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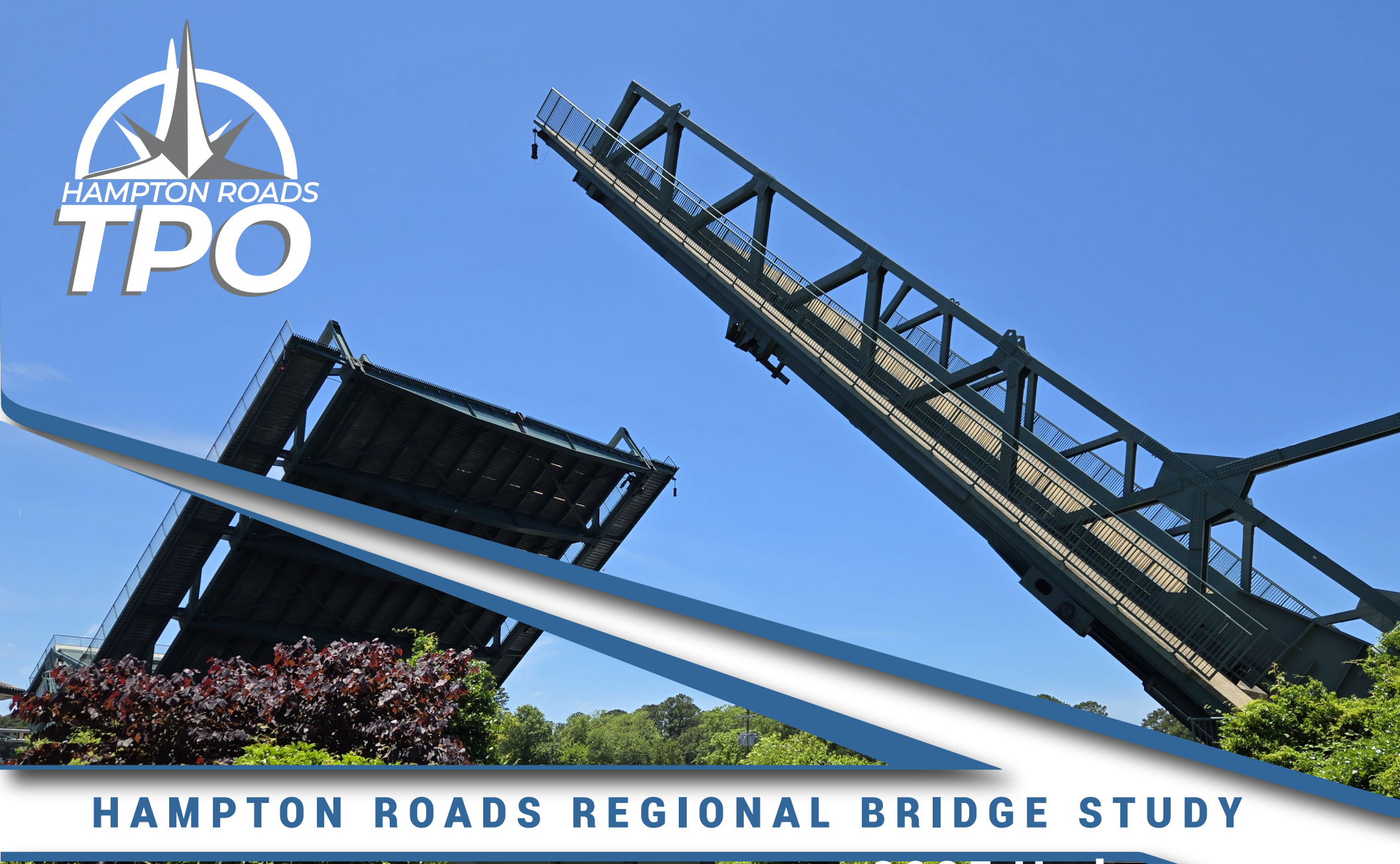
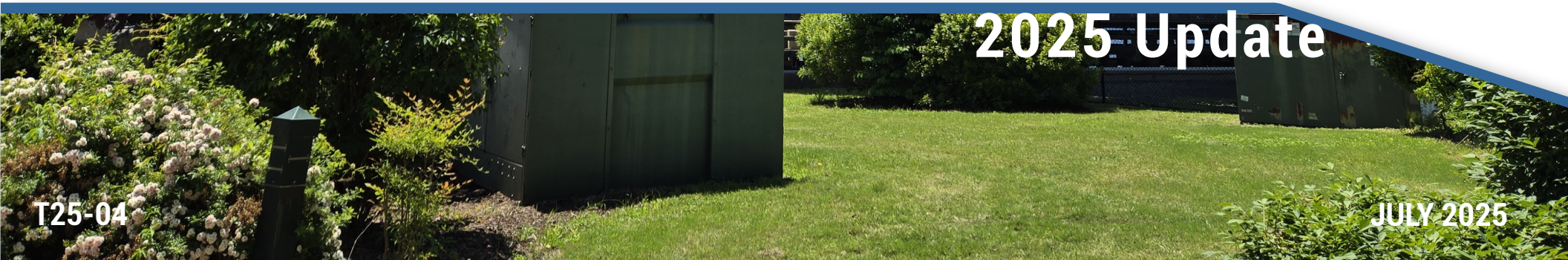


HAMPTON ROADS REGIONAL BRIDGE STUDY

2025 Update



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HAMPTON ROADS REGIONAL BRIDGE STUDY

2025 UPDATE

Prepared by:

HAMPTON ROADS TPO

July 2025

T25-04

TITLE:
Hampton Roads Regional Bridge Study – 2025 Update

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ABSTRACT
Bridges are a prominent part of the Hampton Roads landscape and a critical component of the Hampton Roads transportation system. Because of the importance of bridges to the regional transportation system and concerns about the condition and funding of bridges, the Hampton Roads Transportation Planning Organization began analyzing factors impacting regional bridges in 2007. The Hampton Roads Regional Bridge Study for the first time provided a regional analysis of bridge topics such as bridge inspections and ratings, deficient bridges, bridge funding and projects, and the impacts that the closure of major bridges would have on Hampton Roads travel patterns.

This 2025 update of the Hampton Roads Regional Bridge Study builds on the original study that was released in 2008 and the updates released in 2012 and in 2018. Sections regarding bridge definitions, regional summaries, bridge inspections and ratings, deficient bridges, fracture and scour critical bridges, health indices, bridge funding, bridge projects, and the anticipated cost of maintaining bridges through 2050 are included in this update. In many sections of this report, comparisons are made between the condition of bridges in Hampton Roads and those in other large metropolitan areas throughout the country. This report also includes a section detailing the new Federal bridge performance measures.

REPORT DATE:
July 2025

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ACKNOWLEDGMENTS & DISCLAIMERS
Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, VDOT or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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TABLE OF CONTENTS

List of Figures

List of Maps

INTRODUCTION

Given the large presence of water in and around Hampton Roads, bridges play an integral role in the Hampton Roads transportation system. Major spans such as the Coleman Bridge, Hampton Roads Bridge-Tunnel, and James River Bridge connect distinct areas of the region. Bridges on the Interstate system improve mobility throughout the region. And smaller structures such as culverts span the large number of creeks, wetlands, and waterways in the region.

While it is given that all infrastructure deteriorates over time, this is more of a concern for aging bridges due to the higher costs associated with maintaining them. Factors like labor costs, cost of materials, design complexity, site preparation, safety and environmental regulatory compliance, and work zone traffic control can greatly impact the overall cost in maintaining and building bridges. As of 2023, FHWA estimates that $69.7 billion would be needed to replace the nation's bridges that are in poor condition; alternatively, $47.4 billion would be needed to only rehabilitate them.[1]

Because of the importance of bridges to the regional transportation system and concerns about the condition and funding of bridges, the Hampton Roads Transportation Planning Organization began analyzing factors impacting regional bridges in 2007. The *Hampton Roads Regional Bridge Study* for the first time provided a regional analysis of topics such as bridge inspections and ratings, deficient bridges, bridge funding and projects, and the impacts that the closure of major bridges would have on Hampton Roads travel patterns.

This 2025 update of the *Hampton Roads Regional Bridge Study* builds on the original study released in 2008 and the updates released in 2012 and 2018. Sections in this update include:

- **Bridge Definitions** – This section includes the definition of a bridge used in this study and describes each type of bridge.
- **Regional Bridge Summary** – This section includes summaries of bridges in Hampton Roads by ownership, type of service, length/area, and age.
- **Bridge Inspections and Ratings** – Based on detailed inspections, bridge inspectors assign ratings to various components of each bridge. This section describes these components and how each of them is rated.
- **Deficient Bridges** – This section describes bridges in poor condition (formerly known as structurally deficient) and includes a summary of those bridges in Hampton Roads. Bridges

[1] U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, "Bridge Replacement Unit Costs 2023"

with posted weight limits and height restrictions are also detailed, as are bridges in the region that have been closed.

- **Fracture and Scour Critical Bridges** – This section defines fracture critical and scour critical bridges, and details those bridges in Hampton Roads that are classified as fracture or scour critical.
- **Health Index** – This section details the Bridge Health Index, which is a measure of the physical condition of each bridge that provides a ranking system for bridge maintenance.
- **Bridge Performance Measures** - Federal legislation over the last decade established that states and metropolitan areas are required to prepare and use a set of federally-established performance measures and set targets in many different areas, including bridge condition. These bridge condition performance measures and targets are detailed in this section.
- **Bridge Funding** – This section details how bridges are funded through federal, state, and local bridge funding sources.
- **Bridge Projects** – This section describes bridges recently built and rehabilitated in Hampton Roads, and bridges that have rehabilitation or replacement projects programmed.
- **Cost of Maintaining Bridges** – Maintaining bridges will be critical as they age beyond their expected life spans in future decades. Regional bridge needs out to the year 2050 – the time horizon of the upcoming regional Long-Range Transportation Plan – are examined in this section.
- **Conclusions**
- **Appendices** – The Appendices contain a glossary of bridge terms, definitions of bridge component ratings, a description and example of calculating State of Good Repair Scores for bridges, and bridge condition information for each jurisdiction.

In many sections of this report, comparisons are made between bridges in Hampton Roads and those in other similar metropolitan areas. These comparisons are made between Hampton Roads and the 40 other metropolitan areas throughout the United States with populations between one and four million people.

The information included in the report is based on HRTPO's analysis of bridge data obtained largely from the Virginia Department of Transportation's (VDOT) Structure and Bridge Division. Data for the 29 federally-maintained bridges in Hampton Roads and bridges in the 40 other comparable metropolitan areas was obtained from the Federal Highway Administration's (FHWA) National Bridge Inventory (NBI) database. Both databases contain over 100 types of information that is collected and rated for each bridge. Examples of information included for each bridge in these databases are bridge location, design type, geometric characteristics, traffic volumes, condition and appraisal ratings, inspection dates, etc.

The VDOT bridge data analyzed in this report was obtained in February 2024, and represents conditions as of that date. The FHWA NBI data was obtained in September 2024 and represents conditions as of that date. Every bridge is inspected on a regular basis, and bridge ratings are constantly updated based on these inspections. As such, bridges may currently have different ratings and classifications than shown in this report due to recent inspections. Up-to-date bridge ratings are available on VDOT's bridge website at **http://virginiadot.org/info/Bridge.asp** and FHWA's NBI website at **https://www.fhwa.dot.gov/bridge/nbi.cfm**.

Bridge Definitions

As part of the original HRTPO Regional Bridge Study, producing a definition of the term "bridge" was necessary to determine which structures to include in the analysis. HRTPO staff determined that using the National Bridge Inspection Standards (NBIS) definition of a bridge – which is used to determine those structures that are included in the National Bridge Inventory (NBI) – was appropriate. The NBIS definition of a bridge is as follows:

> "A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening."

Using this definition as a guide, HRTPO staff determined that the following conditions should apply for each bridge to be included in the original 2008 Regional Bridge Study, and the same conditions are used in this update:

- **Location** – The structure must be located on roadways open to the general public. Bridges owned and maintained by local, state, and federal government agencies apply, as do bridges owned and maintained by private operators so long as they are open for public use. Bridges located within the security perimeter of military bases and other secure federal facilities are not included in this study.
- **Length** – The bridge must be more than 20 feet (6.1 meters) in length per the NBIS. Culverts are included, so long as the opening in the culvert is more than 20 feet in length.
- **Service** – The bridge must carry a roadway. Structures that carry only railroad or pedestrian traffic are not covered by NBIS regulations and are not included in this study.
- **Tunnels** – Tunnels are not considered bridges by the NBIS. Some information regarding Hampton Roads tunnels and tunnel inspection procedures are included in this study, but tunnels are not included in report statistics since many of the metrics used to measure bridge conditions do not apply to tunnels.

Bridge Types

Bridges vary greatly in design, from small culverts to mile-long suspension bridges. FHWA uses 22 classes to categorize structures based on the predominant type of design and construction. **Figure 1** on page 5 describes each bridge type and includes the number of each type of bridge in Hampton Roads.

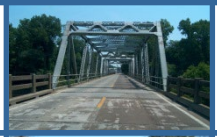
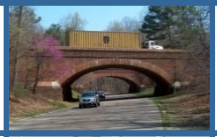
1 - SLAB **97 bridges**		A slab bridge is a structure where the slab serves as both the superstructure and the deck of the bridge. This type of bridge is well-suited for shorter spans.	13 - SUSPENSION **0 bridges**		A suspension bridge is a structure where the deck is supported by cables. These cables transfer loads over two towers to anchorages at either end of the bridge.
2 – STRINGER/ MULTI-BEAM OR GRIDER **815 bridges**		This type of bridge uses three or more parallel beams or girders that transfer the load between the deck and the substructure. This type of bridge is commonly used on the Interstate system.	14 – STAYED GIRDER **0 bridges**		A stayed girder bridge is a structure where the deck is supported by cables that are attached to one or more towers.
3 – GIRDER AND FLOORBEAM SYSTEM **4 bridges**		This type of bridge uses two girders parallel to the roadway, with the deck on top of floorbeams that are connected to the griders. The roadway can be located either above or through the griders.	15 – MOVABLE - LIFT **2 bridges**		A movable lift bridge is a type of bridge where the span is raised vertically to allow for passage below. The lifted span remains parallel to the roadway deck.
4 – TEE BEAM **31 bridges**		A tee beam bridge is similar to other beam bridges except that the concrete beams are shaped in the form of a "T". Other beam bridges are typically shaped in the form of an "I".	16 – MOVABLE - BASCULE **5 bridges**		A movable bascule bridge is a type of bridge where portions of the bridge deck rotate upward to allow for passage below.
5/6 – BOX BEAM OR GIRDER **67 bridges**		A box beam or girder bridge is similar to other beam and girder bridges except that the beams or girders have a void in the middle.	17 – MOVABLE - SWING **3 bridges**		A movable swing bridge is a type of bridge where segments of the bridge deck rotate horizontally to allow for passage below.
7 - FRAME **7 bridges**		A frame bridge is a structure where the piers and deck are one integrated solid structure.	18 - TUNNEL **10 total***		Tunnels are underground roadway passages. 8 tunnels in Hampton Roads are underwater crossings, plus tunnels at Naval Station Norfolk and Colonial Williamsburg. * - Tunnels are not included in the statistics shown throughout this study.
9 – DECK TRUSS **0 bridges**		A truss bridge (which is a simple skeletal structure that uses a series of triangles to transfer loads from the deck to the piers) where the roadway surface is located above the truss.	19 - CULVERT **215 total** (only those >20')		A culvert is a channel that allows water to flow under a roadway. Culverts are often used for smaller streams and drainage canals.
10 – THROUGH TRUSS **2 bridges**		A truss bridge where the deck is located below the truss and traffic travels through the truss system.	21 – SEGMENTAL BOX GIRDER **3 bridges**		A segmental box girder bridge has a deck that is supported by a closed box formed from two sloping side walls that are attached on the bottom with a slab. This closed box acts as a beam.
11 – DECK ARCH **20 bridges**		An arch bridge (which is a bridge that spans an opening with a curved structure member) where the roadway surface is located above the arch.	22 – CHANNEL BEAM **0 bridges**		A channel beam bridge is constructed with precast beams that resemble inverted channels. They are similar in appearance to tee beam bridges.
12 – THROUGH ARCH **1 bridge**		An arch bridge where the deck is hung from a segment of the arch that rises above the deck.	UNCLASSIFIED **2 bridges**		

FIGURE 1 - BRIDGE TYPES

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. Definitions of terms used in this figure are included in Appendix A.

REGIONAL BRIDGE SUMMARY

This section includes a summary of bridges in Hampton Roads, and comparisons between bridges in Hampton Roads and those in similar metropolitan areas. Topics described in this section include:

- Total Bridges
- Bridges by Ownership
- Bridges by Type of Service
- Bridges by Length/Area
- Bridges by Age

TOTAL BRIDGES

As of February 2024, there are a total of 1,274 bridges in Hampton Roads[2]. Based on the definition of a bridge that was provided in the previous section, this total does not include bridges and culverts that are shorter than or equal to 20 feet in length, structures on private property, structures that are located in areas not open for general public use such as military bases, structures that do not carry a roadway such as pedestrian bridges and railroad overpasses, and tunnels.

The most common structure type in Hampton Roads is multi-beam or girder bridges, making up 815 bridges (64%) in the region (**Figure 1** on page 5). Culverts were the second most common structure type, making up 215 bridges (16.9%).

While bridges are widespread throughout the region, Hampton Roads has fewer bridges in comparison to other metropolitan areas. Among 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 29th highest in total bridges (**Figure 2**).

[2] "Hampton Roads" in this study includes areas within the HRTPO boundary, rural areas included in the Hampton Roads Planning District Commission, and structures on boundaries with adjacent areas. Maps showing these boundaries are available at https://www.hrpdcva.gov/267/Maps.

REGIONAL BRIDGE SUMMARY

- **Total bridges in Hampton Roads, and Hampton Roads rank among comparable metropolitan areas in terms of total bridges** — **1,274**, 29th highest of 41 areas
- **Total area of bridges in Hampton Roads, and Hampton Roads rank among comparable metropolitan areas in terms of total bridge area** — **2,788,149 m²**, 11th highest of 41 areas
- **Median age of bridges in Hampton Roads, and Hampton Roads rank among comparable metropolitan areas in terms of median bridge age** — **43.5 years**, 23rd highest of 41 areas

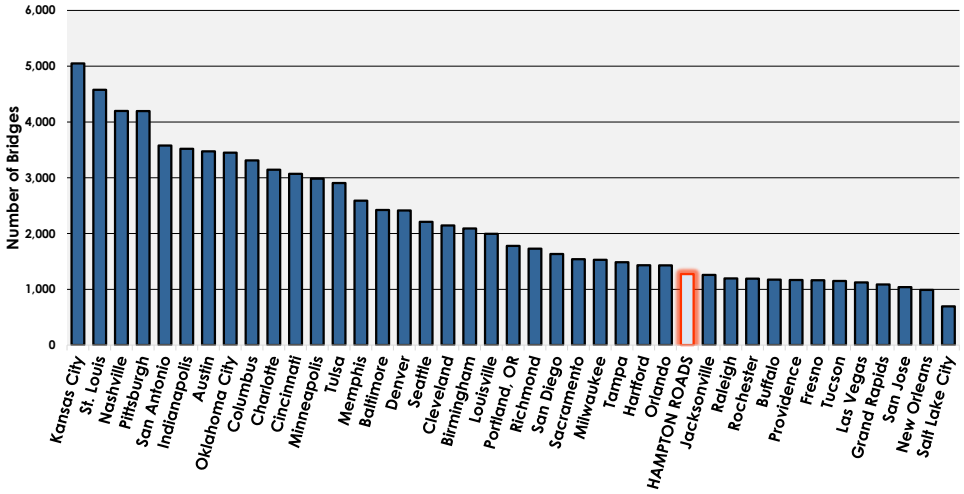


FIGURE 2 – TOTAL BRIDGES IN COMPARABLE METROPOLITAN AREAS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. Other areas based on 2024 NBI data.

Areas like Kansas City and St. Louis have nearly four times as many bridges than Hampton Roads.

Bridges by Ownership

Bridges in Hampton Roads are maintained by various entities; however, most of the region's bridges fall under the ownership of the Virginia Department of Transportation (VDOT) and its cities. Most of the federally owned bridges in Hampton Roads are owned and maintained by the National Park Service and are located mostly along the Colonial Parkway, Jamestown Island Tour Road, and Yorktown Battlefield Tour Road. Additionally, the U.S. Army Corp of Engineers owns and maintains two drawbridges in the region, one of which is under construction for a bridge replacement – the Deep Creek Atlantic Intracoastal Waterway (AIWW) Bridge. Once completed, the Deep Creek AIWW Bridge will be owned and maintained by the City of Chesapeake. Bridges in the region owned by the private sector or state commissions include the Chesapeake Bay Bridge-Tunnel and the South Norfolk Jordan Bridge.

Of the 1,274 bridges in Hampton Roads, VDOT is responsible for maintaining 786 bridges (61.7%) which include bridges located in counties and bridges along the Interstate System (**Figure 3**). Hampton Roads cities are responsible for maintaining the 445 non-interstate bridges (34.9%) located in their jurisdictions. The region is home to 29 federally owned bridges (2.3%) and 14 privately owned bridges (1.1%).

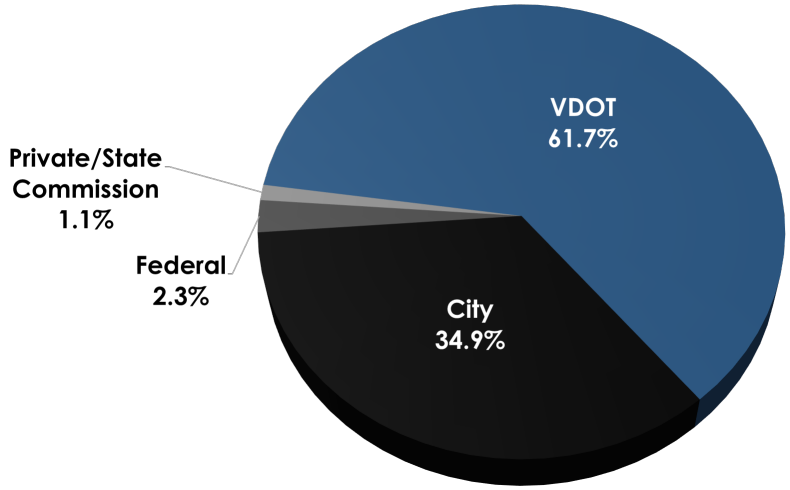


Figure 3 – Hampton Roads Bridges by Ownership

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

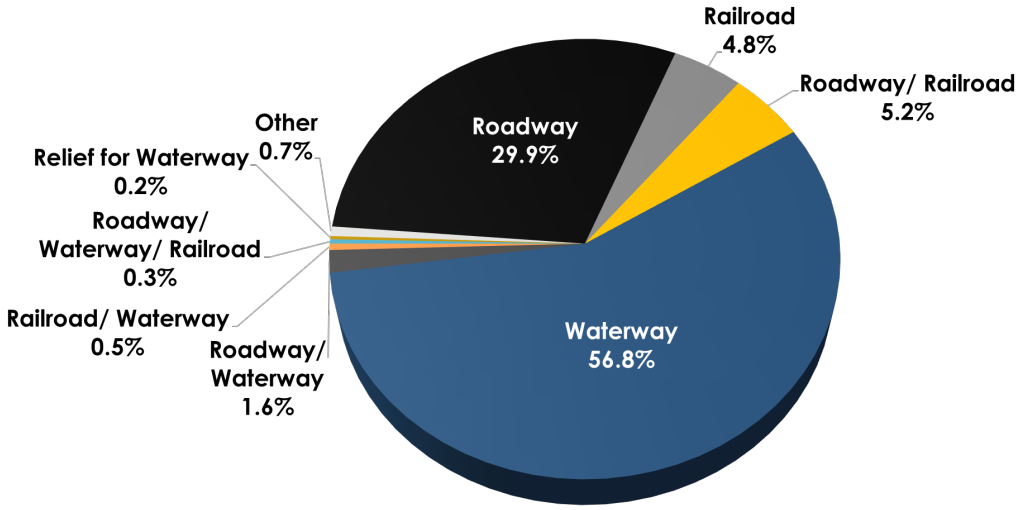


Figure 4 – Bridges in Hampton Roads by Type of Service

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

Bridges by Type of Service

Figure 4 shows the number of bridges in Hampton Roads by what they span, which is also referred to as type of service. Of the 1,274 bridges in

the region, 757 bridges span over waterways (59.4%). Bridges that span over other roadways make up 472 bridges in Hampton Roads (37.0%) while 137 bridges span over railroads (10.8%).

Bridges by Length/Area

Although Hampton Roads has fewer bridges than many comparable metropolitan areas, the region's bridges are on average longer. With a total of 1,274 bridges in the region, Hampton Roads' bridges have an average length of 145 meters or 474 feet. Bridges in areas like Kansas City and St. Louis, which have nearly four times as many bridges, are on average one third of the length of the bridges in Hampton Roads (52.7 meters and 55.8 meters respectively). In terms of total bridge length, Hampton Roads ranked 9th highest among metropolitan areas with populations between one and four million people at 184,334 meters (approximately 115 miles).

Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 11th highest in terms of total bridge deck area at 2,788,149 square meters or 30,011,394 square feet (**Figure 5**). Bridge maintenance costs are typically higher than roadway maintenance costs. As such, metropolitan areas with higher total bridge deck areas like Hampton Roads require more funding to maintain the structural integrity of their bridges.

Bridges by Age

Considering the public's heavy use of bridges in the United States, the deterioration that occurs as bridges age is a concern shared by many. According to NBI data, the median age of NBI bridges in the United States is 46 years, and 46.1% are at least 50 years old. Based on VDOT

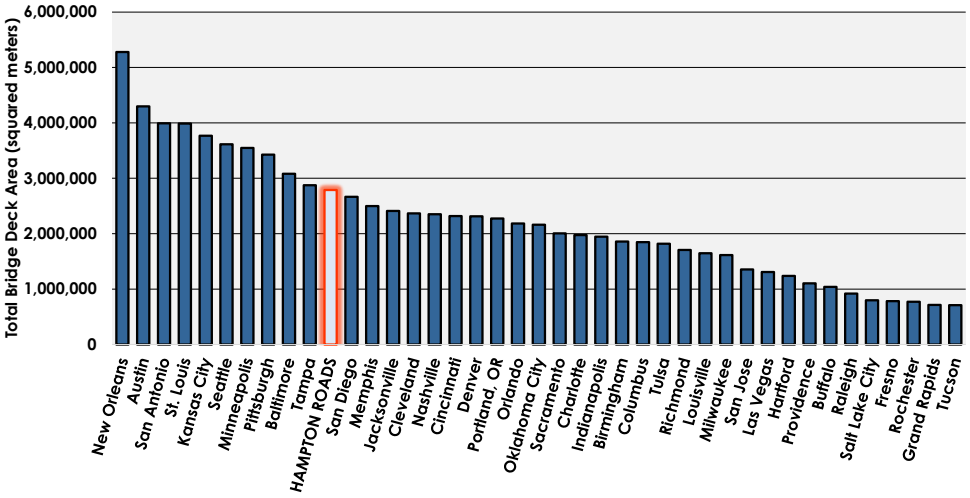


FIGURE 5 – TOTAL BRIDGE AREA IN COMPARABLE METROPOLITAN AREAS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. Other areas based on 2024 NBI data.

