the western part of the state, connecting Tennessee to Maryland, Pennsylvania, and New York. It is a vital freight corridor throughout the East Coast and in Virginia, connecting many smaller cities, such as Roanoke, Bristol, Winchester and Harrisonburg. In addition to Interstate 81, this corridor includes the parallel U.S. Highway 11 and overlaps with Interstate 64 for approximately 30 miles. There are Norfolk Southern Crescent Corridor rail lines along the entire corridor, and this corridor includes the Virginia Inland Port. The Crescent Corridor also provides access to many smaller airports with some commercial service, as well as several general aviation facilities.

Western Mountain Corridor: This corridor is one of the shorter Corridors of Statewide Significance in Virginia, located in the southwest part of the state. However, it serves an important role in connecting the Carolinas with West Virginia and Ohio and is an important freight corridor. U.S. Highway 52 runs parallel for most of its length in Virginia, and Norfolk Southern operates rail lines along part of the corridor.

Seminole Corridor: This corridor connects the Northern Virginia region to Charlottesville, Lynchburg, and Danville, operating as a parallel option between I-95 and I-81. It runs parallel to the Bull Run Corridor within Northern Virginia, and there are multiple transit options in the Northern Virginia region. In addition, there are Norfolk Southern Crescent Corridor rail lines along the entire corridor, which also provide passenger rail service. There are multiple general aviation and reliever airport facilities along the corridor as well.

Southside Corridor: The Southside Corridor is the longest CoSS in Virginia, running for over 500 miles through the southern part of the Commonwealth. It connects Hampton Roads with multiple smaller cities and towns to the west and operates as the main street through southern Virginia. Norfolk Southern rail lines run along the eastern part of the corridor, which connects with the Port of Virginia in Hampton Roads. There are numerous general aviation facilities along the Southside Corridor in addition to the commercial service facilities the corridor connects to in the Hampton Roads region.

Heartland Corridor: This corridor connects Hampton Roads to Petersburg, Lynchburg, and Blacksburg and connects to the west to West Virginia and Kentucky. It is an important freight corridor, with Norfolk Southern's Heartland Corridor running along the entire corridor, providing a connection between the Port of Virginia and the Midwest. In addition, there are some transit providers along the corridor along with multiple air facilities, both commercial and general aviation.

Northern Neck Corridor: This corridor connects Hampton Roads with Fredericksburg and Winchester and includes U.S. Highway 50 west of Winchester, where U.S. 17 terminates. In addition to the highway facilities, there are transit options within the Hampton Roads region and numerous general aviation facilities throughout the corridor.

Eastern Shore Corridor: The Eastern Shore Corridor provides the only connection in Virginia to the Eastern Shore and Delmarva Peninsula, connecting Hampton Roads via the Chesapeake Bay Bridge-Tunnel and serving as the main corridor through the Eastern Shore of Virginia. The Bay Coast Railroad and Barge provides an important rail connection along this corridor, connecting the Port of Virginia with the Northeast by utilizing rail lines as well as barge transport across the Chesapeake Bay. There are also some transit options along this corridor in Hampton Roads, and the corridor provides access to commercial air and general aviation facilities in Hampton Roads, as well as other general aviation facilities throughout the corridor.

North Carolina to West Virginia Corridor: This corridor connects North Carolina to the south with West Virginia to the north as a mostly rural corridor along mountainous terrain. The corridor includes the future alignment of Interstate 73, which will be along a separate parallel alignment from U.S. Highway 220 for most of its length through Virginia. There are Norfolk Southern rail lines through much of the corridor, and it provides access to commercial air service in Roanoke.