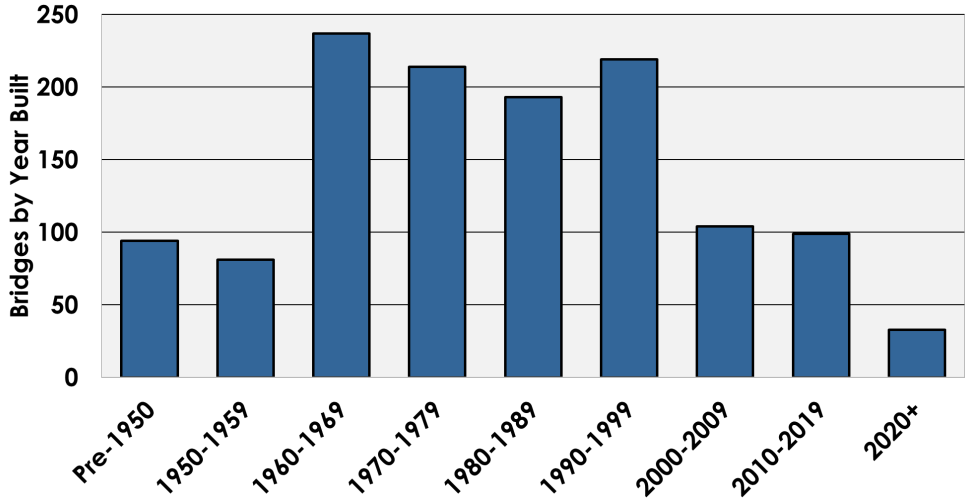


FIGURE 6 – BRIDGES IN HAMPTON ROADS BY YEAR BUILT

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

data, Virginia's NBI bridges have a median age of 53 years – higher than the national figure. Additionally, Virginia has more NBI bridges that are at least 50 years (56.4%).

As of February 2024, NBI bridges in Hampton Roads have a median age of 43.5 years according to VDOT data. Despite that, the bridges in Hampton Roads are generally younger in comparison to the structures across Virginia and the United States. However, the region is home to many older bridges including 94 (7.4%) that were built prior to 1950 and another 81 bridges (6.4%) that were built between 1950 and 1959 (**Figure 6**). Of the total 1,274 bridges in Hampton Roads, 531 bridges (41.6%) are at least 50 years old as of February 2024.

Figure 7 lists the median bridge ages located within each jurisdiction in Hampton Roads. Bridges in Williamsburg have the highest median age at 64 years. Gloucester County, Southampton County/Franklin, Surry County, and York County also have bridges with median ages above 50 years.

The overall age of bridges in Hampton Roads is typical of those in other metropolitan areas. Of the 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 23rd highest in median age of 43.5 years in February 2024 (**Figure 8**). While areas like Providence, RI and Fresno, CA have slightly fewer total bridges than Hampton Roads, their median bridge ages are both well over 50 years (58 years and 56 years respectively).

Jurisdiction	Total Number of Bridges	Number of Bridges by Year Built									Median Bridge Age (Years)
		Pre-1950	1950 - 1959	1960 - 1969	1970 - 1979	1980 - 1989	1990 - 1999	2000 - 2009	2010 - 2019	2020+	
Chesapeake	190	7	2	20	18	40	46	25	29	3	33
Gloucester	24	4	3	3	5	0	3	1	4	1	51
Hampton	79	1	13	6	9	35	3	10	2	0	41
Isle of Wight	85	10	15	7	12	8	13	9	6	5	48
James City	61	7	9	5	19	0	16	4	0	1	48
Newport News	96	5	2	18	3	24	23	8	8	5	36
Norfolk	196	4	6	57	48	26	43	2	8	2	49
Poquoson	0	0	0	0	0	0	0	0	0	0	0
Portsmouth	48	1	2	14	4	4	4	12	7	0	35
Southampton/Franklin	140	24	7	29	30	18	12	6	9	5	51
Suffolk	135	10	7	16	35	14	24	15	9	5	46
Surry	32	7	6	5	6	1	2	2	2	1	55.5
Virginia Beach	125	3	0	40	13	22	26	6	14	1	39
Williamsburg	12	5	1	1	3	0	1	1	0	0	64
York	51	6	8	16	9	1	3	3	1	4	59
Hampton Roads	1,274	94	81	237	214	193	219	104	99	33	43.5

FIGURE 7 – BRIDGES IN HAMPTON ROADS JURISDICTIONS BY YEAR BUILT

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

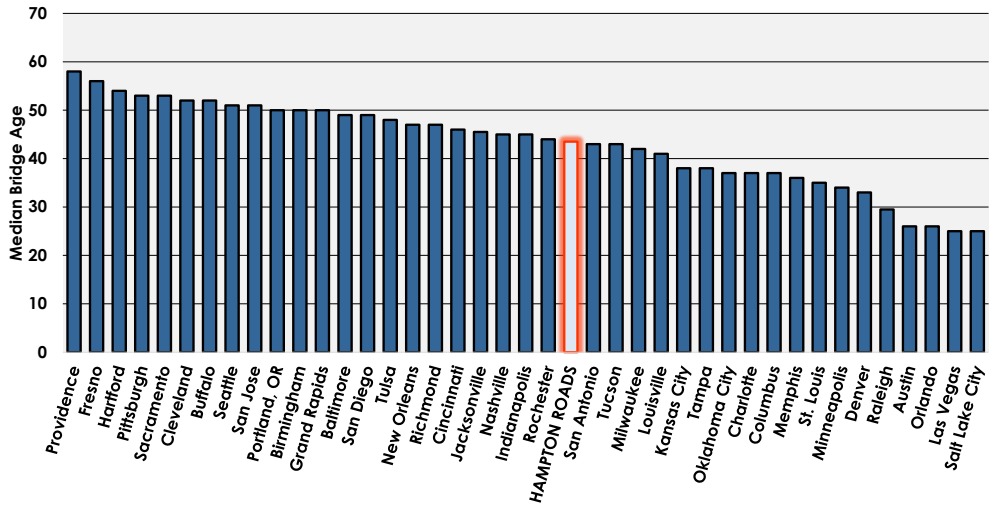


FIGURE 8 – MEDIAN BRIDGE AGE IN COMPARABLE METROPOLITAN AREAS

Source: HRTPO analysis of VDOT and FHWA data. Data represents median age as of 2024. Data for Hampton Roads bridges as of February 2024. Other areas based on 2024 NBI data.

Bridge Inspections and Ratings

Bridges are inspected on a regular basis to ensure that they can safely remain in use. Bridges throughout Virginia and the United States are inspected based on the National Bridge Inspection Standards (NBIS). In accordance with federal law, the NBIS sets the national standards for the proper inspection and evaluation of all highway bridges included in the National Bridge Inventory (NBI). These standards include bridge inspection procedures, frequency of inspections, the components that must be inspected, qualifications of bridge inspectors, and reporting procedures.

Federal law requires that inspections be performed on most bridges once every two years, but some bridges in Virginia may be inspected more frequently based on their condition or design. For example, bridges that are considered to be in poor condition (which are described later in this report) are inspected on an annual basis to ensure that they can safely remain in service. Underwater inspections are also performed at least once every five years on those structures where it is necessary.

In Virginia, VDOT is responsible for the inspections of VDOT-maintained bridges, while cities are responsible for inspecting bridges that they maintain. VDOT conducts between 10,000 and 12,000 bridge inspections each year on state-maintained structures. To conduct these inspections, VDOT employs more than 100 people and also uses qualified consultants. In Fiscal Year 2024, VDOT spent $45.4 million to conduct these inspections on state-maintained bridges.

Inspections on city-maintained bridges must also be done in accordance with National Bridge Inspection Standards, with VDOT District Structure and Bridge Engineers being responsible to ensure that bridge inspection requirements are met by each city. Although VDOT does not provide funding specifically for bridge inspections, Urban Maintenance Program funds can be used for each city's bridge inspection costs.

Bridge inspectors measure and observe various components of each bridge during their inspections. Based on these measurements and observations, inspectors assign multiple ratings to describe the existing condition of each bridge. These ratings are divided into general condition ratings and appraisal ratings.

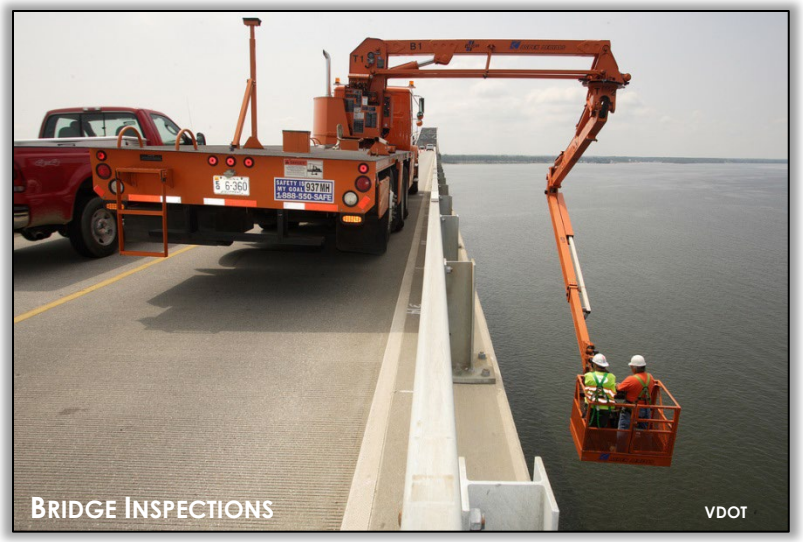
General condition ratings are used to assess the physical condition of each bridge. General condition ratings are given to three components of each structure:

- **Deck** – The overall condition rating of the bridge's driving surface.
- **Superstructure** – The physical condition of all of the bridge's structural members such as beams and girders.
- **Substructure** – The physical condition of all of the bridge's piers, abutments, piles, footings, and other components of the bridge's foundation.

Each of these three components is rated by the bridge inspector from 0 to 9, with 9 representing a component in excellent condition and 0 representing a failed condition or a closed bridge. For culverts, a single rating is given in place of the deck, superstructure, and substructure ratings to assess the general condition of the entire culvert.

Appraisal ratings are used to evaluate a bridge relative to the level of service it provides based on the highway system it is located on. Each bridge is compared to a structure that shares the same roadway type and that is built to current design standards. Appraisal ratings are given to the following items for each bridge:

- **Structural Evaluation** – This rating is generally equal to the lowest condition rating among the superstructure and substructure ratings. The structural evaluation rating, however, can be lower based on the capacity of the bridge and the volume of traffic it carries. The structural evaluation rating is also called the structural condition rating.
- **Deck Geometry** – The width of the bridge as well as the vertical clearance over the bridge roadway.
- **Vertical and Lateral Underclearances** – The height from the transversed roadway to the bottom of the structure, and the horizontal distance between the transversed roadway and the bridge supports.
- **Waterway Adequacy** – The ability of the bridge opening to allow water to flow through the passage, and the frequency of water overtopping the bridge.
- **Approach Roadway Alignment** – The alignment of the roadway approaches to the bridge as compared to the general roadway alignment for the section of roadway that the bridge is located on.



Similar to general condition ratings, each appraisal rating item is rated by the bridge inspector from 0 to 9, with 9 representing an item in excellent condition and 0 representing a closed bridge.

General condition and appraisal ratings are used to classify and prioritize bridges for rehabilitation or replacement as part of the Commonwealth's State of Good Repair (SGR) Program. More details on the SGR Program and how the general condition and appraisal ratings are applied are provided later in this report.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) federal surface transportation funding and authorization bill that was passed in 2012 included various regulations that aimed to improve the highway bridge inspection program. These regulations – which are continued under the current Infrastructure Investment Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL) – include inspections and inventory of all highway bridges on public roads, creating data-driven, risk-based inspections and inspection intervals, establishing procedures for reporting critical findings, requiring inspector training certifications, and establishing minimum standards for statewide bridge conditions.

Federal legislation also requires that element level data be collected for bridges on the National Highway System (NHS), which includes all roadways with a functional classification of Principal Arterial and above. Element level data provides much more detail on the condition of each component of the bridge than the general condition ratings described previously. For example, FHWA requires condition information for six elements of each bridge's deck, ten elements of each bridge's superstructure, and seven elements of each bridge's substructure.

MAP-21 also established the National Tunnel Inspection Standards (NTIS) for highway tunnels. These standards require a program for the inspection of highway tunnels, reporting inspection findings to FHWA, correcting any critical findings found during the inspections, the creation and maintenance of a National Tunnel Inventory, and the development of a training program for tunnel inspectors.

Per federal regulation, the Secretary of Transportation is required to update the National Bridge Inspection Standards. Major revisions to the NBIS, which occurred most recently in 2022, include the following:

- Extending the applicability of the NBIS to tribally owned bridges
- Updating the methodology, training, and qualifications for inspection personnel
- Updating bridge inspection intervals, considering a risk-based approach
- Establishing a registry of nationally certified bridge inspectors
- Ensuring uniformity with the National Tunnel Inspection Standards

- Establishing procedures for reporting and monitoring critical findings
- Conducting annual reviews for compliance with the NBIS
- Collection and inventory of element level inspection data for bridges on the National Highway System.

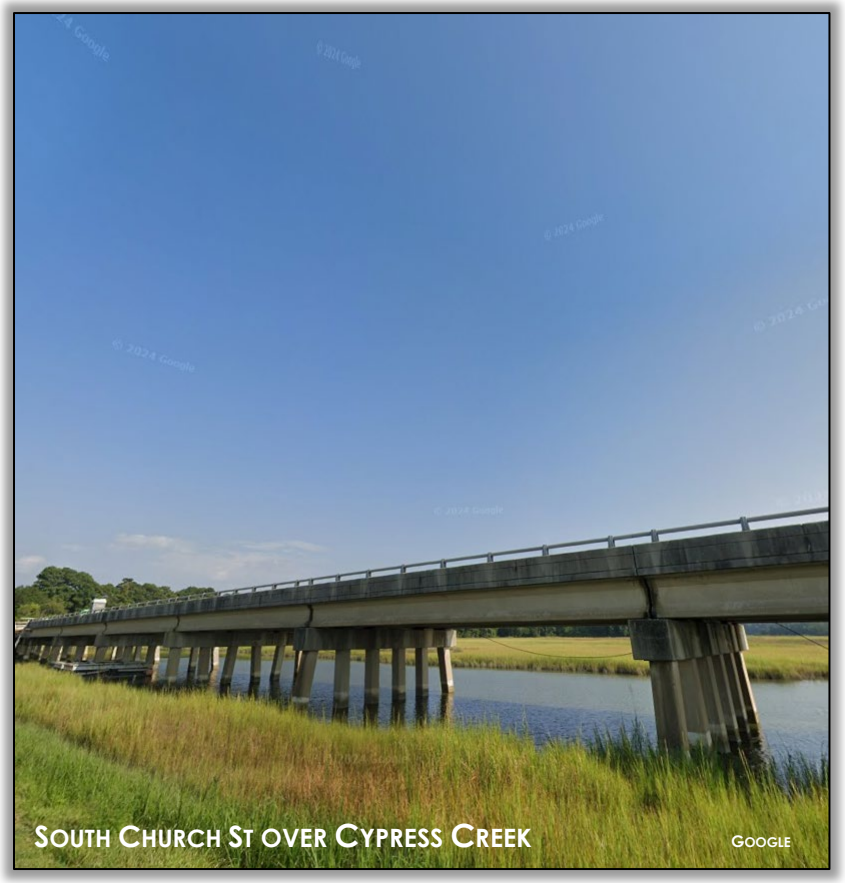
Additionally, the 2022 Final Rule clarified NBIS regulatory language that was too vague, incorporated advances in inspection practices (i.e., the use of drones to supplement portions of a bridge inspection), and incorporated by reference updated inspection documents.

A glossary of many of the bridge terms used in this study is included in **Appendix A**, and more detailed descriptions of general condition and appraisal ratings are included in **Appendix B**.

DEFICIENT BRIDGES

Bridges can be considered deficient for a variety of reasons. Some bridges are deficient based on the condition of structural elements of the bridge, while others are deficient based on the bridge's design. This section includes the following topics regarding deficient bridges:

- **Bridges in Poor Condition** – This section describes what it means for a bridge to be in poor condition, provides a summary of the bridges in Hampton Roads that are in poor condition, and how Hampton Roads compares to other metropolitan areas in terms of bridges in poor condition.
- **Weight-posted Bridges** – This section includes a summary of those structures in Hampton Roads that have weight limits posted so that they can safely remain in service, and how the percentage of weight-posted bridges in Hampton Roads compares to other metropolitan areas.
- **Height-restricted Bridges** – This section includes a summary of structures in Hampton Roads that have posted height restrictions due to vertical clearances that are below standards.
- **Closed Bridges in Hampton Roads** – In addition to the deficient bridges included in this section, two bridges in Hampton Roads have been closed due to their deteriorated condition – the Jolly Pond Road Bridge in James City County and the Kings Highway Bridge in Suffolk. More information on these two structures is included in this section.



Bridges in Poor Condition

A bridge is considered to be in poor condition if it has elements that need to be monitored and/or repaired. Once referred to as structurally deficient bridges, bridges that are in poor condition typically require maintenance and eventually need to be rehabilitated or replaced to address deficiencies.

Despite these deficiencies, it must be noted that **bridges in poor condition are not necessarily unsafe. Bridge inspectors will close or impose weight limits on bridges that they feel are unsafe**. Additionally, bridges in poor condition are inspected more frequently (generally on an annual basis) and monitored more closely than other bridges to ensure public safety.

Bridges are considered to be in poor condition if at least one of the following conditions is true:

Component	Rating
Deck Condition Rating	≤ 4
Superstructure Condition Rating	≤ 4
Substructure Condition Rating	≤ 4
Culvert Condition Rating	≤ 4

For definitions of these terms and ratings, see **Appendix B**.

As of February 2024, there are 33 bridges in Hampton Roads that are considered to be in poor condition. These bridges are shown in **Figure 12** on page 17 and in **Map 1** on page 18. Among the most traveled bridges in Hampton Roads that are in poor condition are the Triple Decker Bridge

BRIDGES IN POOR CONDITION SUMMARY

- **Bridges in Hampton Roads that are in poor condition** — **33/2.6%** (66/5.2% in 2017)
- **Hampton Roads rank among comparable metropolitan areas in terms of the percentage of bridges that are in poor condition** — **33rd highest of 41 areas**

(Military Highway over Bainbridge Boulevard & the Norfolk Southern Railroad) in Chesapeake, one of the westbound bridges at the Hampton Roads Bridge-Tunnel, and Route 58 over Nottoway Swamp in Southampton County. It should be noted that there are two bridges that have been replaced since February 2024 and are no longer considered to be in poor condition. These two bridges are highlighted in **Figure 12**.

Figure 9 shows the bridges that are in poor condition in Hampton Roads by jurisdiction and maintenance responsibility. Chesapeake (11 bridges), Suffolk (6 bridges) and Isle of Wight County (5 bridges) have the highest number of bridges in poor condition. Two-thirds of the region's bridges that are in poor condition are in these three localities.

The 33 bridges that are in poor condition make up 2.6% of the 1,274 bridges in Hampton Roads. This percentage is lower than the percentage of bridges in poor condition in Virginia at 4.2% as of August 2024. Additionally, this percentage is lower than the percentage seen in comparable metropolitan areas throughout the country. Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads has the 33rd highest percentage of bridges that are in poor condition (**Figure 10**).

Figure 11 shows the steady decline in the number of bridges in poor condition in Hampton Roads in the last decade. In 2015, the region had 75 bridges in poor condition. From the *2018 Hampton Roads Regional Bridge Study*, the region had 66 bridges in poor condition in 2017.

Jurisdiction	Total Number of Bridges	Bridges in Poor Condition		Maintenance Responsibility		
		Number	Percentage	Locality	VDOT	Other
Chesapeake	190	11	5.8%	11	-	-
Gloucester	24	1	4.2%	-	1	-
Hampton	79	1	1.3%	-	1	-
Isle of Wight	85	5	5.9%	-	5	-
James City	61	1	1.6%	-	1	-
Newport News	96	0	-	-	-	-
Norfolk	196	0	-	-	-	-
Poquoson	0	0	-	-	-	-
Portsmouth	48	1	2.1%	1	-	-
Southampton/Franklin	140	3	2.1%		3	-
Suffolk	135	6	4.4%	6	-	-
Surry	32	0	0.0%		-	-
Virginia Beach	125	3	2.4%	2	-	1
Williamsburg	12	0	-	-	-	-
York	51	1	2.0%	-	1	-
Hampton Roads	**1274**	**33**	**2.6%**	**20**	**12**	**1**

FIGURE 9 – BRIDGES IN HAMPTON ROADS THAT ARE IN POOR CONDITION BY JURISDICTION AND MAINTENANCE RESPONSIBILITY

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

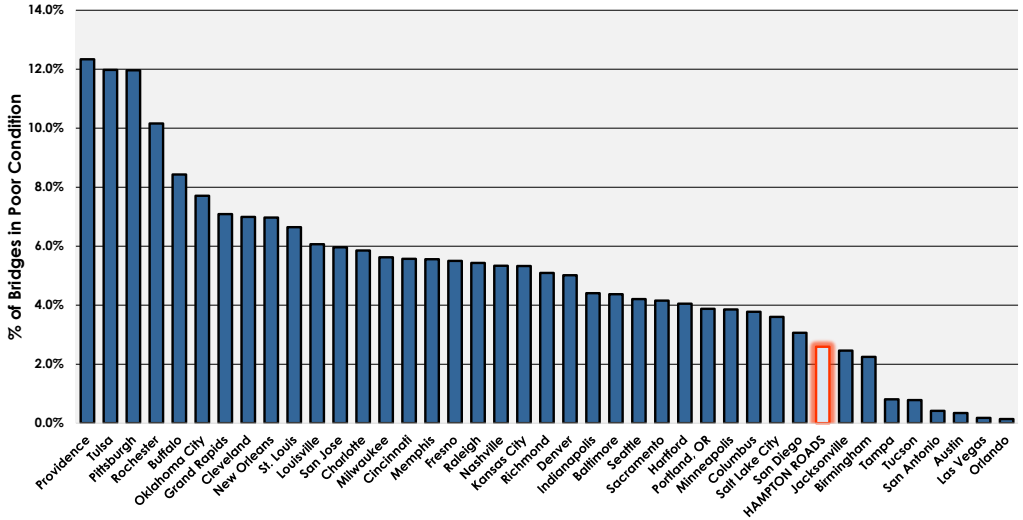


FIGURE 10 – BRIDGES IN POOR CONDITION AMONG COMPARABLE METROPOLITAN AREAS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. Other areas based on 2024 NBI data.

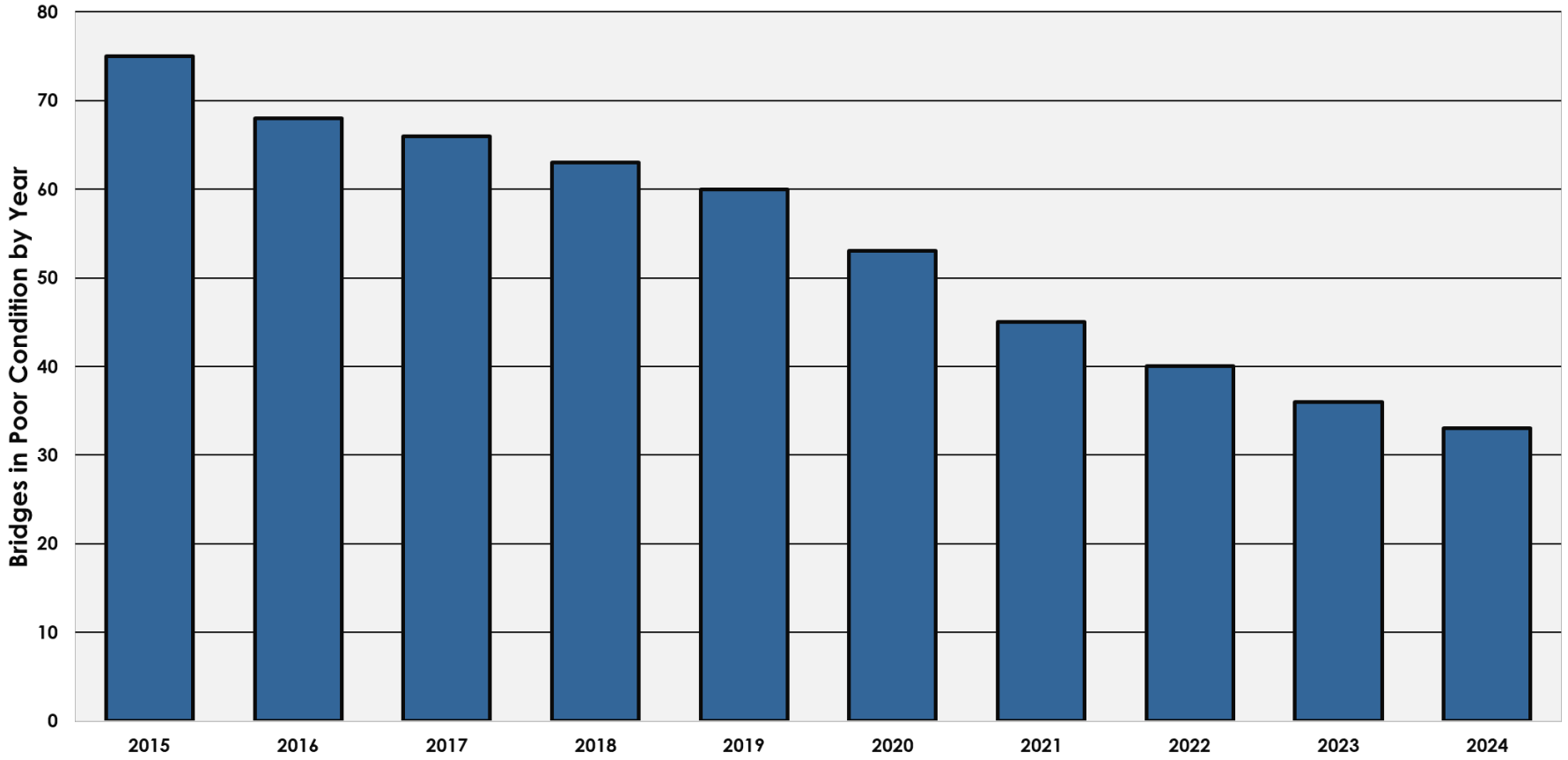


FIGURE 11 – BRIDGES IN POOR CONDITION IN HAMPTON ROADS BY YEAR

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024.

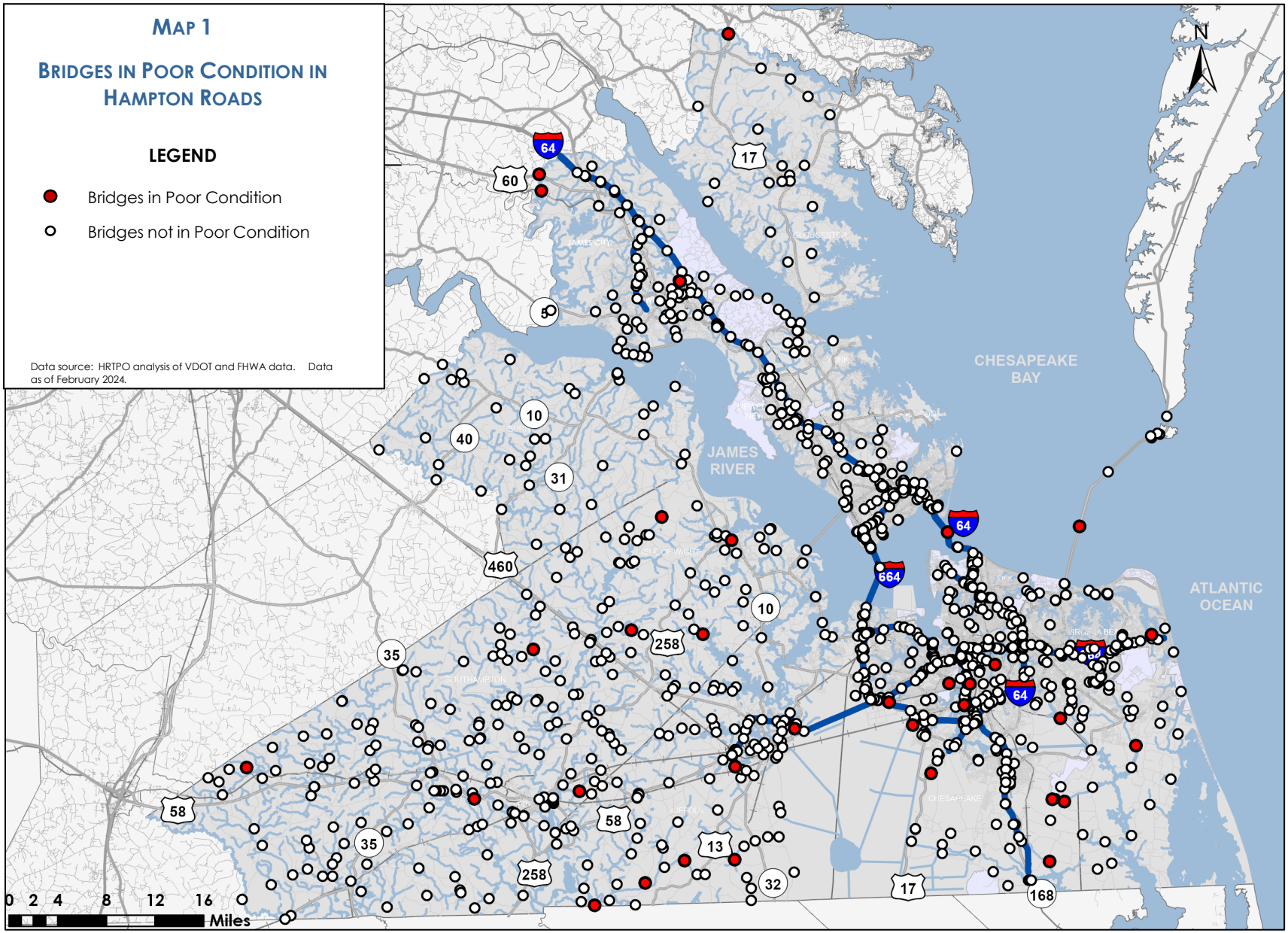
Juris	Federal Bridge #	Facility	Crossing	Year Built	Year Recnst	Owner-ship	Deck Condition Rating	Super-Structure Condition Rating	Sub-Structure Condition Rating	Culvert Condition Rating	Poor Condition in 2017	Improve-ments Funded
CHES	21881	Bainbridge Blvd	Norfolk Southern R/R	1938	1997	City	7	5	4	N	Yes	Yes
CHES	21824	Elbow Rd	Stumpy Lake Spillway	1975	-	City	6	5	4	N	Yes	Yes
CHES	21799	Indian Creek Rd	Indian Creek	1972	-	City	5	5	4	N	-	Yes
CHES	21935	Indian River Rd	Indian River	1974	-	City	6	5	4	N	-	Yes
CHES	21798	Land Of Promise Rd	Pocaty Creek	1971	-	City	7	6	4	N	-	Yes
CHES	21800	Long Ridge Rd	Pocaty Creek	1973	-	City	6	6	4	N	-	Yes
CHES	21827	Military Hwy	Bainbridge Blvd & Norfolk Southern R/R	1948	-	City	4	4	5	N	Yes	Yes
CHES	21816	Number Ten Ln	Lindsey Drainage Canal	1979	-	City	5	4	4	N	Yes	Yes
CHES	30267	Old Mill Rd	Deep Creek	1971	-	City	N	N	N	4	Yes	Yes
CHES	21937	Ramp To Bainbridge Blvd & Norfolk Southern R/R	Bainbridge Blvd	1948	-	City	6	4	5	N	Yes	Yes
CHES	21821	Rotunda Ave	Tributary Goose Creek	1969	-	City	5	6	4	N	Yes	Yes
GLO	12085	George Washington Hwy NB	Dragon Run	1931	-	VDOT	5	4	6	N	-	Yes
HAM	20353	Hampton Roads Bridge-Tunnel WB	Hampton Roads	1957	1999	VDOT	5	4	4	N	Yes	Yes
IW	10424	Fire Tower Rd	Pope Swamp	1948	-	VDOT	7	4	5	N	Yes	Yes
IW	10394	Jenkins Mill Rd	Kingsale Swamp	1964	-	VDOT	5	4	5	N	Yes	-
IW	10406	Mill Swamp Rd	Stallings Creek	1945	-	VDOT	5	4	6	N	-	Yes
IW	22615	South Church St	Cypress Creek	1975	-	VDOT	5	4	5	N	Yes	Yes
IW	10381	Woodland Dr	Great Swamp	1967	-	VDOT	7	4	5	N	-	Yes
JCC	10531	Stewarts Rd	Branch of Diascund Creek	1937	1996	VDOT	5	6	4	N	-	Yes
PORT	21217	Victory Blvd	Paradise Creek	1944	-	City	5	5	4	N	Yes	Yes
SH	17780	Fortsville Rd	Apple White Swamp	1975	-	VDOT	N	N	N	4	-	Yes
SH	17729	Route 58 EB	Nottoway Swamp	1930	-	VDOT	6	4	5	N	-	Yes
SH	17781	Seacock Chapel Rd	Seacock Swamp	1953	-	VDOT	5	4	4	N	-	Yes
SUF	22148	Freeman Mill Rd	Spivey Swamp	1954	-	City	5	4	5	N	Yes	Yes
SUF	22137	Longstreet Ln	Somerton Creek	1968	-	City	7	8	4	N	Yes	Yes
SUF	22091	Nansemond Pkwy	Beamons Mill Pond	1920	-	City	5	4	5	N	Yes	Yes
SUF	22150	Pittmantown Rd	Mill Swamp	1950	-	City	5	4	5	N	Yes	Yes
SUF	22113	Rountree Crescent	Cypress Swamp	1980	-	City	N	N	N	4	-	Yes
SUF	22159	Turlington Rd	Branch Kilby Creek-Spillway	1957	-	City	5	4	5	N	Yes	Yes
VB	12750	Chesapeake Bay Bridge-Tunnel NB	Chesapeake Bay	1964	-	P/SC*	7	7	4	N	-	-
VB	22170	Indian River Rd	West Neck Creek	1975	-	City	4	5	5	N	Yes	Yes
VB	22252	Laskin Rd	Linkhorn Bay	1938	1956	City	5	4	4	N	Yes	Yes
YC	19860	Capitol Landing Rd	Queens Creek	1941	-	VDOT	5	4	5	N	-	Yes

FIGURE 12 – BRIDGES IN POOR CONDITION IN HAMPTON ROADS

P/SC* – Private / State Commission

Note: Highlighted bridges were replaced since February 2024 and are no longer considered to be in poor condition.

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. Funded improvements include those in the FY 2025 – 2030 Six-Year Improvement Program, FY 2024 – 2027 Hampton Roads Transportation Improvement Program, and/or city Capital Improvement Plans/Programs.


MAP 1
BRIDGES IN POOR CONDITION IN HAMPTON ROADS
LEGEND
Bridges in Poor Condition
Bridges not in Poor Condition
Data source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024.
N
CHESAPEAKE BAY
JAMES RIVER
ATLANTIC OCEAN
64
60
17
5
10
40
31
460
664
258
35
58
13
32
168
0 2 4 8 12 16
Miles

Weight-Posted Bridges

A weight-posted bridge is defined as a structure to which the posted maximum legal truck weight limit cannot be exceeded. When weight restrictions are imposed on bridges, it is done to ensure safe use by the public. In Virginia, the maximum legal truck weight is 27 tons for a three-axle, single unit vehicle and 40 tons for trucks with semi-trailers. While interstate travel is restricted to 40 tons in Virginia, DMV-issued overload permits may be purchased to extend the maximum weight to 42 tons to travel on non-interstate highways.

There are 57 bridges (4.5%) in Hampton Roads that have posted weight limits as of February 2024. These bridges are shown in **Figure 13** on pages 20-21. Most of the region's weight-posted bridges are generally on lesser traveled roadways – only six of them carry over 10,000 vehicles per day (as highlighted in Figure 13). The George Washington Highway Bridge (George Washington Highway over the Dismal Swamp Canal) is the most heavily-used weight-posted bridge in Hampton Roads which carries an average of 32,000 vehicles per day. Many of the weight-posted bridges are also on federal park roadways such as the Jamestown Island Tour Road and Yorktown Battlefield Tour Road.

The number of weight-posted bridges in Hampton Roads has decreased through the years. In the 2012 *Hampton Roads Regional Bridge Study*, 102 bridges in Hampton Roads were posted with weight restrictions. In the 2017 *Hampton Roads Regional Bridge Study*, this number decreased to 69 bridges posted with weight restrictions.

Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads has the 21st highest percentage of weight-posted bridges at 4.5%. Weight-posted bridges in areas such as Tulsa and Oklahoma City are over four times and three times more prevalent, respectively, compared to Hampton Roads (19.8% and 14.7%).

WEIGHT-POSTED BRIDGES SUMMARY

- **Bridges in Hampton Roads that have posted weight restrictions** — **57/4.5%**
- **Hampton Roads rank among comparable metropolitan areas in terms of the percentage of bridges that have weight limits posted** — **21st highest of 41 areas**

Federal Bridge #	Juris	Facility	Crossing	Posted Weight Limit (tons)		
				All Vehicles	SU Trucks	Semi-Trailers
21797	CHES	Centerville Trpk	Chesapeake & Albemarle Canal	-	25	40
1818	CHES	George Washington Hwy	Dismal Swamp Canal	-	-	20
21799	CHES	Indian Creek Rd	Indian Creek	-	14	20
21798	CHES	Land of Promise Rd	Pocaty Creek	40	-	-
1826	CHES	Mount Pleasant Rd	Chesapeake & Albemarle Canal	13	-	-
12085	GLO	George Washington Hwy - NB	Dragon Run	-	-	-
10392	IW	Ballard Rd	Corrowaugh Swamp	10	-	-
10419	IW	Barrett Town Rd	Antioch Swamp	16	-	-
10431	IW	Carroll Bridge Rd	Champion Swamp	18	-	-
10427	IW	Garrison Rd	Burnt Mill Swamp	8	-	-
10394	IW	Jenkins Mill Rd	Kingsale Swamp	9	-	-
10414	IW	Jones Town Dr	Rattlesnake Swamp	-	27	40
10406	IW	Mill Swamp Rd	Stallings Creek	15	-	-
10429	IW	Pope Swamp Trail	Pope Swamp	17	-	-
10384	IW	Shiloh Dr	Ennis Pond	12	-	-
10381	IW	Woodland Dr	Great Swamp	15	-	-
24057	JCC	Glass House Ferry	James River	-	16	28
10533	JCC	Hickory Signpost	Mill Creek	18	-	-
90023	JCC	Jamestown Island Tour Rd	Pitch and Tar Swamp	N/A		
90024	JCC	Jamestown Island Tour Rd	Creek	N/A		
90025	JCC	Jamestown Island Tour Rd	Creek	N/A		
90026	JCC	Jamestown Island Tour Rd	Kingsmill Creek	N/A		
10531	JCC	Stewarts Rd	Branch Diascund Creek	3	-	-
20934	NOR	Little Creek Rd	Tidewater Drive	-	27	40
17843	SH	Brandy Pond Rd	Three Creek	29	-	-
17767	SH	Farmers Bridge Rd	Assamoosick Swamp	8	-	-
17840	SH	Little Texas Rd	Flat Swamp	25	-	-
9139	SH	Low Ground Rd	Meherrin River	-	27	40

FIGURE 13 – WEIGHT-POSTED BRIDGES IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. SU = Single Unit trucks. Highlighted bridges carry more than 10,000 vehicles per day. The specific weight limits on federal bridges are not included in the NBI data and are shown as "N/A" above.

Federal Bridge #	Juris	Facility	Crossing	Posted Weight Limit (tons)		
				All Vehicles	SU Trucks	Semi-Trailers
17768	SH	Mill Neck Rd	Raccoon Creek	9	-	-
17874	SH	Sands Rd	Dardens Mill Run	-	27	40
17781	SH	Seacock Chapel Rd	Seacock Swamp	-	20	32
17775	SH	Storys Station Rd	Nottoway Swamp	-	27	40
22139	SUF	Box Elder Rd	Norfleets Swamp	-	13	18
22148	SUF	Freeman Mill Rd	Spivey Swamp	-	9	12
22153	SUF	Gates Run Rd	Adams Swamp	-	-	-
22030	SUF	Holland Rd	Lake Meade	-	22	40
22099	SUF	Lake Prince Dr	Lake Prince	18	-	-
22137	SUF	Longstreet Ln	Somerton Creek	18	-	-
22091	SUF	Nansemond Pkwy	Beamons Mill Pond	-	23	30
22163	SUF	Pineview Rd	Back (Chapel) Swamp	-	27	38
22150	SUF	Pittmantown Rd	Mill Swamp	-	7	10
22159	SUF	Turlington Rd	Kilby Creek Spillway	19	-	-
18216	SUR	Alliance Rd	College Run	-	27	40
18206	SUR	Beaverdam Rd	Sunken Marsh Creek	15	-	-
18187	SUR	Goodrich Fork Rd	Terrapin Swamp	17	-	-
18189	SUR	Huntington Rd	Otterdam Swamp	-	27	40
23137	SUR	Scotland Ferry	James River	-	16	28
22202	VB	E Green Garden Cir	Sunset Canal	-	27	40
22176	VB	Elbow Rd	North Landing River	-	27	40
25480	VB	Inlet Rd	Inlet of Lynnhaven River	-	27	40
22252	VB	Laskin Rd	Linkhorn Bay	-	27	40
22201	VB	W Green Garden Cir	Sunset Canal	-	27	40
22338	WB	Merrimac Trail	Colonial Parkway	-	31	40
22336	WB	Page St	CSX Railway	-	37	40
19883	YC	East Queens Dr	Queen Creek Spillway	11	-	-
19860	YC	Merrimac Trail	Queens Creek	20	-	-
90001	YC	Yorktown Battlefield Tour Rd	Beaverdam Creek	N/A		

FIGURE 13 – WEIGHT-POSTED BRIDGES IN HAMPTON ROADS (CONTINUED)

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024. SU = Single Unit trucks. . Highlighted bridges carry more than 10,000 vehicles per day. The specific weight limits on federal bridges are not included in the NBI data and are shown as "N/A" above.

HEIGHT-RESTRICTED BRIDGES

A height-restricted bridge is a structure that has a vertical clearance less than the required height. The restrictions can be applied based on the elevation of the structure crossing a roadway or vertical clearance in a tunnel.

Virginia law dictates that the maximum height for vehicles traveling on Virginia roadways is 13 feet, 6 inches. When the size of a load cannot be met, oversized permits are available through the DMV.

According to both the Manual of Uniform Traffic Control Devices (MUTCD) and the Virginia Supplement to the MUTCD, bridges shall be posted with a low clearance sign when the vertical clearance of the bridge is less than 14 feet, 6 inches, which is one foot above the statutory maximum vehicle height. The posted signage on structures that do not meet the vertical clearance requirements shall be 3 inches less than the actual vertical clearance. In Virginia, warning signage may be posted on bridges 14 feet, 6 inches or greater based upon engineering judgements, according to the Virginia Supplement to the MUTCD.

All structures in the Hampton Roads region that have a vertical clearance less than 14 feet, 6 inches are shown in **Figure 14**. It should be noted that this table only includes bridges that are part of the National Bridge Inventory (NBI). Bridges that do not carry roadways, such as bridges that carry railroads, or pedestrian and bicycle specific structures are not included in the NBI.

Most tunnels in Hampton Roads have height-restrictions posted at the statutory height of 13 feet, 6 inches, although many have vertical clearances of at least 14 feet, 6 inches.

The tunnel with the most prominent issues related to height restrictions is the westbound Hampton Roads Bridge-Tunnel (HRBT). The westbound HRBT – while posted at 13 feet, 6 inches – has an actual vertical clearance only a few inches taller. This leads to many vehicles being turned around due to this limitation. In 2023, 5,500 vehicles approaching the westbound HRBT were stopped, measured, and turned around for being overheight. Of these 5,500 trucks, 3,872 trucks were turned around at the tunnel entrance on the South Island, which greatly impacts congestion and safety since traffic must be stopped in both directions to complete the turnaround.

Federal Bridge #	Juris	Facility	Crossing	Vertical Clearance Under	Vertical Clearance Over
21797	CHES	Centerville Trpk	Chesapeake & Albemarle Canal	-	13' 11"
21937	CHES	Ramp To Bainbridge Blvd & Norfolk Southern R/R	Bainbridge Blvd	13' 8"	15' 6"
20320	HAM	I-64	Rip Rap Rd	13' 4"	-
20324	HAM	I-64	Armistead Ave	13' 6"	-
20326	HAM	I-64	Lasalle Ave	13' 9"	-
20316	HAM	I-64 EB	Pembroke Ave & Hampton River	14' 3"	-
20386	HAM	Mercury Blvd WB	King St	14' 5"	-
10511	JCC	Route 199 EB	Tour Rd	11' 6"	-
24108	JCC	Route 199 EB	Colonial Pkwy	12' 9"	-
24224	JCC	Route 199 NB	Routes 60 & 603 & CSX R/R	14' 5"	-
24228	JCC	Route 199 SB	Routes 60 & 603 & CSX R/R	13' 5"	-
10508	JCC	Route 199 WB	Colonial Pkwy	12' 6"	-
10513	JCC	Route 199 WB	Tour Rd	13' 0"	-
29495	NN	I-664 Ramp N	35th St	13' 11"	-
20673	NN	Mercury Blvd EB	Warwick Rd	13' 11"	-
20675	NN	Mercury Blvd WB	Warwick Rd	14' 2"	-
20805	NOR	Brambleton Ave WB	Hampton Blvd	13' 11"	-
20768	NOR	First View St	Tidewater Dr	14' 1"	-
20770	NOR	Government Ave	Tidewater Dr	14' 1"	-
21034	NOR	Granby St	Tidewater Dr	13' 11"	-
21019	NOR	Hampton Blvd SB Ramp	Hampton Blvd NB	13' 7"	-
20947	NOR	I-264 WB	E Branch Elizabeth River	13' 5"	-
23046	NOR	I-264 WB Ramp	City Hall Ave	14' 5"	-
20815	NOR	I-64 EB	Sewells Point Rd	13' 7"	-
20819	NOR	I-64 EB	Chesapeake Blvd	14' 4"	-

FIGURE 14 – HEIGHT-RESTRICTED BRIDGES IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

Federal Bridge #	Juris	Facility	Crossing	Vertical Clearance Under	Vertical Clearance Over
20827	NOR	I-64 EB	Robin Hood Rd	14' 4"	-
20831	NOR	I-64 EB	Azalea Garden Rd	14' 0"	-
20835	NOR	I-64 EB	Military Hwy	14' 4"	-
20858	NOR	I-64 EB	Northampton Blvd	14' 1"	-
20862	NOR	I-64 EB	Kempsville Rd	14' 2"	-
20875	NOR	I-64 EB	Va Beach Blvd	14' 0"	-
20856	NOR	I-64 EB Ramp	Northampton Blvd	13' 10"	-
20896	NOR	I-64 EB Ramp	Thole St	14' 5"	-
20817	NOR	I-64 WB	Sewells Point Rd	14' 1"	-
20833	NOR	I-64 WB	Azalea Garden Rd	13' 10"	-
20837	NOR	I-64 WB	Military Hwy	14' 3"	-
20843	NOR	I-64 WB	Tidewater Dr	14' 5"	-
20860	NOR	I-64 WB	Northampton Blvd	14' 3"	-
20877	NOR	I-64 WB	Va Beach Blvd	14' 1"	-
20934	NOR	Little Creek Rd	Tidewater Dr	14' 2"	-
20949	NOR	Waterside Dr EB	East Main St	13' 10"	-
21193	PORT	Court St	I-264 WB	14' 0"	-
21220	PORT	I-264	Missy Elliott Blvd	13' 6"	-
21225	PORT	I-264	Portsmouth Blvd	14' 5"	-
21231	PORT	I-264	Portsmouth Blvd Ramp	14' 3"	-
21233	PORT	I-264	Des Moines Ave	14' 3"	-
21237	PORT	I-264	Victory Blvd	14' 3"	-
21240	PORT	I-264	Effingham St	14' 3"	-
21244	PORT	I-264	Elm Ave	14' 1"	-
21222	PORT	I-264 EB Ramp	Frederick Blvd	14' 3"	-
23137	SUR	Scotland Wharf	James River	-	12' 3"

FIGURE 14 (CONT.) – HEIGHT-RESTRICTED BRIDGES IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

Federal Bridge #	Juris	Facility	Crossing	Vertical Clearance Under	Vertical Clearance Over
12747	VB	Chesapeake Bay Bridge-Tunnel NB	Chesapeake Bay & Lookout Rd	12' 1"	13' 6"
26056	VB	Chesapeake Bay Bridge-Tunnel SB	Chesapeake Bay & Lookout Rd	12' 12"	13' 6"
26630	VB	Chesapeake Bay Bridge-Tunnel SB	Chesapeake Bay	-	13' 6"
26721	VB	Chesapeake Bay Bridge-Tunnel SB	Chesapeake Bay	-	13' 6"
22220	VB	I-264	Witchduck Rd	14' 1"	-
22222	VB	I-264	Independence Blvd	13' 11"	-
22224	VB	I-264	Rosemont Rd	13' 12"	-
22226	VB	I-264	Plaza Trail	13' 10"	-
22228	VB	I-264	Lynnhaven Pkwy	14' 1"	-
22232	VB	I-264	London Bridge Rd	13' 8"	-
22239	VB	I-264	First Colonial Rd	14' 1"	-
22243	VB	I-264	Birdneck Rd	14' 1"	-
22213	VB	Northampton Blvd NB	Shore Dr	14' 1"	-
22215	VB	Northampton Blvd SB	Shore Dr	14' 3"	-
22180	VB	W Great Neck Rd	Long Creek & Broad Bay Rd	12' 5"	-
22333	WMB	Lafayette St	Colonial Pkwy	12' 2"	-
22329	WMB	Newport Ave	Colonial Pkwy	13' 6"	-
22331	WMB	Page St	Colonial Pkwy	13' 1"	-
19820	YC	George Washington Hwy NB	Yorktown Battlefield Tour Rd	13' 3"	-
19822	YC	George Washington Hwy SB	Yorktown Battlefield Tour Rd	13' 2"	-
19840	YC	I-64 WB	Colonial Pkwy	13' 8"	-
90002	YC	Yorktown Battlefield Tour Rd	Crawford Rd	13' 7"	-

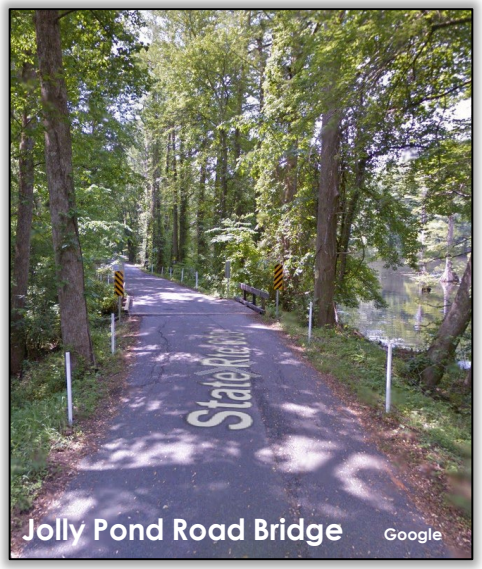
FIGURE 14 (CONT.) – HEIGHT-RESTRICTED BRIDGES IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

CLOSED BRIDGES IN HAMPTON ROADS

As bridges age over time, bridge conditions may worsen to the point that permanent closure is a necessary action. This section discusses two closed bridges in the Hampton Roads region, the Jolly Pond Road Bridge and the Kings Highway Bridge.

Jolly Pond Road Bridge



In May 2019 James City County permanently closed the section of Jolly Pond Road that crosses the Jolly Pond Spillway. This was done due to safety concerns with the deteriorating dam. As part of the closure, the County constructed turnarounds to help direct traffic away from the bridge. Originally built in 1982, James City County has no current plans to re-open the closed section of Jolly Pond Road to the public.

Kings Highway Bridge

Originally built in 1928, the Kings Highway Bridge spanned over the Nansemond River and provided an essential crossing point between Northern Suffolk and Chuckatuck. In 2002, the City of Suffolk applied load limits to the Kings Highway Bridge due to deteriorating conditions. As a result, heavy vehicles, including school buses and emergency vehicles, were prohibited in using the bridge. In 2005 the bridge was closed to traffic and it was demolished in 2007. The closure created a 16-mile detour from one side of the river to the other.

There are two proposed alignments for a new bridge to be built, one following the original alignment and the other spanning the Nansemond River further to the south (**Figure 15**).

The City of Suffolk has received $3 million in federal funds to cover the design costs associated with a new Kings Highway Bridge, but additional funding is needed to cover the total project cost.

FIGURE 15 – KINGS HIGHWAY BRIDGE PROPOSED ALIGNMENTS

Source: City of Suffolk

FRACTURE AND SCOUR CRITICAL BRIDGES

As mentioned earlier in this study, some structures may require more frequent monitoring due to their condition or design. This section highlights two structure types that require this additional monitoring: 1) Fracture Critical Bridges and 2) Scour Critical Bridges.

Most bridges are designed such that if one of its structural elements fails, the load that it was supporting is redistributed to the other structural elements. However, fracture critical bridges are structures that are designed with few or no redundant supporting elements and are in danger of collapsing if a key structural member fails. Examples of fracture critical bridges include most truss bridges, drawbridges, and certain beam or girder bridges designed without redundant elements.

Despite this lack of redundant elements, **fracture critical bridges are not necessarily unsafe. Bridge inspectors will close or impose limits on structures that they feel are unsafe.** Fracture critical bridges will undergo more extensive and more frequent inspections to ensure they are safe for public use.

As of February 2024, there are 41 bridges in Hampton Roads that are classified as fracture critical (**Figure 16**). Examples include the Berkley Bridge, Coleman Bridge, High Rise Bridge, and James River Bridge. Based on their design, all drawbridges in Hampton Roads are classified as fracture critical.

Bridges with underwater substructure elements may be vulnerable to scouring, which is the erosion of sediments and other materials from around these underwater substructure elements. Over time, scouring

Federal Bridge #	Juris	Facility	Crossing
31197	CHES	22nd St	Seaboard Ave & Norfolk Southern R/R
27874	CHES	Battlefield Blvd	Chesapeake & Albemarle Canal
21797	CHES	Centerville Trpk	Chesapeake & Albemarle Canal
1818	CHES	George Washington Hwy	Dismal Swamp Canal
27144	CHES	Gilmerton Bridge	S Branch Elizabeth River
21868	CHES	High Rise Bridge	S Branch Elizabeth River & SR 166
26355	CHES	I-64 EB Collector Road	Battlefield Blvd Ramp
26354	CHES	I-64 WB Collector Road	Greenbrier Pkwy Ramp
21915	CHES	I-664 Ramp	Route 58 & 460 EB
1826	CHES	Mount Pleasant Rd	Chesapeake & Albemarle Canal
21937	CHES	Ramp To Bainbridge Blvd & Norfolk Southern R/R	Bainbridge Blvd
19824	GLO/YC	Coleman Bridge	York River
20314	HAM	I-64 EB	E. Branch Hampton River
20399	HAM	I-64 Ramps	Newmarket Creek
20346	HAM	I-64 WB	Pembroke Avenue & Hampton River
20396	HAM	I-664 NB	I-64 Ramp & Newmarket Creek
20328	HAM	I-664 SB Ramp	I-64 & Newmarket Creek
10364	IW/NN	James River Bridge	James River
24057	JCC	Glass House Ferry	James River
30285	JCC	Hicks Island Rd	Diascund Creek
20750	NN	I-664	Terminal Ave
20754	NN	I-664 On Ramp	Terminal Ave & CSX R/R
20761	NN	I-664 Ramp	Terminal Ave
20962	NOR	I-264 EB	E Branch Elizabeth River
20971	NOR	I-264 EB	I-264 EB Ramp
28991	NOR	I-264 EB C/D Lanes	Kempsville Rd, Ramp D7
20947	NOR	I-264 WB	E Branch Elizabeth River
20979	NOR	I-264 WB	City Hall Ave
21000	NOR	I-264 WB	Holt St & Norfolk Southern R/R
23191	NOR	I-64 HOV Lanes	I-64 WB
23214	NOR	I-64 HOV Lanes	I-564 & Little Creek Rd
23186	NOR	I-64 HOV Ramp	I-64 WB & I-264 & Ramps
30688	NOR	Intermodal Connector	I-564
28988	NOR	Ramp From I-64 W To I-264 E	Curlew, HRT Light Rail, I-264 C/D Lanes
21224	PORT	I-264	Norfolk & Portsmouth R/R
21242	PORT	I-264	WB Ramp From Effingham St
21208	PORT	Route 164 EB	Former Coast Guard Blvd
21206	PORT	Route 164 WB	Former Coast Guard Blvd
26972	SH	Sunbeam Rd	Cokemoke Mill
23137	SUR	Scotland Wharf	James River
12752	VB	Chesapeake Bay Bridge-Tunnel NB	Chesapeake Bay

FIGURE 16 – FRACTURE CRITICAL BRIDGES IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

could leave the substructure elements unstable and susceptible to failure. In cases where a bridge is at risk of failure due to scouring, the bridge is classified as scour critical. Underwater substructure elements are inspected regularly (usually every five years) to assure that bridges that could potentially be vulnerable to scouring do not become scour critical. As of February 2024, no bridges in Hampton Roads are classified as scour critical.

FEDERAL BRIDGE PERFORMANCE MEASURES

With the passage of the 2012 surface transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21) brought performance-based planning and programming to the forefront in the United States. The Federal Highway Administration defines performance-based planning and programming as the system-level, data-driven process to help identify strategies and investments. As part of MAP-21 and continued through current federal legislation, States and Metropolitan Planning Organizations are required to prepare and set targets for federally-established performance measures that are associated with national performance goals across a variety of areas including safety, roadway performance, pavement condition, freight, and bridge condition.

The following performance measures are used to gauge bridge condition:

- Percentage of National Highway System (NHS) Bridge Deck Area in Good Condition
- Percentage of NHS Bridge Deck Area in Poor Condition

The condition of a bridge is determined by the condition of the deck, superstructure and substructure. The condition of each bridge component is rated on a scale of 0 to 9, with 9 representing a component in excellent condition and 0 representing a failed condition or a closed bridge. Rating the deck, superstructure, and substructure does not apply to culverts as they are only provided one single rating to represent the general culvert rating.

The component with the lowest rating represents the overall bridge condition and ultimately determines whether a bridge is in good, fair, or poor condition. If the lowest rating for a bridge component is ≥ 7, the bridge is considered to be in good condition. If the lowest rating for a bridge component is a 5 or 6, the bridge is considered to be in fair condition. If the lowest rating for a bridge component is ≤ 4, the bridge is considered to be in poor condition. The condition of each bridge in Hampton Roads is shown in **Map 2** on page 34.

Once the bridge condition has been identified for each bridge on the NHS as good, fair, or poor, the total bridge deck area is summed up for each condition to determine the percentage of NHS bridge deck area in each metropolitan area in good or poor condition.

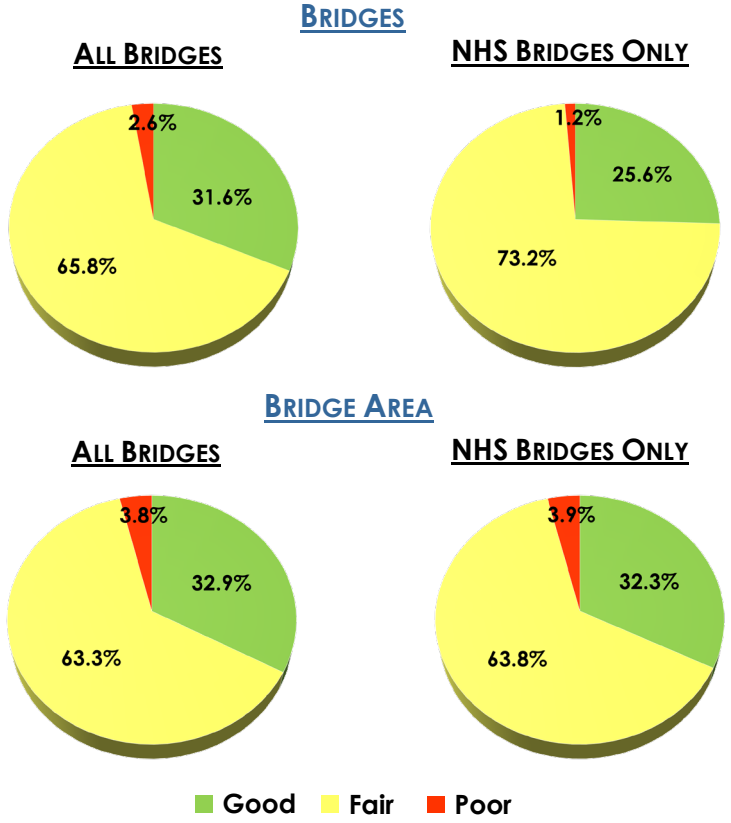


FIGURE 17 – PERCENTAGE OF BRIDGES AND BRIDGE AREA IN HAMPTON ROADS IN GOOD/FAIR/POOR CONDITION

Source: HRTPO analysis of VDOT data. Data as of February 2024.

A comparison of the number and area of bridges in Hampton Roads that are in good, fair, and poor condition for all bridges and for bridges that are part of the NHS is shown in **Figure 17**.

In Hampton Roads, 31.6% of bridges are in good condition, 65.8% of bridges are in fair condition, and 2.6% of all bridges are in poor condition as of February 2024. In terms of bridge deck area of all bridges in Hampton Roads, 32.9% are in good condition, with 63.3% in fair condition and 3.8% in poor condition.

As for bridges in Hampton Roads that are part of the NHS, 25.6% of bridges are in good condition while 73.2% of bridges are in fair condition, and 1.2% of bridges are in poor condition. In terms of bridge deck area of NHS only bridges in the region, approximately 32.3% is in good condition, with 63.8% in fair condition and 3.9% in poor condition.

The condition of the bridges in Hampton Roads were compared against the bridges in Virginia and in other large metropolitan areas with populations between one and four million people as shown in **Figure 18**. While 31.6% of bridges in Hampton Roads are considered to be in good condition, Virginia has a higher percentage of bridges in good condition at 34.6%. A higher percentage of bridges in good condition were also present in other large metropolitan areas at 45.7%. While Hampton Roads has fewer bridges in good condition, the region has more bridges in fair condition at 65.8%. In Virginia, 61.2% of its bridges are considered to be in fair condition. Other large metropolitan areas have fewer bridges in fair condition when compared to Hampton Roads and Virginia at 49.1%. Conditions were better in Hampton Roads regarding the number of bridges that are in poor condition at 2.6%.

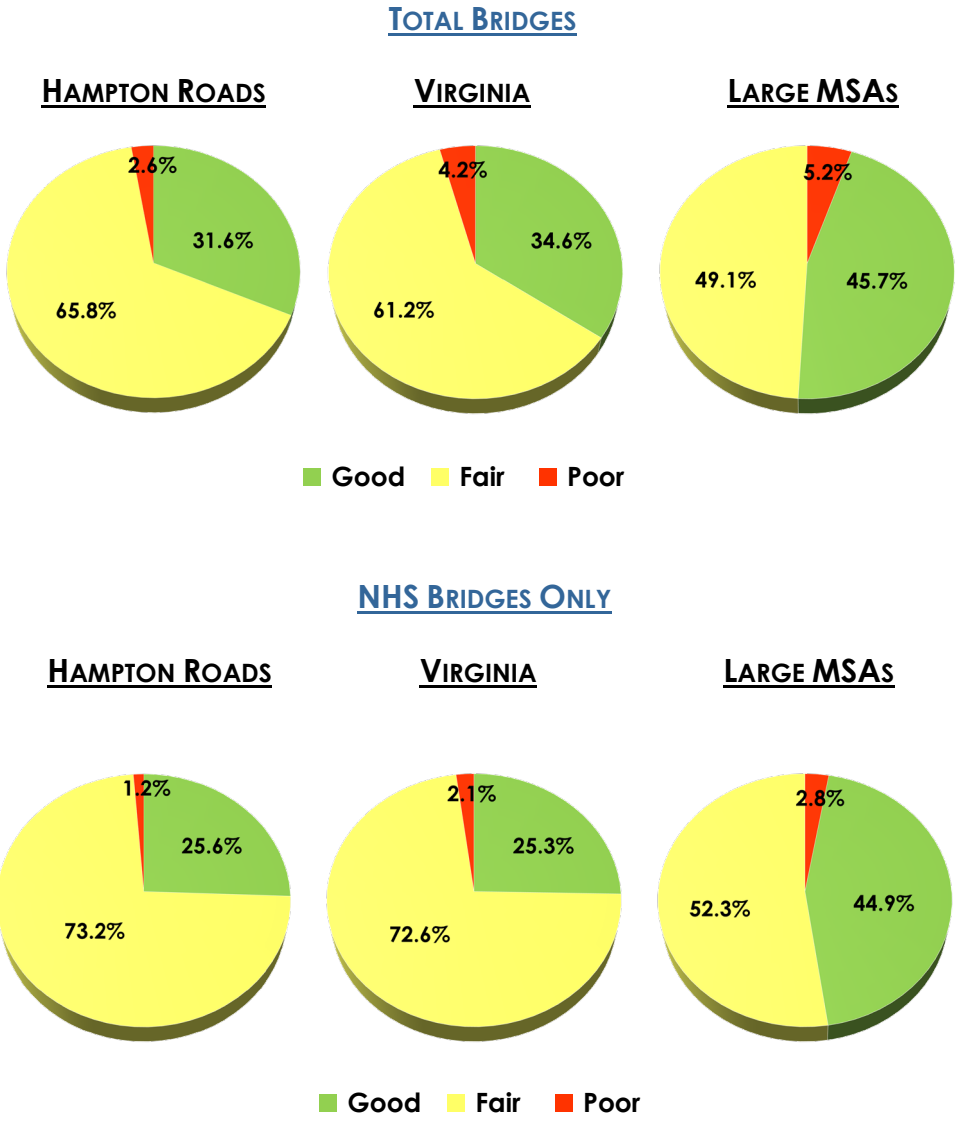


FIGURE 18 – PERCENTAGE OF BRIDGES IN GOOD/FAIR/POOR CONDITION

Source: VDOT, FHWA, and HRTPO analysis of VDOT data. Includes only NBI bridges. Data for Hampton Roads bridges as of February 2024. Data for Virginia bridges as of August 2024. Data reflects 2024 conditions for Comparable MPO bridges.

In Virginia, 4.2% of bridges are considered to be in poor condition. Other large metropolitan areas have twice as many bridges that are in poor condition when compared to Hampton Roads at 5.2%.

When observing bridges found on the NHS, Hampton Roads has fewer bridges in good condition at 25.6%. Comparable to Hampton Roads, 25.3% of NHS only bridges are considered to be in good condition in Virginia. Other large metropolitan areas have a much higher percentage of NHS only bridges in good condition at 44.9%. The percentage of NHS only bridges in fair condition is about the same in Hampton Roads and in Virginia at 73.2% and 72.6% respectively. There are fewer NHS only bridges in fair condition in other large metropolitan areas at 52.3%. Hampton Roads has fewer NHS only bridges in poor condition at 1.2% than when compared to Virginia and other large metropolitan areas (2.1% and 2.8% respectively).

The deck area of bridges in good, fair, and poor conditions among Hampton Roads, Virginia, and other comparable large metropolitan areas are shown in **Figure 19**. While Hampton Roads has a percentage of bridge deck area in good condition that is comparable to Virginia (32.9% and 33.7% respectively), it is lower than the percentage of bridge deck area in good condition in other large metropolitan areas (41.3%). The percentage of bridge deck area in poor condition were similar among Hampton Roads, Virginia, and other large metropolitan areas (3.8%, 3.7%, and 3.8% respectively).

Looking only at the bridges found on the NHS, Hampton Roads has a percentage of bridge deck area in good condition that is comparable to the percentage of bridge deck area in Virginia (32.3% and 31.4% respectively). However, the region's percentage of bridge deck area in good condition is slightly lower than the

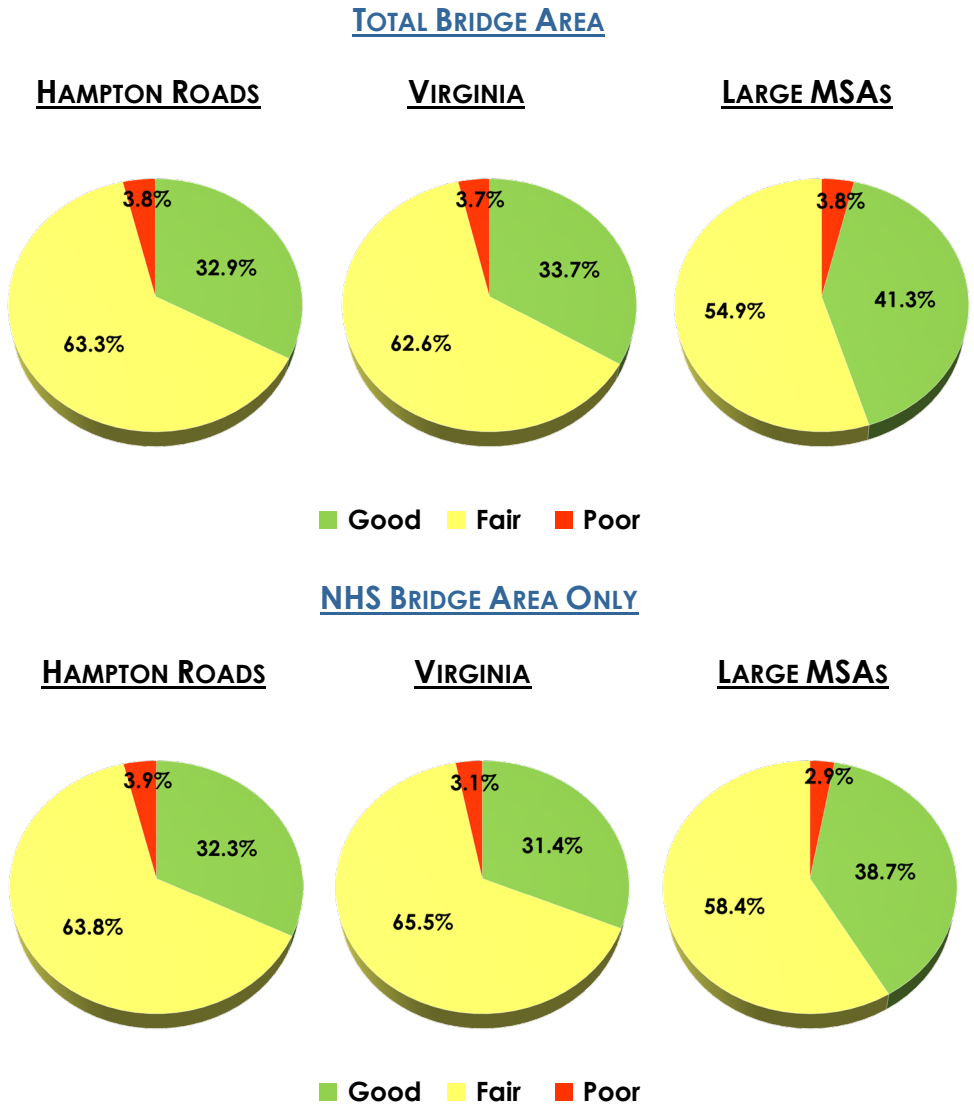


FIGURE 19 – PERCENTAGE OF BRIDGE AREA IN GOOD/FAIR/POOR CONDITION

Source: VDOT, FHWA, and HRTPO analysis of VDOT data. Includes only NBI bridges. Data for Hampton Roads bridges as of February 2024. Data for Virginia bridges as of August 2024. Data reflects 2024 conditions for Comparable MPO bridges.

percentage of bridge deck area in good condition in other large metropolitan areas (38.7%). While the percentage of bridge deck area in poor condition is similar between Hampton Roads and Virginia (3.9% and 3.1% respectively), other large metropolitan areas have a lower percentage of NHS only bridge deck area in poor condition (2.9%).

TARGETS

States and MPOs are required to establish targets regarding the percentage of NHS bridge deck area in good and poor condition. MPOs may adopt State-established targets but report metrics specific to the Metropolitan Planning Area (MPA), select unique MPO-defined targets or use a combination of State-established targets and MPO-defined targets.

While there are no "penalties" for MPOs for not meeting their performance targets, it can be addressed during the MPO's quadrennial certification review to ensure adequate performance-based planning. For the statewide bridge targets, if for three consecutive years more than 10.0% of a State DOT's NHS bridges total deck area is in poor condition, the State DOT must obligate and set aside additional National Highway Performance Program (NHPP) funds for eligible bridge projects on bridges on the NHS. Hampton Roads is well below this threshold, with only 3.9% in poor condition as of February 2024.

For bridge condition, MPOs are required to establish targets on a four-year time horizon, whereas States are required to establish both two-year and four-year targets. After two years, States may make a mid-point adjustment with their four-year targets. If States adjust their four-year targets and MPOs adopted statewide targets, MPOs have the option to adopt the adjusted State-established targets or to commit to a new, unique MPO-specific target within 180 days. HRTPO staff, in cooperation with the Transportation Technical Advisory Committee (TTAC), develops the bridge performance measures and targets as required by the federal legislation.

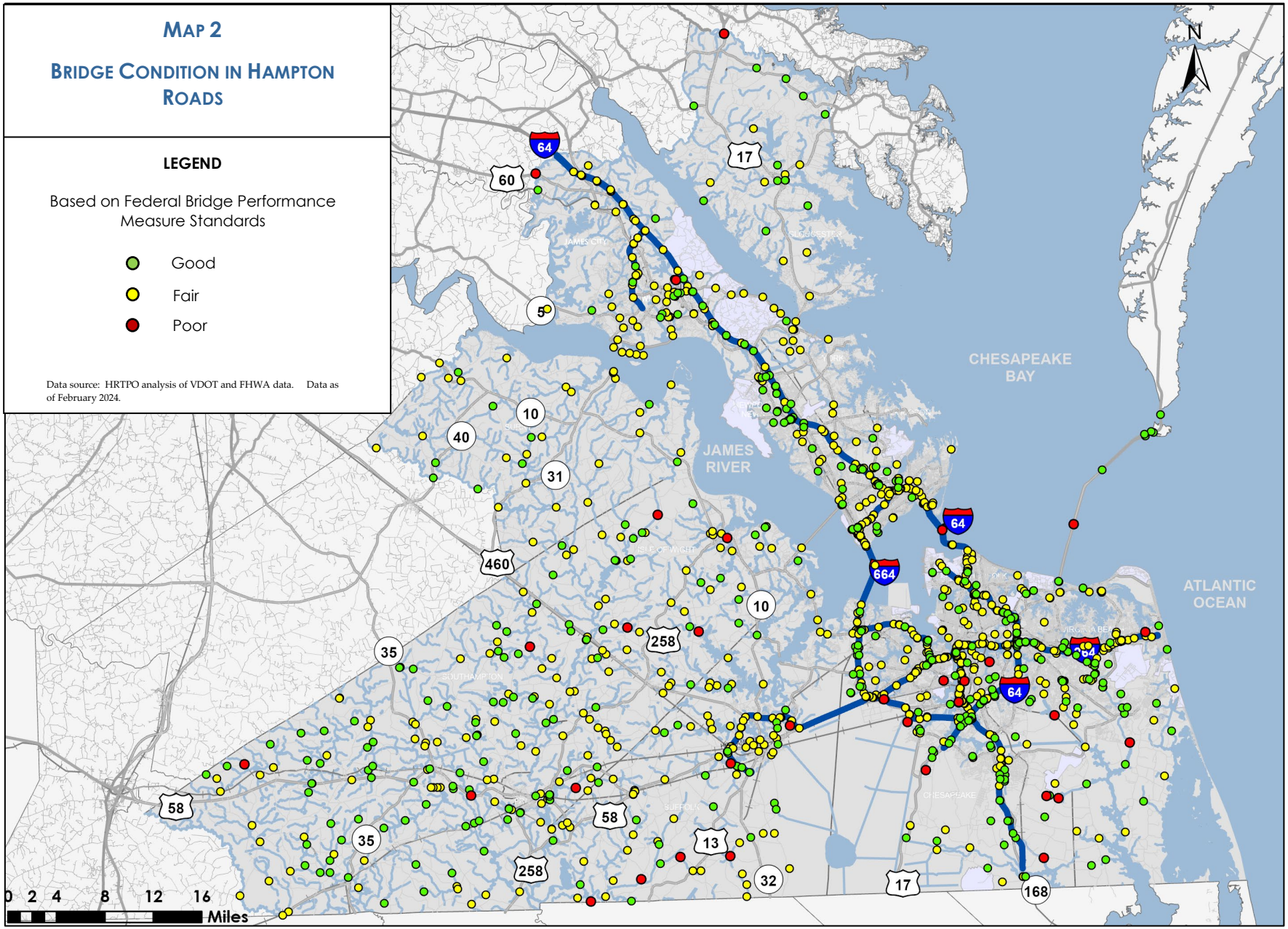
The HRTPO Board established the following four-year targets (2025) for regional bridge conditions:

- Percentage of NHS Bridge Deck Area in Good Condition: > 25.1%
- Percentage of NHS Bridge Deck Area in Poor Condition: < 3.6%

Both bridge condition targets match the statewide targets established by the Commonwealth Transportation Board (CTB). For more information on the regional performance measures and targets for Hampton Roads, please visit https://www.hrtpo.org/554/Regional-Performance-Measures-Targets.

MAP 2

BRIDGE CONDITION IN HAMPTON ROADS



BRIDGE FUNDING

Funding for bridge projects are available through federal, state, and local sources and through tolling in some cases. This section details the various bridge funding sources.

FEDERAL BRIDGE FUNDING

Federal funding to help address the transportation needs for bridges is available through the following programs under the Infrastructure Investment and Jobs Act (IIJA), which is also referred to as the Bipartisan Infrastructure Law (BIL): National Highway Performance Program, Surface Transportation Block Grant (STBG) Program, Infrastructure for Rebuilding America (INFRA) Grant Program, National Infrastructure Project Assistance (Mega) Program, Rural Surface Transportation Grant Program, Bridge Formula Program (BFP), and Bridge Investment Program (BIP).

National Highway Performance Program

The National Highway Performance Program (NHPP) provides funding for the condition and performance of the National Highway System (NHS). This includes the construction of new facilities on the NHS and for resiliency improvements on the NHS. The IIJA continues all prior eligible NHPP activities including the construction, replacement, rehabilitation, preservation, inspection, and protection of bridges and tunnels. Additionally, NHPP funds may be used on any bridge project on a Federal-aid roadway not on the NHS.

The IIJA establishes a minimum standard regarding the bridge condition of bridges on the NHS. If for three consecutive years more than 10% of the total deck area of a State DOT's NHS bridges has been in poor condition, that State DOT must obligate and set aside NHPP funds for eligible bridge projects for NHS bridges until the performance target is met.

Per the IIJA, a total of $28.4 billion to $30.8 billion per fiscal year is available in NHPP funding over the five-year period of Federal Fiscal Year (FFY) 2022 through FFY 2026.

Surface Transportation Block Grant Program

Previously known as the Surface Transportation Program, the Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used for federal-aid highway projects, active transportation facilities, and transit capital projects. The IIJA continues all prior eligible STBG activities including the replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, regardless of whether they are on the NHS. New activities eligible for STBG funding under the IIJA include the installation of safety barriers and nets on bridges and the replacement of a low-water crossing with a bridge not on a Federal-aid highway.

Under IIJA, a portion of a State DOT's STBG funds of no less than 20% of the State's FY 2009 Highway Bridge Program apportionments must be set aside for use on certain types of bridge and low-water crossing projects on public roads other than Federal-aid highways (also referred to as off-system bridges), unless federal officials determine that the State has insufficient off-system bridge needs. This set aside was previously established at 15% under the FAST Act.

Per the IIJA, a total of $13.9 billion to $15.0 billion per fiscal year is available in STBG funding over the five-year period of FFY 2022 through FFY 2026.

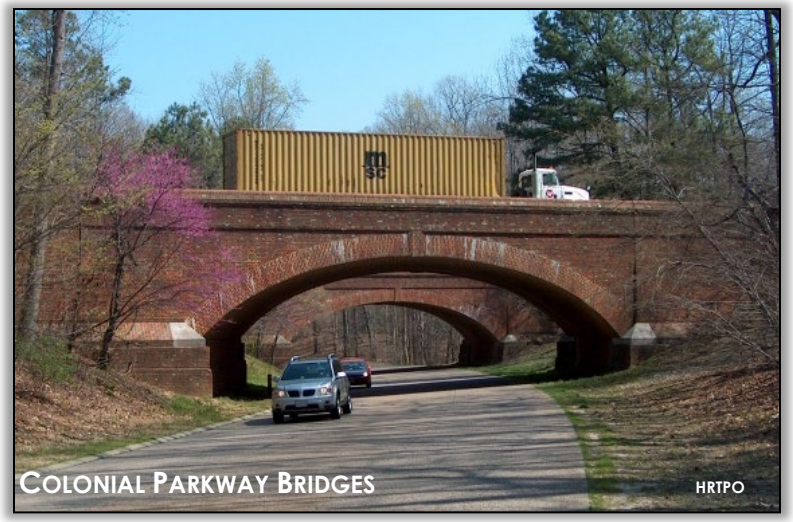
Infrastructure for Rebuilding America Grant Program

The Infrastructure for Rebuilding America (INFRA) Grant Program awards competitive grants for multimodal freight and highway projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The IIJA continues all prior projects eligible for INFRA funding, including highway or bridge projects on the NHS and adds new eligible projects including highway, bridge, or freight projects carried out on the National Multimodal Freight Network. Additionally, the IIJA clarifies that INFRA funding may be used on a project to rehabilitate or replace a culvert, or to reduce stormwater runoff in order to improve environmental conditions for aquatic species.

Per the IIJA, a total of $1.5 billion to $1.6 billion per fiscal year is available in INFRA funding over the five-year period of FFY 2022 through FFY2026.

National Infrastructure Project Assistance Program

Created under the IIJA, the National Infrastructure Project Assistance (Mega) Program provides funding for large, complex projects that would likely generate national or regional economic, mobility, or safety benefits, but may have trouble funding by traditional funding programs. Examples of projects that are eligible for Mega funding include large highway or bridge projects on the National Multimodal Freight Network,



the National Highway Freight Network, and the National Highway System.

Per the IIJA, a total of $5 billion is available in Mega funding over the five-year period FFY 2022 through FFY 2026.

Rural Surface Transportation Grant Program

The Rural Surface Transportation Grant Program provides funding for projects that improve and expand the surface transportation infrastructure in rural areas. Created under the IIJA, the goals of Rural Surface Transportation Grant Program are to increase connectivity, improve the safety and reliability of moving people and goods, generate economic growth and improve quality of life. Examples of eligible projects include a highway, bridge, or tunnel project eligible under the National Highway Performance Program, the Surface Transportation Block Grant Program, and the Tribal Transportation Program. Projects on a publicly-owned highway or bridge that provide or increase access to an

agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area are also eligible.

Per the IIJA, a total of $300 million to $500 million per fiscal year is available through the Rural Surface Transportation Grant Program over the five-year period of FY 2022 through FY 2026.

Bridge Formula Program

Established under the IIJA, the Bridge Formula Program (BFP) provides funding to help replace, rehabilitate, preserve, protect and construct highway bridges across five fiscal years FFY 2022 through FFY 2026. The apportionment of BFP funds is determined by a funding distribution formula based on the relative costs of replacing a State's bridges that are considered to be in poor condition and rehabilitating a State's bridges that are considered to be in fair condition. More specifically, a State's share of the $5.5 billion in BFP funds per federal fiscal year is broken down as such:

- 75% by the proportion of the total cost of replacing all bridges classified in poor condition in the State bears to the total cost to replace all bridges classified in poor condition in all States; and
- 25% by the proportion of the total cost of rehabilitating all bridges classified in fair condition in the State bears to the total cost to rehabilitate all bridges classified in fair condition in all States.

Additionally, the replacement and rehabilitation costs are based on the average unit costs of bridges from 2016 through 2020, and the total deck area of bridges classified in poor or fair condition is based on the National Bridge Inventory as of December 31, 2020. As a requirement, 15 percent of each State's BFP apportionment is set aside for use on highway bridges located on public roads other than Federal-aid highways (also referred to as off-system bridges).

Bridge Investment Program

Established under the IIJA, the Bridge Investment Program (BIP) provides funding to help improve bridge conditions and the safety, efficiency, and reliability of the movement of people and goods over bridges. Projects eligible for BIP funding include: a project (or bundle of projects) to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI), and those that replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species. As a requirement, at least 50 percent of BIP funding from the Highway Trust Fund must be used for bridge projects exceeding $100 million in cost (also referred to as Large Bridge Projects). To be recommended for BIP funding, these Large Bridge Projects must showcase the following:

- Will improve bridge conditions
- Will generate specified benefits (or avoid specified costs), and is cost-effective based on a benefit-cost analysis
- Is supported by other Federal or non-Federal financial commitments or revenues adequate to fund ongoing maintenance and preservation
- Is consistent with any applicable asset management plan of the project sponsor.

Other requirements of the BIP include setting aside an average of $40 million in BIP funding per fiscal year for Tribal transportation facility bridges and setting aside an average of $20 million in BIP funding per fiscal year for grants for planning, feasibility analysis and revenue forecasting.

Per the IIJA, a total of $2.4 billion to $2.5 billion per federal fiscal year is available in BIP funding over the five-year period of FFY 2022 through FFY 2026.

STATE BRIDGE FUNDING

The following section discusses the funding sources available at the state level to help address the transportation needs of bridges in Virginia. These sources include the State of Good Repair Program, Urban Maintenance Program, and the Special Structures Program.

State of Good Repair Program

Created from the passing of House Bill 1887 in March 2015, the State of Good Repair (SGR) Program provides dedicated funding for deficient bridges and pavements in Virginia. Per House Bill 1887, 45 percent of the state's construction program must be allocated to improve these deficient bridges and pavements. This funding is allocated to each of the nine VDOT Construction Districts based on needs, with guarantees that each district will receive a minimum of 5.5% and a maximum of 17.5% of the total yearly allocation. This funding is then further split within each district between VDOT-maintained and locality-maintained structures.

Bridge projects are eligible for SGR funding if they meet the following criteria:

- The bridge must meet the definition required to be included in the National Bridge Inventory (which is described previously in this report)
- The bridge must be in poor or fair condition as of the annual program update conducted on July 1st of each year.
- Remove the bridge's poor status for bridges in poor condition
- Extend the anticipated useful life by at least 10 years
- Include scope elements that preserve its condition by addressing the mechanisms of deterioration that caused the bridge to reach its current condition
- Meet the requirements established in Chapter 32 and the "bridge only" requirements in Chapter 6 of VDOT's Manual of the Structure and Bridge Division.

In limited cases, a bridge that is not in poor or fair condition at the time of the annual program update may qualify for SGR funding if it was previously in poor condition within the prior 24 months of the annual program update and was replaced with a temporary bridge. Additionally, temporarily closed bridges are eligible for SGR funding whereas permanently closed bridges are not eligible for SGR funding. Bridges being removed and replaced with at-grade roadways or crossings are eligible for SGR funding with the approval of the Assistant State Structure and Bridge Engineer.

Bridge projects receiving funding from the SGR program must initiate the Preliminary Engineering or Construction phase within 24 months of the funds being awarded. If it is not initiated in this timeframe, funds for the bridge project could be deallocated.

Structures are selected for SGR funding after undergoing a prioritization process. As part of this process, a SGR Score is calculated for each bridge, and bridges that are in poor condition are prioritized for replacement or rehabilitation based on the SGR Score. There are two prioritized lists for each VDOT district, one for VDOT-maintained structures and one for locality-maintained structures. Those bridges with higher SGR Scores are prioritized for funding over those with lower SGR Scores, although bridges in the list can be skipped over for reasons such as cost effectiveness, maintenance of traffic, or the possible use of other funding sources.

Five factors are assigned a specific percentage towards the overall SGR Score for each bridge, and each factor can have a value of between 0 and 1. The five factors are:

- Importance Factor (30%) – The Importance Factor measures the relative importance of each bridge to the overall highway network.
- Condition Factor (25%) – The Condition Factor measures the overall physical condition of each bridge based on the condition of each individual element
- Design Redundancy Factor (15%) – The Design Redundancy Factor measures four risk factors related to redundancy, scour susceptibility, fatigue, and vulnerability to earthquakes.
- Structure Capacity Factor (10%) – The Structure Capacity Factor measures the capacity of the structure to carry traffic, including the impacts of weight restrictions, waterway adequacy, vertical clearance, and the width of the bridge.
- Cost-Effectiveness Factor (20%) – The Cost-Effectiveness Factor measures the cost-effectiveness of the work required.

The method for calculating each of these factors is described in much more detail in **Appendix C**.

There were 31 bridge projects that were selected for SGR funding for Fiscal Years 2025 – 2030, totaling over $376 million in estimated project costs (**Figure 20**). From this group, five bridge projects from Hampton Roads were selected for SGR funding, totaling $53.3 million (14.2%) in estimated project costs. The amount of SGR funding, which varies by VDOT Construction District, will be used to cover the estimated project costs for these bridge projects in full or partially if other funding sources have been identified.

District	Locality-Owned	VDOT-Owned	Total
Bristol	$4.8	$27.1	$31.9
Salem	$8.6	$38.2	$46.8
Lynchburg	-	$51.8	$51.8
Richmond	$64.2	$54.0	$118.1
Hampton Roads	-	$53.3	$53.3
Fredericksburg	-	$3.6	$3.6
Culpeper	-	$11.3	$11.3
Staunton	-	$43.1	$43.1
Northern Virginia	-	$16.3	$16.3
Virginia	**$77.6**	**$298.6**	**$376.2**

FIGURE 20 – TOTAL ESTIMATED PROJECT COSTS OF THE BRIDGE PROJECTS SELECTED FOR SGR FUNDING, FY 2025 – 2030 (IN MILLIONS)

Source: HRTPO analysis of VDOT data

Urban Maintenance Program

In addition to the SGR program for bridges, funds are annually allocated to cities and eligible towns for street and bridge maintenance, construction, and reconstruction via the Urban Maintenance Program. Urban Maintenance Program funds are allocated to cities based on the number of lane-miles of roadway by functional classification that each locality maintains. The number or condition of bridges in each city has no impact on the level of maintenance funds each city receives.

Urban Maintenance Program funds can be used for any eligible roadway maintenance activity. For bridges this includes substructure and superstructure repair, culvert repair, waterproofing bridge decks, and paying for the operational expenses related to drawbridges. Urban Maintenance Program funds can also be used by cities for bridge inspections, since cities are responsible for inspecting the bridges that they own and maintain.

Special Structure Program

Legislation passed by the Virginia General Assembly in 2020 created a fund specifically devoted to the maintenance, rehabilitation, and replacement of very large, essential, and unique bridges and tunnels (also referred to as "special structures") (**Figure 21**). As part of the Special Structure Program and with the assistance of VDOT, the Commonwealth Transportation Board (CTB) has developed and maintained their 50 Year Project Plan, which uses a multi-variable formula to help prioritize and select maintenance, rehabilitation, and replacement projects for the special structure facilities. Per the Code of Virginia, the 50 Year Project Plan, which is updated every two years, is required to identify the funds needed to operate and maintain each special structure facility. The Pocahontas Parkway Bridges in Richmond and the Elizabeth River Tunnels (Midtown and Downtown Tunnels) are currently operated by private entities and will not have projects in the 50 Year Project Plan until their concession agreements end in 2105 and 2069, respectively.

Of the 21 special structure facilities that have been identified, nearly half (10) are located in the Hampton Roads VDOT District (47.6%).

	STRUCTURE NAME	ROUTE CARRIED	DISTRICT
MOVABLE BRIDGES (including approach spans)	Benjamin Harrison Bridge	Route 156	Richmond
	Chincoteague Bridge	Route 175	Hampton Roads
	High Rise Bridge	I-64	Hampton Roads
	Berkley Bridges – 2 Bridges	I-264	Hampton Roads
	Coleman Bridge	Route 17	Hampton Roads
	James River Bridge	Route 17	Hampton Roads
	Eltham Bridge	Route 30/33	Fredericksburg
	Gwynn's Island Bridge	Route 223	Fredericksburg
TUNNELS	Big Walker Mountain Tunnel - Twin Bores	I-77	Bristol
	East River Mountain Tunnel - Twin Bores	I-77	Bristol
	Hampton Roads Bridge Tunnel (HRBT) – 2 Tunnels & 6 Approach Bridges	I-64	Hampton Roads
	Monitor Merrimac Memorial Bridge Tunnel (MMMBT) – Single Tunnel with Twin Tubes & 3 Approach Bridges	I-664	Hampton Roads
	Elizabeth River Midtown Tunnel – 2 Tunnels	Route 58	Hampton Roads
	Elizabeth River Downtown Tunnel – 2 Tunnels	I-264	Hampton Roads
	Rosslyn Tunnel – Cut & Cover Tunnel	I-66	Northern Virginia
	I-564 Roadway Tunnel – Cut & Cover Tunnel with Twin Tubes	I-564	Hampton Roads
LARGE FIXED-SPAN BRIDGES	460 Connector Bridge – 2 Bridges	Route 460	Bristol
	Smart Road Bridge	Smart Road	Salem
	Varina-Enon Bridge	I-295	Richmond
	Pocahontas Parkway – 2 Bridges	Route 895	Richmond
	Norris Bridge	Route 3	Fredericksburg

FIGURE 21 – VDOT'S SPECIAL STRUCTURE FACILITIES

Source: VDOT, State of the Structures and Bridges Fiscal Year 2024

Regional/Local Bridge Funding

In addition to state and federal funding sources, transportation funding is also available through the Regional Surface Transportation Program (RSTP). RSTP funds are federal funds that are matched with state funds that are allocated by each region's Metropolitan Planning Organization (MPO). Examples of the bridge projects in Hampton Roads that are being funded (at least partially) with RSTP funds include the Campostella Road Bridge over the Eastern Branch of the Elizabeth River Rehabilitation project in Norfolk and the Speights Spillway Bridge Replacement project in Suffolk.

Cities can also provide local funds for bridge construction and maintenance. Local funds are required as matching funds for certain projects, and some cities fully fund smaller bridge projects through Capital Improvement Plan/Program (CIP) allocations. Examples of bridge projects that are being funded (at least partially) with CIP allocations include the North Great Neck Road Bridge Rehabilitation project and the Indian River Road over West Neck Creek Bridge Replacement project – both are located in Virginia Beach.

Tolls

Tolls are also used as a mechanism for funding bridge construction and maintenance costs. Bridges in Hampton Roads that charge tolls include the Chesapeake Bay Bridge-Tunnel, South Norfolk Jordan Bridge, and the Veterans Bridge. Tolls were also implemented at the Midtown Tunnel and Downtown Tunnel in 2014 to fund the Midtown Tunnel/Downtown Tunnel/Martin Luther King Freeway project. Tolls are also charged on the Coleman Bridge; however, the Virginia General Assembly's 2025 budget bill (HB1600) includes a provision to remove all tolls from the Coleman Bridge no later than January 1, 2026.

BRIDGE PROJECTS

Between 2018 and 2024, there were 98 bridges in Hampton Roads that had bridge improvements in some form. Of this total, 42 existing bridges (42.9%) were rehabilitated, 55 existing bridges (56.1%) were replaced, and one new bridge (1.0%) was constructed (**Figure 23** on pages 46-48). Examples of the existing bridges that were rehabilitated include Mill Creek Road over Burnt Mill Swamp in Isle of Wight County, Granby Street over the Lafayette River in Norfolk, and Buckhorn Quarter Road over Buckhorn Swamp in Southampton County. Examples of the existing bridges that were replaced include 22nd Street over Seaboard Avenue and the Norfolk Southern Railroad in Chesapeake, Hicks Island Road over Diascund Creek in James City County, and Sandbridge Road over Hells Point Creek in Virginia Beach. In this period, the High Rise Bridge was expanded via the construction of an additional bridge to accommodate I-64 Westbound traffic (traveling towards Virginia Beach).

In addition, there are a number of existing bridges that are currently being rehabilitated or replaced across Hampton Roads. Examples from this list include Deep Creek Bridge over the Dismal Swamp Canal (replacement) in Chesapeake, Virginia Beach Boulevard over Broad Creek (rehabilitation) in Norfolk, Victory Boulevard over Paradise Creek (replacement) in Portsmouth, Freeman Mill Road over Spivey Swamp (replacement) in Suffolk, and Laskin Road over Linkhorn Bay (replacement) in Virginia Beach. Multiple existing bridges are under construction for rehabilitation and replacement as part of the Hampton Roads Express Lanes Network projects and the I-64/Hampton Roads Bridge-Tunnel Widening project.

Upcoming bridge projects in Hampton Roads are included in HRTPO's Hampton Roads Transportation Improvement Program (TIP), VDOT's Six-Year Improvement Program (SYIP), Virginia's Statewide Transportation Improvement Program (STIP), and in each city's Capital Improvement Plan/Program (CIP). The TIP is a federally-mandated, fiscally-constrained regional document that identifies the programming of transportation funds over a four year period. It lists all projects for which federal funds are anticipated, along with non-federally funded projects that are determined to be regionally significant.

The SYIP is a statewide document through which the Virginia Commonwealth Transportation Board (CTB) allocates funds for the construction, development, or study of transportation projects. Per its name, the Six-Year Improvement Program includes information on funding allocations for each project over the course of the upcoming six state fiscal years. The SYIP is developed annually by VDOT and the CTB, and most projects included in the TIP are also included in the SYIP and vice-versa. Per federal regulations, each state must develop and maintain the STIP, which is a four-year program that identifies the transportation projects that will utilize federal transportation funding or require approval from either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

A total of 121 bridges in Hampton Roads are programmed for rehabilitation, replacement, or construction as a new facility in the FY 2025-2030 Six-Year Improvement Program, FY 2024-2027 Transportation

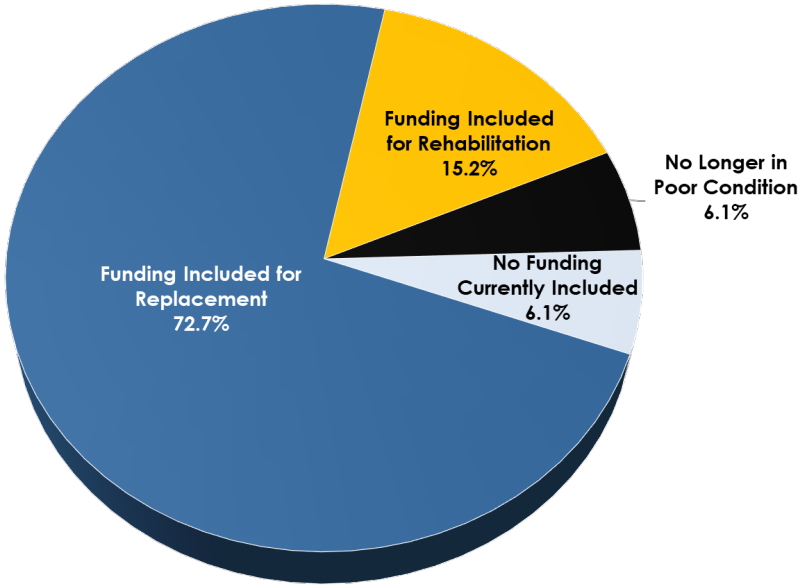


FIGURE 22 – FUNDING FOR BRIDGES IN POOR CONDITION IN HAMPTON ROADS

Source: HRTPO analysis of VDOT and locality data. Data for Hampton Roads bridges as of February 2024. Figure includes those bridges in the current Six-Year Improvement Program (FY 2025-2030), Hampton Roads Transportation Improvement Program (FY 2024-2027), and city Capital Improvement Plans/Programs

Improvement Program, or a city Capital Improvement Plan/Program – amounting to a total of $5.3 billion in allocations (**Figure 24** on page 49-52). Of this total, 115 existing bridges (95.0%) are programmed for improvements (i.e., rehabilitation or replacement) while the remaining six bridges are programmed for construction as new facilities. It should be noted that this list includes bridge improvements as part of the roadway projects included in the SYIP, such as the Wythe Creek Road

Widening project in Hampton and Poquoson, the I-64 at Denbigh Boulevard Interchange Phase 2 project in Newport News, and the Elbow Road Extended Phase II-B project in Virginia Beach.

Of the 33 bridges in Hampton Roads that are considered to be in poor condition as of February 2024, a total of 29 bridges have been funded for improvement projects that are included in the current SYIP, TIP or a locality CIP (**Figure 22**). Most of these bridges have been funded for replacement – 24 bridges (72.7%). Another five bridges have been funded for rehabilitation (15.2%). There are two bridges (6.1%) that have been replaced since February 2024 and are no longer considered to be in poor condition. The remaining two bridges (6.1%) do not have funding included in the current SYIP, TIP, or a locality CIP for improvement. These two bridges are the Jenkins Mill Road over Kingsale Swamp in Isle of Wight County and the Northbound bridge along the Chesapeake Bay Bridge-Tunnel.

Federal Bridge #	Juris	Facility	Crossing	Type	Opening Date
31197	CHES	22nd St	Seaboard Ave & Norfolk Southern R/R	Replacement	2020
31198	CHES	Benefit Rd	Lead Ditch	Replacement	2018
21836	CHES	George Washington Hwy	I-64	Rehabilitation	2020
30830	CHES	Great Bridge Blvd	I-64	Replacement	2021
31323	CHES	Gum Rd	Drainage Ditch	Replacement	2018
21868	CHES	High Rise Bridge	S Branch Elizabeth River & SR 166	New	2024
21856	CHES	I-64 EB	Shell Rd	Rehabilitation	2022
21858	CHES	I-64 EB	Norfolk Southern R/R & Yadkin Rd	Rehabilitation	2022
21862	CHES	I-64 EB	Military Hwy	Rehabilitation	2022
21854	CHES	I-64 WB	Shell Rd	Rehabilitation	2022
21860	CHES	I-64 WB	Norfolk Southern R/R & Yadkin Rd	Rehabilitation	2022
21864	CHES	I-64 WB	Military Hwy	Rehabilitation	2022
30831	CHES	I-64 WB	S Branch Elizabeth River & SR 166	Replacement	2022
21830	CHES	Military Hwy	Norfolk Southern R/R	Rehabilitation	2019
31029	GLO	Adner Rd	Porpotank Creek	Replacement	2021
29888	GLO	Allmondsville Rd	Fox Creek	Replacement	2018
12086	GLO	George Washington Hwy SB	Dragon Run	Rehabilitation	2021
30479	HAM	Bridge St	Salters Creek	Replacement	2018
10420	IW	Bows & Arrows Rd	Ducks Swamp	Rehabilitation	2018
10378	IW	Deer Path Trail	Ennis Pond	Rehabilitation	2019
31143	IW	Dews Plantation Rd	Stallings Creek	Replacement	2023
30998	IW	Ennis Mill Rd	Ennis Pond	Replacement	2022
10424	IW	Fire Tower Rd	Pope Swamp	Replacement	2024
10389	IW	Freeman Dr	Corrowaugh Swamp	Rehabilitation	2019
10404	IW	Green Level Rd	Pouches Swamp	Rehabilitation	2021
10422	IW	Harvest Dr	Kingsale Swamp	Rehabilitation	2023
10413	IW	Jones Town Dr	Branch Rattlesnake Swamp	Rehabilitation	2018
31419	IW	Longview Dr	Chuckatuck Creek	Replacement	2023
30997	IW	Mill Creek Rd	Burnt Mill Swamp	Replacement	2022
10411	IW	Old Myrtle Rd	Corrowaugh Swamp	Rehabilitation	2019
10398	IW	Scotts Factory Rd	Champion Swamp	Rehabilitation	2019
30999	IW	Uzzell Church Rd	Champion Swamp	Replacement	2024
10436	IW	Wrenns Mill Rd	Wrenns Mill Spillway	Rehabilitation	2021
30285	JCC	Hicks Island Rd	Diascund Creek	Replacement	2023
10491	JCC	I-64 WB	Naval Weapons Station Access	Rehabilitation	2019
31377	NN	Atkinson Blvd	Unnamed Stream	Replacement	2020
30718	NN	Atkinson Blvd	I-64 & CSX R/R	Replacement	2020
30054	NN	Denbigh Blvd	I-64 & CSX R/R	Replacement	2021
31372	NN	Fort Eustis Blvd	Newport News Reservoir	Replacement	2022

FIGURE 23 – BRIDGES CONSTRUCTED, REPLACED, OR REHABILITATED IN HAMPTON ROADS, 2018-2024

Source: HRTPO analysis of VDOT and locality data. Includes all bridges complete by the end of 2024.

Federal Bridge #	Juris	Facility	Crossing	Type	Opening Date
20661	NN	Huntington Ave	Former Shipyard R/R Spur	Rehabilitation	2019
20698	NN	I-64 EB	Jefferson Ave at York CL	Rehabilitation	2019
20700	NN	I-64 WB	Jefferson Ave at York CL	Rehabilitation	2019
20704	NN	I-64 WB	Yorktown Rd	Rehabilitation	2019
30646	NN	Warwick Blvd	Lake Maury	Replacement	2018
28989	NOR	C/D Ramp from I-64W to I-264E	Grade Infill	Replacement	2019
21040	NOR	Granby St	Lafayette River	Rehabilitation	2022
20795	NOR	I-264 EB	Kempsville Rd	Rehabilitation	2020
28992	NOR	I-264 EB C/D Lanes	Newtown Rd	Replacement	2021
28991	NOR	I-264 EB C/D Lanes	Kempsville Rd, Ramp D7	Replacement	2019
31819	NOR	Kimball Terrace	Ohio Creek	Replacement	2023
30840	NOR	Military Hwy	Branch Of Broad Creek	Replacement	2018
28990	NOR	Ramp from I-64W to I-264E	Kempsville Rd	Replacement	2019
28988	NOR	Ramp from I-64W to I-264E	Curlew, Light Rail R/R, 264 C/D	Replacement	2019
21199	PORT	Churchland Bridge	W Branch Elizabeth River	Replacement	2024
17785	SH	Adams Grove Rd	Browns Branch	Rehabilitation	2019
17877	SH	Barns Church Cir	Branch	Rehabilitation	2018
17838	SH	Buckhorn Quarter Rd	Buckhorn Swamp	Rehabilitation	2018
17797	SH	Burdette Rd	Black Creek	Rehabilitation	2021
31146	SH	Burnt Reed Rd	Tarrara Creek	Replacement	2023
17796	SH	Crumpler Rd	Terrapin Swamp	Rehabilitation	2018
17820	SH	Drake Rd	Johnsons Mill	Rehabilitation	2018
31466	SH	General Thomas Hwy	Branch Nottoway River	Replacement	2020
29676	SH	General Thomas Hwy	Nottoway River	Replacement	2021
29675	SH	General Thomas Hwy	Nottoway River	Replacement	2022
29989	SH	Route 742	Wetlands	Replacement	2018
29988	SH	Route 742	Route 58	Replacement	2018
17811	SH	Saint Lukes Rd	Horse Pen Run	Rehabilitation	2023
29861	SH	South Quay Rd	Blackwater River	Replacement	2023
30286	SH	Three Creek Rd	Three Creek	Replacement	2019
30445	SH	Tucker Swamp Rd	NS R/R	Replacement	2019
17881	SH	Woodland Rd	Branch Darden Mill Run	Rehabilitation	2018
31290	SUF	Badger Rd	Washington Ditch	Replacement	2019
31728	SUF	Carolina Rd	Cypress Swamp	Replacement	2022
31763	SUF	Elwood Rd	Kingsale Swamp	Replacement	2023
22137	SUF	Longstreet Ln	Somerton Creek	Replacement	2024
31288	SUF	Mineral Springs Rd	Jones Swamp	Replacement	2020
31431	SUF	Old Mill Rd	Cohoon Creek	Replacement	2020
31169	SUF	Simons Dr	Cohoon Creek	Replacement	2019

FIGURE 23 (CONTINUED) – BRIDGES CONSTRUCTED, REPLACED, OR REHABILITATED IN HAMPTON ROADS, 2018-2024

Source: HRTPO analysis of VDOT and locality data. Includes all bridges complete by the end of 2024.

Federal Bridge #	Juris	Facility	Crossing	Type	Opening Date
31289	SUF	Southwestern Blvd	Chapel Swamp	Replacement	2019
22088	SUF	Washington St	Jerico Canal	Rehabilitation	2023
31470	SUF	Wilroy Rd	Burnetts Mill Creek	Replacement	2020
18221	SUR	Chippokes Park Rd	College Run Creek	Rehabilitation	2019
31000	SUR	MLK Hwy	Otterdam Swamp	Replacement	2024
30319	SUR	Three Bridges Rd	Blackwater River	Replacement	2019
28993	VB	Greenwich Rd	I-264	Replacement	2022
22249	VB	I-264	Tributary E Branch Elizabeth River	Rehabilitation	2021
31433	VB	Sandbridge Rd	Hells Point Creek	Replacement	2020
30154	VB	Shore Dr EB	Lynnhaven Inlet	Replacement	2018
19832	YC	I-64 EB	WB Ramp To Route 143	Rehabilitation	2019
19834	YC	I-64 EB	Lakes Head Dr	Rehabilitation	2020
19838	YC	I-64 EB	Colonial Pkwy	Rehabilitation	2020
31199	YC	I-64 EB	Queens Creek	Replacement	2021
19830	YC	I-64 WB	Penniman Rd	Rehabilitation	2019
19836	YC	I-64 WB	Lakes Head Dr	Rehabilitation	2020
19840	YC	I-64 WB	Colonial Pkwy	Rehabilitation	2020
31200	YC	I-64 WB	Queens Creek	Replacement	2021
31200	YC	I-64 WB	Queens Creek	Replacement	2021
30815	YC	Magruder Blvd WB	Brick Kiln Creek	Replacement	2020

FIGURE 23 (CONTINUED) – BRIDGES CONSTRUCTED, REPLACED, OR REHABILITATED IN HAMPTON ROADS, 2018-2024

Source: HRTPO analysis of VDOT and locality data. Includes all bridges complete by the end of 2024.

Juris	Federal Bridge #	Facility	Crossing	Type	Poor Cond.	UPC Code	Construction Start| End	Estimated Project Cost	Total Allocations	Funding Sources
CHES	21881	Bainbridge Blvd	Norfolk Southern R/R	Replacement	Yes	118373	2026 | 2028	$32,251,000	$25,984,274	Revenue Sharing & SGR
CHES	1818	Deep Creek Bridge	Dismal Swamp Canal	Replacement	-	109382	Underway | 2027	$79,398,000	$85,871,000	DGP & Other
CHES	21824	Elbow Rd	Stumpy Lake Spillway	Replacement	Yes	113694	Underway | 2026	$12,135,000	$12,135,448	SGR & Other
CHES	N/A	I-64/I-464 Ramp Flyover	I-64	New	-	120375	Underway | 2027	$140,000,000	$140,000,000	State and Federal ICF & HRTAC
CHES	21799	Indian Creek Rd	Indian Creek	Replacement	Yes	118374	2026 | 2027	$3,580,000	$3,580,000	SGR
CHES	21935	Indian River Rd	Indian River	Rehabilitation	Yes	113697	Underway | 2025	$7,187,000	$7,186,913	SGR & Other
CHES	21798	Land Of Promise Rd	Pocaty Creek	Replacement	Yes	121634	2026 | 2027	$2,000,000	$2,000,000	Specialized Federal
CHES	21800	Long Ridge Rd	Pocaty Creek	Replacement	Yes	119263	2030 | 2031	$3,374,000	$3,373,764	SGR
CHES	21827 / 21937	Military Hwy / Ramp to Bainbridge Blvd & Norfolk Southern R/R	Bainbridge Blvd & Norfolk Southern R/R / Bainbridge Blvd	Rehabilitation	Yes	111002 / 111032	Underway | 2025	$11,491,256	$11,491,256	SGR
CHES	21816	Number Ten Ln	Lindsey Drainage Canal	Replacement	Yes	113696	Underway | 2025	$2,275,000	$2,274,716	SGR & Other
CHES	30267	Old Mill Rd	Deep Creek	Replacement	Yes	113695	2027 | 2028	$2,949,000	$2,949,120	SGR & Other
CHES	21821	Rotunda Ave	Tributary Goose Creek	Replacement	Yes	113693	2025 | 2026	$1,228,000	$1,228,479	SGR & Other
GLO	12085	George Washington Hwy NB	Dragon Run	Replacement	Yes	118288	2025 | 2028	$19,300,000	$19,299,000	Specialized Federal & SGR
HAM	20312, 20314, 20316, 20318, 20320 & 20346	I-64	Various locations between LaSalle Ave and Settlers Landing Rd	Replacement & Rehabilitation	-	119638	Underway | 2026	$399,153,000	$399,153,311	HRTAC
IW	10406	Mill Swamp Rd	Stallings Creek	Replacement	Yes	125626	2029 | N/A	$6,244,000	$6,244,000	SGR
IW	22615	South Church St	Cypress Creek	Rehabilitation	Yes	111338	Underway | 2025	$5,520,000	$5,519,566	SGR, Legacy CN & Specialized Federal

FIGURE 24 – CURRENT AND UPCOMING BRIDGE PROJECTS IN HAMPTON ROADS

Source: HRTPO analysis of VDOT, DRPT, HRTPO, and locality data. Figure includes those bridges in the current Six-Year Improvement Program (FY 2025-2030), Hampton Roads Transportation Improvement Program (FY 2024-2027), and/or city Capital Improvement Plans/Programs.

Funding sources: CIP – Locality Capital Improvement Plan/Program; ICF – Interstate Corridor Funds; CN – Construction Funds; RSTP – Regional Surface Transportation Program; DGP – District Grant Program; SGR – State of Good Repair Program; HRTAC – Hampton Roads Transportation Accountability Commission

Juris	Federal Bridge #	Facility	Crossing	Type	Poor Cond.	UPC Code	Construction Start| End	Estimated Project Cost	Total Allocations	Funding Sources
IW	10381	Woodland Dr	Great Swmap	Replacement	Yes	125625	2029 | N/A	$7,572,000	$7,572,000	Specialized Federal & SGR
JCC	N/A	Croaker Rd SB	CSX R/R	New	-	100920	Underway | 2027	$28,652,000	$28,637,120	Various
JCC	10531	Stewarts Rd	Branch of Diascund Creek	Replacement	Yes	125628	2029 | N/A	$2,837,000	$2,837,000	Specialized Federal & SGR
MULTI	20339, 20344, 20352, 20353, 20355, 20823, 20825, 20839, 20850, 20869, 20873, 20902, 20904, 20909, 20911, 20913, 20914, 20915, 20917, 20919, 20921, 20923, 20925, 20927, 20928, 20929 & 20931	I-64/Hampton Roads Bridge-Tunnel	Various locations between Settlers Landing Rd and I-564	Replacement	Yes	115008	Underway | 2027	$3,004,569,000	$3,004,569,251	Various
MULTI	20378	Wythe Creek Rd	Northwest Branch Back River	Replacement	-	13427 / 97715	Underway | 2027	$78,536,000	$78,567,000	Various
NN	30054	Denbigh Blvd Bridge	I-64 & CSX R/R	Rehabilitation	-	123656	2030 | 2034	$179,914,000	$22,624,196	HRTAC
NN	20324, 20326, 20336, 20337, & 24246	I-64	Various locations between Denbigh Blvd and LaSalle Ave	Replacement & Rehabilitation	-	119824	Underway | 2027	$136,611,000	$136,611,494	Various
NOR	N/A	Air Terminal Interchange (Eastern)	Intermodal Connector	New	-	123154	2031 | 2036	$109,040,000	$6,670,000	Specialized State
NOR	20804	Brambleton Ave	Smith Creek at The Hague	Rehabilitation	-	119276	2026 | 2028	$4,000,000	$4,000,000	RSTP
NOR	20936	Campostella Bridge	E Branch Elizabeth River	Rehabilitation	-	107039	Underway | 2025	$6,383,000	$6,383,159	RSTP & Other
NOR	20841, 20843, 20892, 20894, 20900, 20902, 20904 & 23214	I-64	Various locations between Patrol Rd and Tidewater Dr	Rehabilitation	-	119637	Underway | 2026	$92,080,000	$92,079,565	Various

FIGURE 24 (CONTINUED) – CURRENT AND UPCOMING BRIDGE PROJECTS IN HAMPTON ROADS

Source: HRTPO analysis of VDOT, DRPT, HRTPO, and locality data. Figure includes those bridges in the current Six-Year Improvement Program (FY 2025-2030), Hampton Roads Transportation Improvement Program (FY 2024-2027), and/or city Capital Improvement Plans/Programs.

Funding sources: CIP – Locality Capital Improvement Plan/Program; ICF – Interstate Corridor Funds; CN – Construction Funds; RSTP – Regional Surface Transportation Program; DGP – District Grant Program; SGR – State of Good Repair Program; HRTAC – Hampton Roads Transportation Accountability Commission

Juris	Federal Bridge #	Facility	Crossing	Type	Poor Cond.	UPC Code	Construction Start| End	Estimated Project Cost	Total Allocations	Funding Sources
IW	10381	Woodland Dr	Great Swmap	Replacement	Yes	125625	2029 | N/A	$7,572,000	$7,572,000	Specialized Federal & SGR
NOR	20819, 20821, 20827, 20829, 20831, 20833, 20835, 20837, 20852, 20854, 20858, 20860, 20864, 20866, 20867, 20871, 20877, 20879, 20881, 20883, 20885, 20887 & 20889	I-64	Various locations between Tidewater Dr and I-264	Replacement & Rehabilitation	-	120863	Underway | 2029	$343,688,000	$343,687,828	Various
NOR	20813, 20862, 20875 & 20797	I-64/I-264	Various locations at/near I-64/I-264	Replacement & Rehabilitation	-	125602	2026 | 2030	$470,144,000	$474,837,000	HRTAC
NOR	25327	Military Hwy	Virginia Beach Blvd	Rehabilitation	-	N/A	N/A | N/A	$1,750,000	$1,750,000	CIP only
NOR	20775	Norview Ave Bridge	Lake Whitehurst	Rehabilitation	-	N/A	N/A | N/A	$7,500,000	$7,500,000	CIP only
NOR	26314	Shore Dr	Little Creek	Rehabilitation	-	N/A	Underway | 2025	$1,000,000	N/A	N/A
NOR	N/A	Freemason St Bridge	Blue Greenway Park	New	-	N/A	N/A | 2026	$6,350,000	$6,350,000	N/A
NOR	24793	VA Beach Blvd	Broad Creek	Rehabilitation	-	N/A	Underway | 2025	$1,412,000	N/A	N/A
PORT	21217	Victory Blvd	Paradise Creek	Replacement	Yes	107287	Underway | N/A	$15,782,000	$14,580,000	Revenue Sharing, Specialized Bond & SGR
SH	17780	Fortsville Rd	Applewhite Swamp	Replacement	Yes	122528	2026 | 2027	$2,500,000	$2,500,000	Specialized Federal
SH	17729	Route 58 EB	Nottoway Swamp	Replacement	Yes	125627	2030 | 2031	$14,326,000	$14,326,000	SGR & Specialized Federal
SH	17781	Seacock Chapel Rd	Seacock Swamp	Replacement	Yes	121531	2026 | 2027	$6,700,000	$6,700,000	Specialized Federal
SUF	22148	Freeman Mill Rd	Spivey Swamp	Replacement	Yes	113699	Underway | 2025	$2,357,000	$2,357,196	SGR & Other

FIGURE 24 (CONTINUED) – CURRENT AND UPCOMING BRIDGE PROJECTS IN HAMPTON ROADS

Source: HRTPO analysis of VDOT, DRPT, HRTPO, and locality data. Figure includes those bridges in the current Six-Year Improvement Program (FY 2025-2030), Hampton Roads Transportation Improvement Program (FY 2024-2027), and/or city Capital Improvement Plans/Programs.

Funding sources: CIP – Locality Capital Improvement Plan/Program; CN – Construction Funds; DGP – District Grant Program; HRTAC – Hampton Roads Transportation Accountability Commission; ICF – Interstate Corridor Funds; RSTP – Regional Surface Transportation Program; SGR – State of Good Repair Program

Juris	Federal Bridge #	Facility	Crossing	Type	Poor Cond.	UPC Code	Construction Start | End	Estimated Project Cost	Total Allocations	Funding Sources
IW	10381	Woodland Dr	Great Swmap	Replacement	Yes	125625	2029 | N/A	$7,572,000	$7,572,000	Specialized Federal & SGR
SUF	22002	North Main St	Nansemond River	Rehabilitation	-	121100	2030 | N/A	$13,978,000	$13,496,000	Revenue Sharing
SUF	22091	Nansemond Pkwy	Beamons Mill Pond	Replacement	Yes	111037	Underway | 2026	$4,005,000	$4,005,000	SGR & Other
SUF	22113	Roundtree Crescent	Cypress Swamp	Rehabilitation	Yes	123586	2028 | N/A	$2,227,000	$2,227,000	SGR
SUF	22150	Pittmantown Rd	Mill Swamp	Replacement	Yes	113700	Underway | 2026	$1,990,000	$1,990,322	SGR & Other
SUF	N/A	SPSA Interchange	Route 13/58/460	New	-	118375	Underway | 2026	$46,522,000	$46,522,387	Specialized Local & Other
SUF	22159	Turlington Rd	Kilby Creek Spillway	Replacement	Yes	108984	2025 | 2026	$1,375,000	$1,374,500	SGR & RSTP
VB	22176	Elbow Rd EB	North Landing River	Replacement	-	15828	Underway | 2027	$75,977,000	$75,976,685	Various
VB	22176	Elbow Rd WB	North Landing River	Replacement	-	112317	Underway | 2026	$38,280,000	$38,280,000	Various
VB	22170	Indian River Rd	West Neck Creek	Replacement	Yes	N/A	2031 | 2034	$81,005,000	$1,000,000	CIP only
VB	22252	Laskin Rd	Linkhorn Bay	Replacement	Yes	12546	Underway | 2025	$98,416,000	$88,226,263	Various
VB	-	Nimmo Pkwy	Ashville Bridge Creek	New	-	115543	2031 | 2033	$64,913,000	$39,240,505	Various
VB	22280	North Great Neck Rd	Broad Bay Road & Long Creek	Rehabilitation	-	N/A	2025 | 2027	$11,233,000	$11,232,666	CIP only
YC	19860	Capitol Landing Rd	Queens Creek	Replacement	Yes	125624	2029 | 2031	$22,299,000	$22,299,032	Specialized Federal & SGR
YC	19853	Hampton Hwy	George Washington Hwy	Rehabilitation	-	122644	Underway | 2025	$6,000,000	$6,000,000	Specialized Federal

FIGURE 24 (CONTINUED) – CURRENT AND UPCOMING BRIDGE PROJECTS IN HAMPTON ROADS

Source: HRTPO analysis of VDOT, DRPT, HRTPO, and locality data. Figure includes those bridges in the current Six-Year Improvement Program (FY 2025-2030), Hampton Roads Transportation Improvement Program (FY 2024-2027), and/or city Capital Improvement Plans/Programs.

Funding sources: CIP – Locality Capital Improvement Plan/Program; CN – Construction Funds; DGP – District Grant Program; HRTAC – Hampton Roads Transportation Accountability Commission; ICF – Interstate Corridor Funds; RSTP – Regional Surface Transportation Program; SGR – State of Good Repair Program

COST OF MAINTAINING BRIDGES

Between 2018 and 2024, only 98 bridges in Hampton Roads had bridge improvements in some form (e.g., replacement, rehabilitation, or new construction). Given that bridge conditions deteriorate over time and that the median age of bridges in Hampton Roads is 43.5 years, more bridges of the region's 1,274 total bridges will eventually require upkeep. As such, adequate funding needed to maintain these structures will continue to be a challenge.

One of the core functions of the HRTPO is to plan for the region's future transportation system that is captured through the Long-Range Transportation Plan. The Hampton Roads Long-Range Transportation Plan (LRTP) is the region's multimodal transportation blueprint that identifies and plans for critically important transportation investments to help promote better system performance, contribute to the region's economic vitality, and improve quality of life. As a federal requirement, the HRTPO must demonstrate fiscal-constraint with the LRTP, meaning that the Plan must show how transportation projects could be paid for given the forecasted revenue estimates.

The current 2045 Hampton Roads Long-Range Transportation Plan was approved and adopted by the HRTPO Board in June 2021. The next update to the LRTP, the 2050 LRTP, is scheduled for HRTPO Board approval and adoption by June 2026.

Although the LRTP accounts for the funding needed for new roadway projects, multimodal transportation projects, and fixed guideway transit projects, it also accounts for the funding needed for maintenance purposes as part of its fiscal-constraint analysis. As noted in the Hampton Roads 2045 LRTP, it is anticipated that the region will receive approximately $17 billion in funding for maintenance between 2021 and 2045.

As part of the 2017 Regional Bridge Study, HRTPO staff conducted an analysis to determine the funding needed to maintain the bridges in Hampton Roads throughout the horizon period of the Hampton Roads 2045 LRTP. The study's findings show that $4.5 billion would be needed to fund the region's bridges for maintenance purposes through 2045. While this is well below the region's anticipated $17 billion set aside for maintenance, there are other competing maintenance needs along the region's transportation system that do not involve bridges.

On a statewide level, VDOT annually prepares an analysis of the anticipated statewide bridge monetary needs and projected funding

levels available. As part of this analysis, VDOT makes assumptions on what the typical age of a bridge will be when it will need to be replaced. According to VDOT, bridges built prior to 2007 have a 50-year design service life, and as part of their analysis makes the assumption that they will need to be replaced on average at 70 years old. Since 2007, bridges have been designed and built using new standards and construction materials, which have resulted in an increase in the anticipated design service life from 50 years up to 75 years.

According to VDOT's most recent analysis, if the Commonwealth replaced all of its bridges that have a 50-year design service life as they reached 70 years old, the cost over the next 50 years (2024-2074) would be $253 billion in 2024 dollars. However, if current funding levels and mechanisms remain as they are, VDOT estimates that only $19 billion will be available in combined maintenance and construction funds to address bridges during this time horizon (**Figure 25**). This is concerning given that nearly 92% of Virginia's structures were designed with an anticipated 50-year service life and that 58% of structures are over 50 years old (**Figure 26**).

In 2019 VDOT conducted a study to determine the most effective long-term strategies needed to manage the bridge inventory, determine the best methods to gauge performance, establish acceptable levels of service, and estimate the amount of funding needed. The study found that given the current funding levels bridge conditions would decline at a slow, manageable rate and still have acceptable levels of service but only if the Commonwealth immediately shifts to a preservation-first methodology. The study also found that an additional $122 Million per year (in 2019 dollars) would be needed if this shift in the approach was not adopted. As part of the study's findings, two major changes would be needed in order to shift to a preservation-first methodology:

- Virginia's primary source of construction funding for existing bridges, the State of Good Repair program, needs to expand its

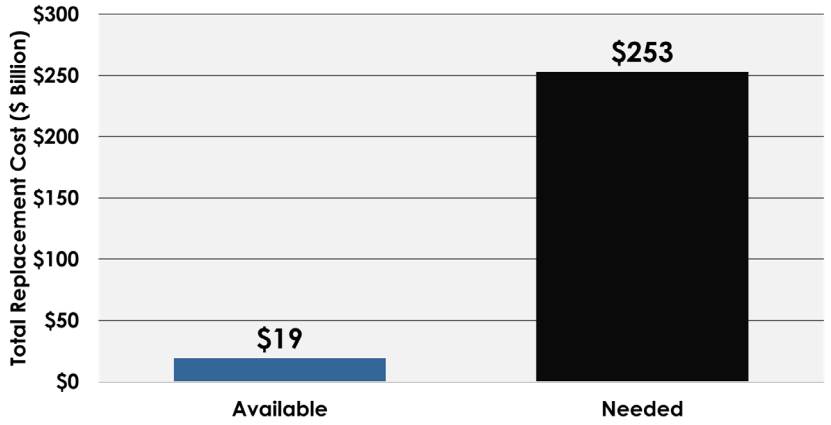


FIGURE 25 – STATEWIDE 50 YEAR FUNDING OUTLOOK TO REPLACE ALL BRIDGES AT AGE 70, 2024-2074

Source: VDOT

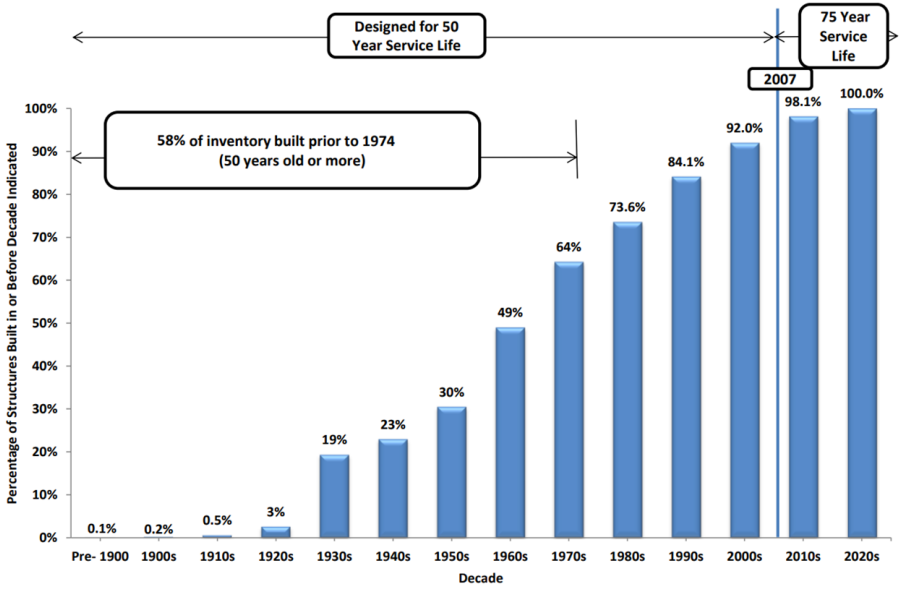


FIGURE 26 – CUMULATIVE AGE DISTRIBUTION OF STRUCTURES BY DECADE

Source: VDOT

eligibility requirements to allow work on bridges before they degrade into poor condition, requiring a change to Code of Virginia § 33.2-369. In 2024 the Virginia General Assembly passed House Bill 1254, which extended the eligible population of structures beyond deficient structures to include cusp structures. Cusp structures are those with a minimum general condition rating of five.

- The primary method for measuring bridge condition should be changed from the percentage of poor bridges to the average general condition rating. This change was adopted at the December 2019 Commonwealth Transportation Board meeting.

These two changes help support VDOT's existing proactive approach in managing the bridge inventory, all of which is done to ensure bridges can remain in service for an optimal period of time before requiring replacement and achieving the most value for the funds that are invested in bridges. This approach includes:

- Exceeding FHWA requirements in its bridge inspection program.

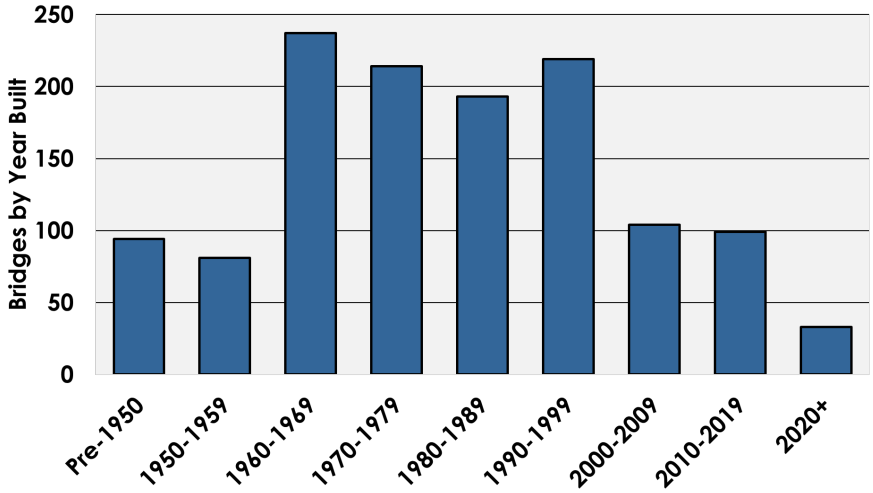


FIGURE 27 – BRIDGES IN HAMPTON ROADS BY YEAR BUILT

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

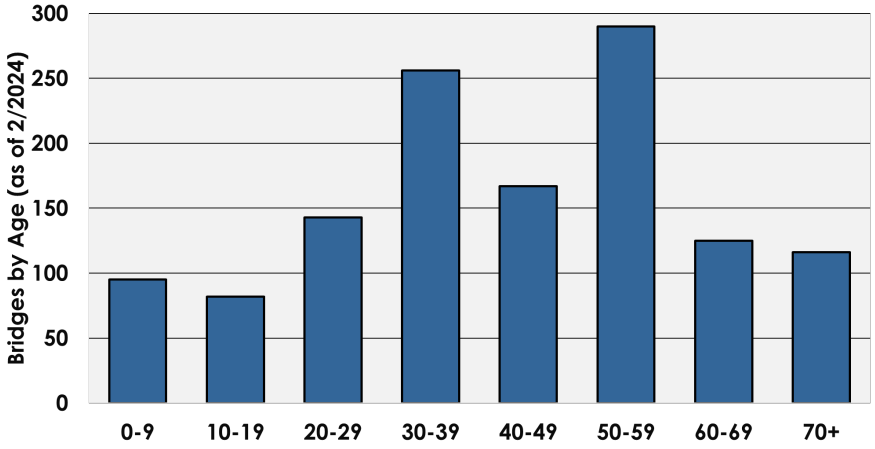


FIGURE 28 – BRIDGES IN HAMPTON ROADS BY AGE

Source: HRTPO analysis of VDOT and FHWA data. Data for Hampton Roads bridges as of February 2024.

- Instituting a bridge maintenance program that balances preserving, repairing, and rehabilitating structures.
- Funding a proactive research program that allows for early implementation of innovative techniques.
- Allowing decisions to be made at the local and district level through its organizational structure.
- Using performance measures and targets, and live reporting through a public-facing dashboard, comparing results with targets.

It is important to note that it is generally more cost-efficient to rehabilitate bridges on a timely basis than waiting and having to allocate more funds for a full replacement at a later date. However, rehabilitating bridges on a timely basis is largely dependent on the availability of adequate funding. Bridges deteriorate over a period of decades (rather than months or years), so the impacts of funding deficiencies on the condition of bridges is usually not evident in the short term. If funding for bridge maintenance is not increased over the long term, a degradation of the condition of bridges throughout Hampton Roads and the state is likely.

In Hampton Roads, bridge conditions are likely to worsen over the next few decades thereby making the need for adequate funding to address bridge maintenance needs a priority. Among the bridges that currently exist in Hampton Roads, the decade with the most bridges built is the 1960s (**Figure 27**). This was the decade when many of the Interstates in the region were constructed, and nearly half of the bridges built throughout the region in the 1960s are on the Interstate system (49.8%).

As of February 2024, 531 of the 1,274 structures in Hampton Roads (41.7%) are 50 years old or older – meaning that they have already exceeded their anticipated design service life (**Figure 28**). Using VDOT's

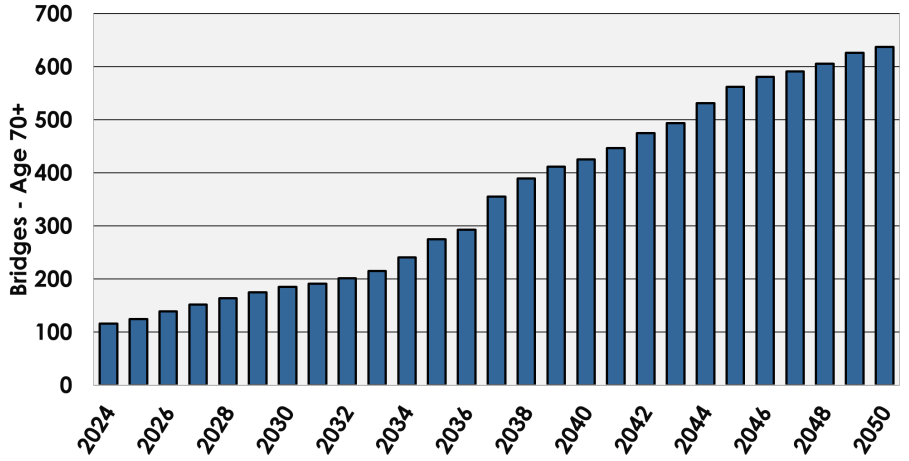


FIGURE 29 – NUMBER OF BRIDGES IN HAMPTON ROADS AGE 70+

Source: HRTPO analysis of VDOT and FHWA data.

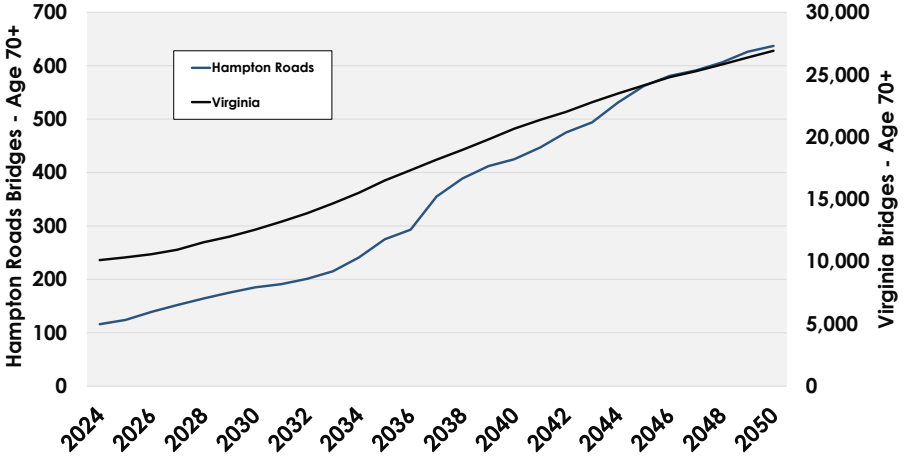


FIGURE 30 – NUMBER OF BRIDGES IN HAMPTON ROADS AND STATEWIDE AGE 70+

Source: HRTPO analysis of VDOT and FHWA data.

70-year threshold for their replacement needs analysis, 116 bridges in the region (9.1%) are 70 years old or older as of February 2024. At the statewide level, 24.3% of Virginia's bridges are 70 years old or older as of February 2024, which is more than double the Hampton Roads rate.

The number of bridges in Hampton Roads that will be 70 years old or older is expected to grow exponentially in future years. If none of the existing bridges are replaced between now and 2050 (the horizon of the upcoming Hampton Roads LRTP), 637 bridges in Hampton Roads will be 70 years old or older by 2050 (**Figure 29**). This is half of the 1,274 bridges that currently exist in the region. Statewide, 26,907 NBI bridges will be 70 years old or older by 2050 if none of the existing bridges are replaced, which is 64.6% of the bridges that currently exist statewide (**Figure 30**).

As part of this study, HRTPO staff determined the cost to maintain bridges in Hampton Roads through 2050 using a methodology that is similar to the one used by VDOT. For the analysis, HRTPO staff assumed that bridges would need to be replaced at the age of 70 years. Also similar to the statewide analysis, the replacement cost for those bridges that are currently 70+ years old and/or currently in poor condition are also divided up over the next 25 years.

The bridge replacement costs used in this analysis are based on the 2023 bridge replacement unit costs provided by FHWA[3]. These bridge replacement unit costs are provided for each State and are split into two groups: 1) NHS bridges in poor condition and 2) Non-NHS bridges in poor condition. Virginia's bridge replacement unit costs, which were applied to this analysis for Hampton Roads, are as follows:

- Virginia's NHS Bridges in Poor Condition - $518/ft²

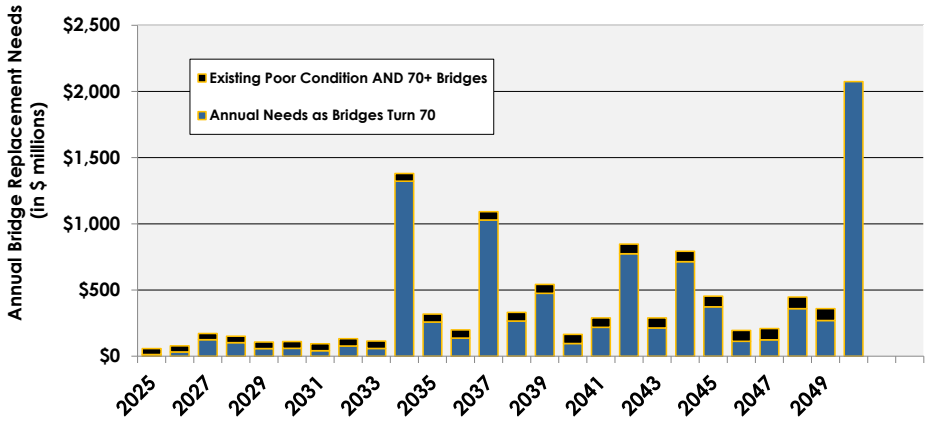


FIGURE 31 – REGIONAL ANNUAL BRIDGE REPLACEMENT NEEDS, 2025-2050

Source: HRTPO analysis of VDOT and FHWA data. Costs reflect year of expenditure. The replacement cost for those bridges that are currently 70+ years old and/or are currently in poor condition are divided up over 25 years (2025-2049).

- Virginia's Non-NHS Bridges in Poor Condition - $476/ft

These bridge replacement unit costs were then inflated by 3% annually from 2024 to the year that the bridge would need to be replaced, which is assumed to occur at 70 years old. This 3% inflation rate is used by VDOT in their planning level cost estimates as well as by HRTPO in their long-range transportation planning efforts.

Figure 31 shows the estimated funds needed by year to replace bridges as they turn 70 and the bridges that are currently 70+ years old and/or currently in poor condition. Based on these assumptions, HRTPO staff calculated that $11 billion would be necessary to fund the maintenance of bridges in Hampton Roads through 2050. As shown in **Figure 31**, most of these funds – over $8.8 billion – will be needed in 2034 and later years.

[3] https://www.fhwa.dot.gov/bridge/nbi/sd2023.cfm

It is assumed that this is a "worst-case" scenario, where bridges are replaced rather than rehabilitated in a timely manner due to funding limitations. This evident in Figure 31 in which the 2050 annual needs amount to $2.2 billion – most of which is made up of the funding that is needed to replace the then 70-year-old James River Bridge. If timely maintenance is conducted to extend the service life of older bridges, then this $11 Billion estimate would most likely be lower. Additionally, bridges that may have already had major rehabilitations to extend their useful life beyond the 50 and 70 year-thresholds were not factored into this analysis.

Many of these bridges in Hampton Roads that will need to be maintained, however, are outside the purview of HRTPO's Long-Range Transportation Plan. These bridges include:

- **Bridges outside of the Metropolitan Planning Area (MPA)** - The bridge analysis in this study uses the Hampton Roads Planning District Commission (HRPDC) boundary to represent "Hampton Roads" as noted on page 6. However, the Hampton Roads Long-Range Transportation Plan only reflects projects within the Hampton Roads MPA. The Hampton Roads MPA does not include Surry County, the majority of Franklin and Southampton County, and the northern portion of Gloucester County. Of the 1,274 bridges analyzed in this study, 174 bridges are outside of the MPA.
- **Private bridges** – There are 14 bridges in Hampton Roads that are either privately maintained or maintained by state commissions. These bridges include the South Norfolk Jordan Bridge, the Chesapeake Bay Bridge-Tunnel, and the Waterview Road (Route 631) Bridge crossing the Vepco Intake Canal. These 14 bridges are largely maintained through funding streams that are not included in the regional LRTP.
- **Federally-maintained bridges** – There are 29 bridges in Hampton Roads that are federally maintained. These bridges include the Jamestown Island Tour Road, Yorktown Battlefield Tour Road, and the bridges on the Colonial Parkway. Maintenance for federal roadways and bridges is largely not included in the maintenance needs reflected by the regional LRTP.

Combined, these three exceptions comprise 217 of the 1,274 bridges analyzed in this study. Removing these 217 bridges from the analysis, the funding that would be necessary to maintain bridges through 2050 that are within the purview of the HRTPO Long-Range Transportation Plan is $8.9 billion (**Figure 32**). This is 52% of the approximately $17 billion in funding for maintenance provided in the 2045 Hampton Roads LRTP.

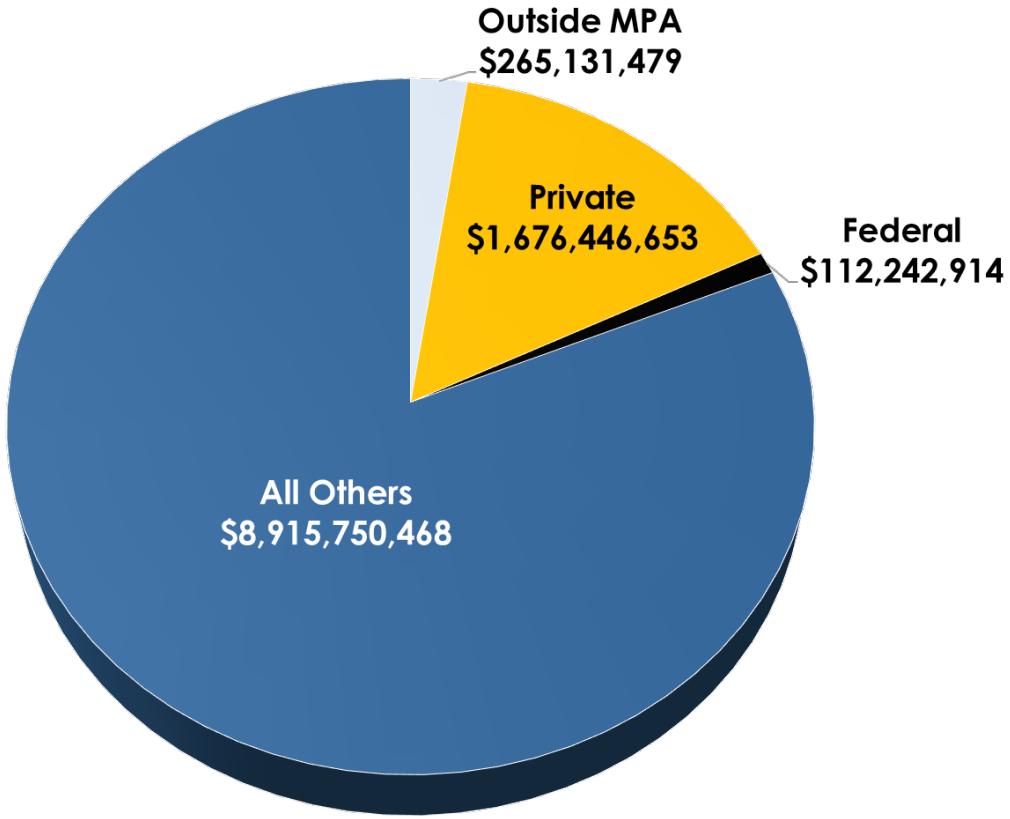


FIGURE 32 – HAMPTON ROADS BRIDGE REPLACEMENT NEEDS, 2025-2050

Source: HRTPO analysis of VDOT and FHWA data. Costs reflect year of expenditure. Private bridges include those maintained by private sources and state commissions. The replacement cost for those bridges that are currently 70+ years old and/or are currently classified as being in poor condition are divided up over 25 years (2025-2049).

CONCLUSIONS

Because of the importance of bridges to the regional transportation system and concerns about the condition and funding of bridges, the Hampton Roads Transportation Planning Organization prepared this update to the Regional Bridge Study. The following conclusions are made concerning bridges in Hampton Roads based on the analyses included in this study:

Component	Number in Hampton Roads (Feb. 2024)	Number in Hampton Roads (Dec. 2017)	Change in Number in Hampton Roads since Dec. 2017	Percentage of Total Bridges in Hampton Roads (Feb. 2024)	Rank Among 41 Metro Areas with Populations between 1 and 4 Million
Total Number of Bridges	1,274	1,261	+13	N/A	29th highest
Total Bridge Area (m^2)	2,788,149	2,746,000	+42,149	N/A	11th highest
Median Bridge Age (years)	43.5	39	+4.5	N/A	23rd highest
Bridges with Posted Weight Limits	57	69	-12	4.5%	21st highest
Total Bridges in Poor Condition	33	66	-33	2.6%	33rd highest
Total Bridge Area in Poor Condition (m^2)	106,654	83,400	+23,254	3.8%	25th highest
NHS Bridges in Poor Condition	8	8	-	1.2%	31st highest
NHS Bridge Area in Poor Condition (m^2)	90,791	4,680	+86,111	3.9%	15th highest

FIGURE 33 – SUMMARY OF HAMPTON ROADS BRIDGE CONDITIONS

Source: HRTPO analysis of VDOT and FHWA data.

- As of February 2024, Hampton Roads has 1,274 bridges (based on the NBI definition of a bridge used in this study). While bridges are widespread throughout the region, Hampton Roads has fewer bridges in comparison to other metropolitan areas. Among 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 29th highest in total bridges.
- Although Hampton Roads has fewer bridges than many comparable metropolitan areas, the region's bridges are on average longer. With a total of 1,274 bridges in the region, Hampton Roads' bridges have an average length of 145 meters or 474 feet. Bridges in areas like Kansas City and St. Louis, which have nearly four times as many bridges, are on average one third of the length of the bridges in Hampton Roads (52.7 meters and 55.8 meters respectively). In terms of total bridge length, Hampton Roads ranked 9th highest among metropolitan areas with populations between one and four million people at 184,334 meters (approximately 115 miles).
- Hampton Roads ranked 11th highest among the 41 metropolitan areas with populations between one and four million people in terms of total bridge deck area at 2,788,149 square meters or 30,011,394 square feet.
- The median age of bridges in Hampton Roads is 43.5 years as of February 2024. This is typical to other metropolitan areas, ranking 23rd highest among the 41 comparable metropolitan areas.
- The number of bridges in Hampton Roads that are in poor condition is decreasing. As of February 2024, there are 33 bridges in Hampton Roads that are in poor condition, down from 66 bridges in 2017.
- The 33 bridges that are in poor condition make up 2.6% of the 1,274 bridges in Hampton Roads, which is lower than the percentage seen in comparable metropolitan areas throughout the country. Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads has the 33rd highest percentage of bridges that are in poor condition.

- Weight limits are posted on 57 bridges in Hampton Roads (4.5%) as of February 2024, a decrease from the 69 bridges with posted weight limits in December 2017 and an even bigger decrease from the 102 bridges in August 2012. Hampton Roads has the 21st highest percentage of bridges with posted weight limits among the 41 comparable metropolitan areas.
- When observing bridges found on the National Highway System (NHS), Hampton Roads has fewer NHS only bridges in poor condition at 1.2% than when compared to Virginia and other large metropolitan areas (2.1% and 2.8% respectively).
- Between 2018 and 2024, there were 98 bridges in Hampton Roads that had bridge improvements in some form. Of this total, 42 existing bridges (42.9%) were rehabilitated, 55 existing bridges (56.1%) were replaced, and one new bridge (1.0%) was constructed.
- A total of 121 bridges in Hampton Roads are programmed for rehabilitation, replacement, or construction as a new facility in the FY 2025-2030 Six-Year Improvement Program (SYIP), FY 2024-2027 Transportation Improvement Program (TIP), or a city Capital Improvement Plan/Program (CIP) – amounting to a total of $5.3 billion in allocations. Of this total, 115 existing bridges (95.0%) are programmed for improvements (i.e., rehabilitation, replacement, or both) while the remaining six bridges are programmed for construction as new facilities.
- Of the 33 bridges in Hampton Roads that are in poor condition as of February 2024, a total of 29 bridges have been funded for improvement projects that are included in the current SYIP, TIP, or a locality CIP. Most of these bridges have been funded for replacement – 24 bridges (72.7%). Another five bridges have been funded for rehabilitation (15.2%). There are two bridges (6.1%) that have been replaced since February 2024 and are no longer considered to be in poor condition. The remaining two bridges (6.1%) – Jenkins Mill Road over Kingsale Swamp in Isle of Wight County and the Northbound bridge along the Chesapeake Bay Bridge-Tunnel – do not have funding included in the FY 2025-2030 SYIP, FY 2024-2027 TIP, or a locality CIP for improvement.

- HRTPO staff calculated that $11 billion would be necessary to fund the maintenance of bridges in Hampton Roads through 2050. Most of these funds – over $8.8 billion – will be needed in 2034 and later years.
- Of the $11 billion needed to maintain existing bridges in Hampton Roads through 2050, $8.9 billion are within the purview of the HRTPO Long-Range Transportation Plan. This $8.9 billion is 52% of the approximately $17 billion in funding for maintenance provided in the 2045 Hampton Roads LRTP.

GLOSSARY OF BRIDGE TERMS

Many terms are used throughout this study to describe various components and aspects of bridges. This section includes a glossary of selected terms used throughout this study.

Bridge – For the purposes of this study, the definition of a bridge is similar to the definition used for bridges in the National Bridge Inventory. A bridge is defined as any structure carrying a roadway open to the general public with a length of more than 20 feet. Bridges less than or equal to 20 feet in length are not included in this report, nor are bridges on secure areas of military bases and tunnels.

Culvert – A culvert is a smaller drainage structure, such as a drain, pipe, or channel, which allows water to pass under a roadway. Culverts are included in this report if the opening is more than 20 feet.

Deck – The portion of the bridge that directly supports motorized and pedestrian traffic.

Fatigue – For bridges, fatigue is the weakening of a material (such as steel) caused by repeatedly applied loads.

Fracture Critical – A fracture critical bridge is a structure that is designed with few or no redundant supporting elements. If a key structural member fails in a fracture critical bridge, the structure is in danger of collapsing. Examples of fracture critical bridges include most truss bridges and drawbridges.

Despite the lack of redundancy, fracture critical bridges are not inherently unsafe. Fracture critical bridges undergo more frequent and extensive inspections than non-fracture critical bridges, and inspectors will close or impose limits on bridges that they feel are unsafe.

Inventory Rating – The inventory rating is the load level that can safely utilize an existing structure for an indefinite period of time. This is based on the type of vehicle used in the rating.

National Bridge Inspection Standards (NBIS) – Federal regulations that establish the requirements for all facets of bridge inspections and reporting.

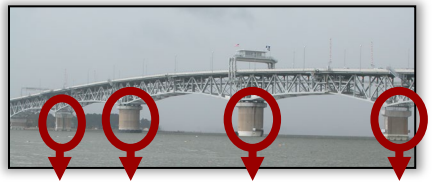
National Bridge Inventory (NBI) – A database compiled by FHWA containing bridge characteristics for all structures that meet the previously shown definition of a bridge.

Operating Rating – The operating rating is the maximum permissible load level that can safely utilize an existing structure. This is based on the type of vehicle used in the rating.

Poor Condition – A bridge with a poor condition is a structure with elements that have a condition rating of 4 or less. A bridge with a poor condition is not necessarily unsafe; bridge inspectors will close or impose limits on bridges they feel are unsafe.

Scour Critical – A scour critical bridge is a structure that could fail or become structurally unstable due to scouring, or the exposure of portions of the bridge's substructure due to changes in the river bed.

Substructure – The parts of a bridge, such as the piers, abutments, piles, and footings, which support the superstructure of the bridge.



Superstructure – The structural members of a bridge, such as the beams and girders, which carry the load from the deck to the substructure.

Underclearances – The height and the width of the underside of a bridge that passes over a road and/or a railroad. The underclearance rating evaluates the adequacy of these heights and widths.

Waterway Adequacy – The ability of a waterway under a bridge to handle floodwaters, and the potential for these floodwaters to overtop the bridge.

BRIDGE COMPONENT RATING BASICS

Several components of each bridge are graded based on factors such as the design of the bridge, the type of roadway carried by the bridge, traffic volumes, and the observations of bridge inspectors. These rated components include:

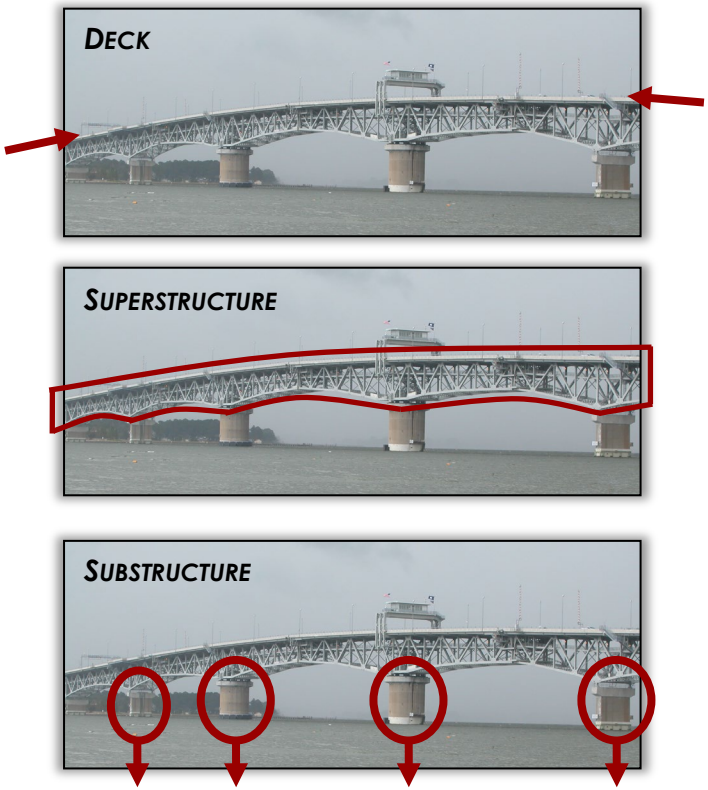
- **Deck, Superstructure, and Substructure Condition**
- **Culvert Condition**
- **Inventory Rating**
- **Structural Evaluation**
- **Deck Geometry**
- **Underclearances**
- **Waterway Adequacy**
- **Approach Roadway Alignment**

These general condition and appraisal ratings are used in a variety of ways to determine the overall existing condition of the structure, including determining if a bridge is in good, fair, or poor condition. This appendix describes in detail how each of these ratings are produced.

Deck, Superstructure, and Substructure General Condition Ratings

These items describe the overall condition of the bridge's roadway surface (bridge deck), the physical condition of all of the bridge's structural members such as beams and girders (superstructure), and the physical condition of the piers, abutments, piles, fenders, and footings (substructure).

The condition of the deck, superstructure, and substructure are rated based on the descriptions listed to the right. If the structure is a culvert, the general conditions will be rated as "N" for each of these three components.



Condition Rating	Description
N	**Not Applicable**
9	**Excellent Condition**
8	**Very Good Condition** No problems noted.
7	**Good Condition** Some minor problems.
6	**Satisfactory Condition** Structural elements show some minor deterioration.
5	**Fair Condition** All primary structural elements are sound but may have some minor section loss, cracking, spalling or scour.
4	**Poor Condition** Advanced section loss, deterioration, spalling or scour.
3	**Serious Condition** Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	**Critical Condition** Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	**"Imminent" Failure Condition** Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light
0	**Failed Condition** Out of service - beyond corrective action.

General Condition Ratings and Descriptions for Decks, Superstructures, and Substructures

Source: FHWA.

Culvert General Condition Ratings

The culvert general condition rating evaluates the alignment, settlement, joints, structural condition, scour, and all other items associated with culverts. The rating code is intended to be an overall condition evaluation of the culvert. If the structure is not a culvert, this general condition rating will be rated as "N".

Condition Rating	Description
N	Not Applicable. Use if structure is not a culvert.
9	No deficiencies.
8	No noticeable or noteworthy deficiencies which affect the condition of the culvert. Insignificant scrape marks caused by drift.
7	Shrinkage cracks, light scaling, and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls, or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.
6	Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Local minor scouring at curtain walls, wingwalls, or pipes. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion or moderate pitting.
5	Moderate to major deterioration or disintegration, extensive cracking and leaching, or spalls on concrete or masonry walls and slabs. Minor settlement or misalignment. Noticeable scouring or erosion at curtain walls, wingwalls, or pipes. Metal culverts have significant distortion and deflection in one section, significant corrosion or deep pitting.
4	Large spalls, heavy scaling, wide cracks, considerable efflorescence, or opened construction joint permitting loss of backfill. Considerable settlement or misalignment. Considerable scouring or erosion at curtain walls, wingwalls, or pipes. Metal culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting.
3	Any condition described in Condition Rating 4 but which is excessive in scope. Severe movement or differential settlement of the segments, or loss of fill. Holes may exist in walls or slabs. Integral wingwalls nearly severed from culvert. Severe scour or erosion at curtain walls, wingwalls or pipes. Metal culverts have extreme distortion and deflection in one section, extensive corrosion, or deep pitting with scattered perforations.
2	Integral wingwalls collapsed, severe settlement of roadway due to loss of fill. Section of culvert may have failed and can no longer support embankment. Complete undermining at curtain walls and pipes. Corrective action required to maintain traffic. Metal culverts have extreme distortion and deflection throughout with extensive perforations due to corrosion.
1	Bridge closed. Corrective action may put back in light service.
0	Bridge closed. Replacement necessary.

General Condition Ratings and Descriptions for Culverts

Source: FHWA.

Inventory Rating

The inventory rating is the load level that can safely utilize an existing structure for an indefinite period of time. This is currently done in Virginia using HS loading procedures (in tons) as defined by AASHTO, with HS representing the type of vehicles a bridge can accommodate.

For inventory ratings using HS loading, the first number indicates the type of loading and the last two numbers represent the load level in tons. Using an inventory rating of 231 as an example, the 2 represents HS loading procedures, and the load level that the bridge can safely utilize for an indefinite period of time is 31 tons.

MS loading is the metric equivalent of HS loading. Converting the last two numbers of the HS loading inventory ratings from tons to metric tons produces the MS loading inventory rating.

Structural Evaluation

This item evaluates the structural condition of the bridge based on the superstructure, substructure, and culvert general condition ratings, inventory rating, and average daily traffic volumes.

For structures other than culverts, the lowest value among the superstructure condition rating, substructure condition rating, and the value in the table to the right is used to determine the structural evaluation rating. For culverts, the lowest value among the culvert condition rating and the value in the table to the right is used to determine the structural evaluation rating.

If the superstructure, substructure, or culvert ratings are equal to one, the structural evaluation rating is equal to zero, regardless of whether the structure is actually closed.

Structural Evaluation Rating Code	Inventory Rating Average Daily Traffic (ADT)		
	0-500	501-5000	> 5000
9	> 236 (HS) or > 32.4 (MS)	> 236 (HS) or > 32.4 (MS)	> 236 (HS) or > 32.4 (MS)
8	236 (HS) or 32.4 (MS)	236 (HS) or 32.4 (MS)	236 (HS) or 32.4 (MS)
7	231 (HS) or 27.9 (MS)	231 (HS) or 27.9 (MS)	231 (HS) or 27.9 (MS)
6	223 (HS) or 20.7 (MS)	225 (HS) or 22.5 (MS)	227 (HS) or 24.3 (MS)
5	218 (HS) or 16.2 (MS)	220 (HS) or 18.0 (MS)	222 (HS) or 19.8 (MS)
4	212 (HS) or 10.8 (MS)	214 (HS) or 12.6 (MS)	218 (HS) or 16.2 (MS)
3	Inventory rating less than value in rating code of 4 and requiring corrective action.		
2	Inventory rating less than value in rating code of 4 and requiring replacement.		
0	Bridge closed.		

Structural Evaluation Rating (Based on ADT and Inventory Rating)

Source: FHWA.

Notes: 1) Use the lower rating code for values between those listed in the table.

2) HS loading represents the load level which can safely utilize an existing structure for an indefinite period of time. MS loading is the metric equivalent of the HS loading.

3) All bridges coded with a functional class of Interstate, Freeway, or Expressway shall be evaluated using the ADT column of > 5000 vehicles per day, regardless of the actual ADT on the bridge.

Deck Geometry

This item evaluates the deck geometry of the structure based on the bridge width and the minimum vertical clearance over the bridge roadway.

The lower of the deck geometry ratings among the bridge width and vertical clearance tables shall be used as the deck geometry rating. When an individual table lists several deck geometry rating codes for the same roadway width under a specific ADT, the lower rating code is used. For values between those listed in the tables, the lower code is used.

Deck Geometry Rating Code	Minimum Vertical Clearance — Functional Class — Interstate and Other Freeways — All Routes Except as noted for Urban Areas	Interstate and Other Freeways — Undesignated Routes, Urban Areas*	Other Principal and Minor Arterials	Major and Minor Collectors and Locals
9	>17'-0"	>16'-6"	>16'-6"	>16'-6"
8	17'-0"	16'-6"	16'-6"	16'-6"
7	16'-9"	15'-6"	15'-6"	15'-6"
6	16'-6"	14'-6"	14'-6"	14'-6"
5	15'-9"	14'-3"	14'-3"	14'-3"
4	15'-0"	14'-0"	14'-0"	14'-0"
3	Vertical clearance less than value in rating code 4 and requiring corrective action.			
2	Vertical clearance less than value in rating code 4 and requiring replacement.			
0	Bridge closed.			

Deck Geometry Rating Based on Minimum Vertical Clearance over Bridge Roadway

Source: FHWA.

Notes: * Use for routes in highly developed urban areas only when there is an alternative Interstate, freeway or expressway facility with a minimum of 16'-0" clearance.

1) Use the lower rating code for values between those listed in the table.

Deck Geometry Rating Code	TABLE A — Bridge Roadway Width 2 Lanes; 2 Way Traffic — ADT - Both Directions — 0-100	100-400	401-1000	1001-2000	2001-5000	>5000	TABLE B — Bridge Roadway Width 1 Lane; 2 Way Traffic — ADT - Both Directions — 0-100	>100
9	>32'	>36'	>40'	>44'	>44'	>44'	-	-
8	32'	36'	40'	44'	44'	44'	15'-11"	-
7	28'	32'	36'	40'	44'	44'	15'	-
6	24'	28'	30'	34'	40'	44'	14'	-
5	20'	24'	26'	28'	34'	38'	13'	-
4	18'	20'	22'	24'	28'	32' (28'*)	12'	-
3	16'	18'	20'	22'	26'	30' (26'*)	11'	15'-11"
2	Any width less than required for a code of 3 & structure open.							
0	Bridge closed.							

Source: FHWA.

Notes: * Use the value in parentheses for bridges longer than 200 feet.

1) Use the lower rating code for values between those listed in the table.

2) For one lane of one-way traffic use Table A.

Deck Geometry Rating Based on Bridge Roadway Width

Deck Geometry Rating Code	TABLE C — Bridge Roadway Width 2 or More Lanes Each Direction — Interstate and Other Divided Freeways — 2 Lanes	3 or more	Other Multilane Divided Facilities — 2 Lanes	3 or more	TABLE D — Bridge Roadway Width; 1 Way Traffic — Ramps Only — 1 Lane	2 or more
9	>42'	>12N + 24'	>42'	>12N + 18'	>26'	>12N + 12'
8	42'	12N + 24'	42'	12N + 18'	26'	12N + 12'
7	40'	12N + 20'	38'	12N + 15'	24'	12N + 10'
6	38'	12N + 16'	36'	12N + 12'	22'	12N + 8'
5	36'	12N + 14'	33'	11N + 10'	20'	12N + 6'
4	34' (29')	11N + 12' (11N+7)*	30'	11N + 6'	18'	12N + 4'
3	33' (28')	11N + 11' (11N+6)*	27'	11N + 5'	16'	12N + 2'
2	Any width less than required for a code of 3 & structure open.					
0	Bridge closed.					

3) One-lane bridges 16 feet and greater in width, which are not ramps, are evaluated using Table A.

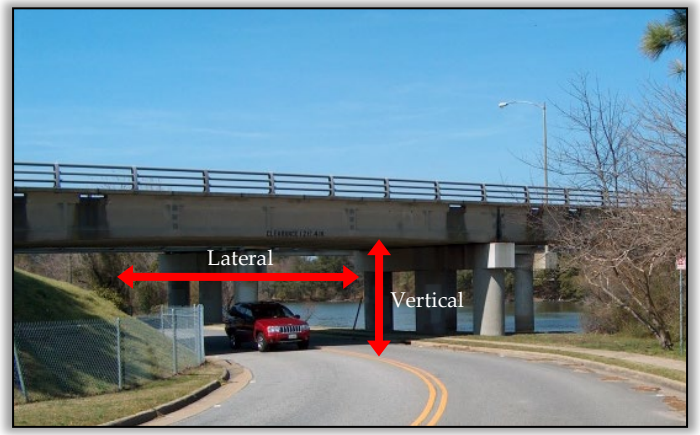
4) N = Number of lanes

5) Use Table C, Other Multilane Divided Facilities, for 3 or more undivided lanes of 2-way traffic.

UNDERCLEARANCES

This item evaluates the adequacy of the vertical and lateral underclearances of the structure. Although bridges are seldom closed due to deficient underclearances, they are often candidates for rehabilitation or replacement.

The lower of the vertical and lateral underclearance ratings shall be used as the structure's underclearance rating.



Underclearance Rating Code	Minimum Vertical Underclearance				
	Functional Class				
	Interstate and Other Freeways		Other Principal and Minor Arterials	Major and Minor Collectors and Locals	Railroad
	All Routes Except as noted for Urban Areas	Undesignated Routes, Urban Areas*			
9	>17'-0"	>16'-6"	>16'-6"	>16'-6"	>23'-0"
8	17'-0"	16'-6"	16'-6"	16'-6"	23'-0"
7	16'-9"	15'-6"	15'-6"	15'-6"	22'-6"
6	16'-6"	14'-6"	14'-6"	14'-6"	22'-0"
5	15'-9"	14'-3"	14'-3"	14'-3"	21'-0"
4	15'-0"	14'-0"	14'-0"	14'-0"	20'-0"
3	Vertical clearance less than value in rating code 4 and requiring corrective action.				
2	Vertical clearance less than value in rating code 4 and requiring replacement.				
0	Bridge closed.				

Source: FHWA.

VERTICAL UNDERCLEARANCE RATING

Notes: 1) Use the lower rating code for values between those listed in the table.

2) The roadway functional classification of the underpassing route shall be used in the evaluation. If an "under" record is not coded, the underpassing route shall be considered a major or minor collector or a local road.

Underclearance Rating Code	Minimum Lateral Underclearance						
	Functional Class						
	1-Way Traffic				2-Way Traffic		
	Interstate, Freeways, or Expressways				Other Principal and Minor Arterials	Major & Minor Collectors and Locals	Railroad
	Main Line		Ramp				
	Left	Right	Left	Right			
9	>30'	>30'	>4'	>10'	>30'	>12'	>20'
8	30'	30'	4'	10'	30'	12'	20'
7	18'	21'	3'	9'	21'	11'	17'
6	6'	12'	2'	8'	12'	10'	14'
5	5'	11'	2'	6'	10'	8'	11'
4	4'	10'	2'	4'	8'	6'	8'
3	Lateral clearance less than value in rating code 4 and requiring corrective action.						
2	Lateral clearance less than value in rating code 4 and requiring replacement.						
0	Bridge closed.						

LATERAL UNDERCLEARANCE RATING

Source: FHWA.

Notes: 1) Use the lower rating code for values between those listed in the table.

2) When acceleration or deceleration lanes or ramps are provided under 2-way traffic, use the value from the right ramp column.

3) The roadway functional classification of the underpassing route shall be used in the evaluation. If an "under" record is not coded, the underpassing route shall be considered a major or minor collector or a local road.

WATERWAY ADEQUACY

This item evaluates the adequacy of the waterway opening with respect to the passage of water flow under the bridge. In some cases, site conditions may warrant higher or lower ratings than are indicated in the table.

Roadway Functional Classification			Description
Principal Arterials, Interstates, Freeways, or Expressways	Other Principal and Minor Arterials and Major Collectors	Minor Collectors and Locals	
Waterway Adequacy Rating Code			
N	N	N	Bridge not over a waterway.
9	9	9	Bridge deck and roadway approaches above floodwater elevations (high water). Chance of overtopping is remote.
8	8	8	Bridge deck above roadway approaches. Slight chance of overtopping roadway approaches.
6	6	7	Slight chance of overtopping bridge deck and roadway approaches.
4	5	6	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with insignificant traffic delays.
3	4	5	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with significant traffic delays.
2	3	4	Occasional overtopping of bridge deck and roadway approaches with significant traffic delays.
2	2	3	Frequent overtopping of bridge deck and roadway approaches with significant traffic delays.
2	2	2	Occasional or frequent overtopping of bridge deck and roadway approaches with severe traffic delays.
0	0	0	Bridge closed.

WATERWAY ADEQUACY RATING

Source: FHWA.

Note: In the above table, the descriptions for chances of overtopping mean the following:

Remote: Greater than 100 years
Slight: 11 to 100 years
Occasional: 3 to 10 years
Frequent: Less than 3 years

Adjectives in this table describing traffic delay mean the following:

Insignificant: Minor inconvenience. Highway passable in a matter of hours.
Significant: Traffic delay of up to several days.
Severe: Long term delay to traffic with resulting hardship.

Approach Roadway Alignment

This item evaluates the adequacy of the approach roadway alignment and identifies those bridges that do not function properly or adequately due to the alignment of the approaches. This rating differs from the previously listed ratings in that it is not intended that the approach roadway alignment be compared to current standards but rather to the existing highway alignment.

Each individual structure shall be rated in accordance with the general appraisal ratings listed in the table. The approach roadway alignment should only be rated intolerable (a rating code of 3 or less) if the horizontal or vertical curvature require a substantial reduction in speed from the prevailing speed on the highway section. A very minor speed reduction should be rated a 6, and when speed reduction is not necessary the approach roadway alignment should be rated an 8. Additional ratings between these general values may be selected.

Speed reductions due to the width of the structure rather than the alignment approaching the structure shall not be considered in evaluating this item.

Rating Code	Description
N	Not Applicable
9	Superior to present desirable criteria
8	Equals present desirable criteria
7	Better than present desirable criteria
6	Equal to present desirable criteria
5	Somewhat better than minimum adequacy to tolerate being left in place as is
4	Meets minimum tolerable limits to be left in place as is
3	Basically intolerable requiring high priority of corrective action
2	Basically intolerable requiring high priority of replacement
0	Bridge Closed

Approach Roadway Alignment Rating

Source: FHWA.

STATE OF GOOD REPAIR PRIORITIZATION FORMULA - BRIDGES

Virginia House Bill 1887, passed into law in March 2015, established the State of Good Repair (SGR) program to supplement the SMART SCALE prioritization program and provide a dedicated funding source for the improvement of the condition of Virginia's bridges and pavements.

The Commonwealth Transportation Board approved a resolution in June 2016 that stated that structures will be selected for SGR program funds based on a prioritization formula. A State of Good Repair Score is calculated for each bridge, and bridges in poor condition are prioritized for replacement or rehabilitation based on the SGR Score. Those bridges with higher SGR Scores are prioritized over those with lower SGR Scores.

Five factors are assigned a specific percentage towards the overall SGR Score for each bridge, and each factor can have a value of between 0 and 1. The five factors are:

- **Importance Factor (30%)** – The Importance Factor measures the relative importance of each bridge to the overall highway network.
- **Condition Factor (25%)** – The Condition Factor uses the Health Index (which was described previously in this report) to measure the overall physical condition of each bridge based on the condition of each individual element.
- **Design Redundancy Factor (15%)** – This factor measures four risk factors related to redundancy, scour susceptibility, fatigue, and vulnerability to earthquakes.
- **Structure Capacity Factor (10%)** – The Structure Capacity Factor measures the capacity of the structure to carry traffic, including the impacts of weight restrictions, waterway adequacy, vertical clearance, and the width of the bridge.
- **Cost-Effectiveness Factor (20%)** – This factor measures the cost-effectiveness of the work required.

The structure's SGR Score is determined by the following equation:

Structure SGR Score = (0.30 x Importance Factor) + (0.25 x Condition Factor) + (0.15 x Design Redundancy Factor) + (0.10 x Structure Capacity Factor) + (0.20 x Cost-Effectiveness Factor)

The following pages include the methodology used to calculate each bridge's SGR Score from VDOT's SGR Program Bridge Prioritization Formula document[4]. The SGR Score calculation for Godwin Bridge, which carries US 17/Bridge Road over the Nansemond River in Suffolk, is also included as an example. **Disclaimer: The SGR Score for this demonstration may differ from the actual VDOT-produced SGR Score for Godwin Bridge due to the slight variation in the bridge information that is used. The actual VDOT-produced SGR Score for Godwin Bridge will be listed at the end of this demonstration.**

[4] State of Good Repair (SGR) Program Bridge Prioritization Formula, VDOT, July 1, 2024.

Factor #1 – Importance Factor

The Importance Factor measures the relative importance of every structure to the Virginia highway network. This importance is measured independently of other factors such as the condition and design of the bridge.

The Importance Factor is calculated using the following formula:

"Poor" Rated Structures:

Importance Factor = (0.30 x A) + (0.10 x B) + (0.15 x C) + (0.20 x D) + (0.05 x E) + (0.20 x F)

"Fair (Cusp)" Rated Structures (exempting Concrete Culverts):

Importance Factor = (0.30 x A) + (0.10 x B) + (0.15 x C) + 0.0 (D + E + F)

Where each of the components is:

A = Average Daily Traffic Factor
B = Future Average Daily Traffic Factor
C = Truck ADT %
D = Bypass Impact Factor
E = National Highway System
F = Corridor of Statewide Significance

Each of these components is described further on the following pages.

GODWIN BRIDGE EXAMPLE

Bridge Information

- Current ADT = 21,420 (2022)
- Future ADT = 26,334 (2045)
- Truck ADT Percentage = 3.0%
- Number of Lanes = 2
- Bypass Detour Length = 16 miles
- Base Highway Network = Y
- STRAHNET = Y
- Designated National Network = N
- Virginia Highway System = Urban
- Virginia Corridor of Statewide Significance = Y
- Deck Condition = 6
- Superstructure Condition = 5
- Substructure Condition = 5
- Health Index = 68.30
- Fracture Critical = N
- Scour Critical = N
- Seismically Vulnerable = N
- Presence of Fatigue Prone Details = N
- Operating Rating = 76.2
- Waterway Adequacy = 8
- Vertical Clearance = N/A
- Approach Width = 14.9 m = 48.9 ft
- Deck Width = 12.8 m = 42.0 ft
- Recommended Action Cost = $19,684,130
- Structure Replacement Cost = $364,623,049

Component A – Average Daily Traffic Factor

Component A is an estimate of the current travel demand for the structure. Component A is determined by the chart and equation shown in Figure C-1, with the value of Component A (V_A) determined by the Average Daily Traffic.

If the Average Daily Traffic is lower than 50 then Component A will have a value of 0. If the Average Daily Traffic is higher than 25,000, Component A will have a value of 1.

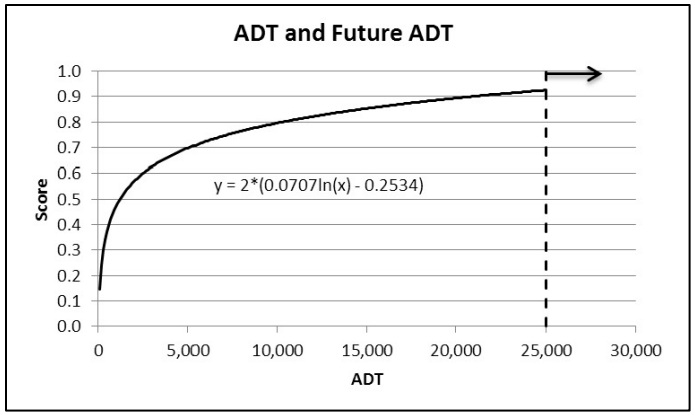


FIGURE C-1: Index Value Function for Variable A: Average Daily Traffic

For the Godwin Bridge:
Current ADT = 21,420
$V_A = 2 * (0.0707 \ln (21,420) – 0.2534) = 0.903$

Component B – Future Average Daily Traffic Factor

Component B is an estimate of the future travel demand for the structure. Component B is determined by the chart and equation shown in Figure C-2, with the value of Component B (V_B) determined by the Future Average Daily Traffic.

If the Future Average Daily Traffic is lower than 50 then Component B will have a value of 0. If the Future Average Daily Traffic is higher than 25,000, Component B will have a value of 1.

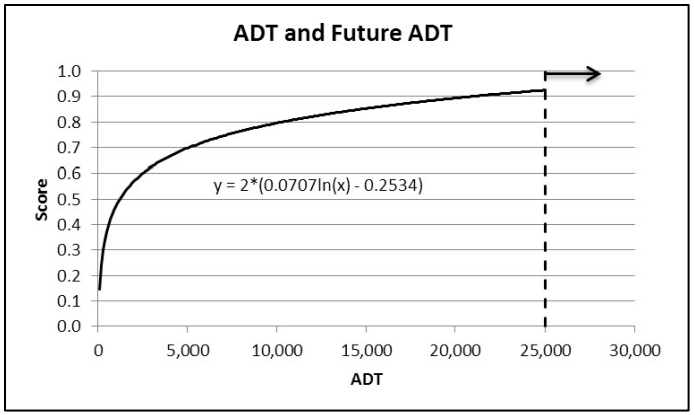


FIGURE C-2: Index Value Function for Variable B: Future Average Daily Traffic

For the Godwin Bridge:
Future ADT = 26,334
$V_B = 1$

Component C – Truck ADT

Component C conveys the importance of the structure for commerce and infers the magnitude of potential negative impacts caused by truck traffic on detour routes if the structure was taken out of service. Component C is determined by the chart and equation shown in Figure C-3, with the value of Component C (V_C) determined by the Average Daily Truck Traffic volume.

If the Truck ADT is lower than 50 then Component C will have a value of 0. If the Truck ADT is higher than 25,000, Component C will have a value of 1.

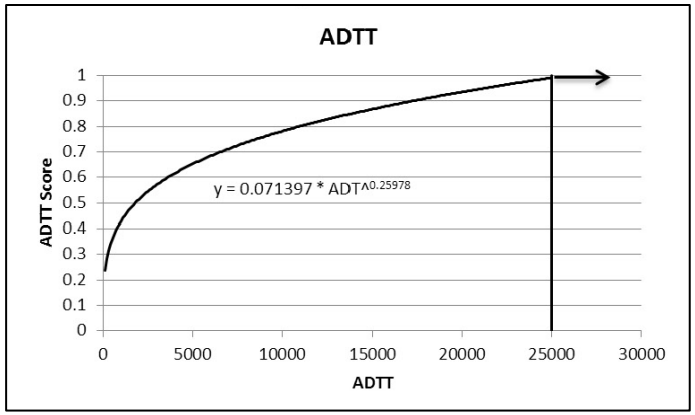


FIGURE C-3: Index Value Function for Variable C: Average Daily Truck Traffic

For the Godwin Bridge:
Current ADT = 21,420
Truck ADT Percentage = 3%
$V_C = 0.071397 * (21{,}420*.03)^{0.25978} = 0.383$

Component D – Bypass Impact Factor

Component D reflects the inconvenience to drivers of vehicles that would be diverted by a structure's closure by combining the Bypass Detour Length (BYP) around a structure with the structure's current ADT and the classification of the roadway.

For roadways that are classified as Interstates, Component D = 1.0. For roadways that are classified as a Primary, Component D = 0.75. For Secondary, Urban, and other roadways, two variables are used to calculate Component D. The first variable, BYP_D, reflects the bypass detour length of the structure. The second variable, ADT_D, reflects the volume of traffic that would be impacted by the structure's closure. The value of Component D is determined by using these two variables in the chart below (Figure C-4).

ADT_D	BYP_D (mi)					
	0	**2**	**4**	**6**	**8.5**	**>8.5**
85	0.06	0.18	0.24	0.29	0.44	0.56
175	0.11	0.23	0.29	0.34	0.49	0.61
300	0.15	0.27	0.33	0.38	0.53	0.65
525	0.19	0.31	0.37	0.42	0.57	0.69
1000	0.23	0.36	0.41	0.46	0.62	0.73
2200	0.29	0.41	0.47	0.52	0.67	0.79
5000	0.35	0.47	0.53	0.58	0.73	0.85
11000	0.40	0.53	0.58	0.63	0.79	0.90
25000	0.46	0.58	0.64	0.69	0.84	0.96
>25000	0.50	0.62	0.68	0.73	0.88	1.00

FIGURE C-4: Index Value Function for Bypass Detour Length Factor in Variable D

For the Godwin Bridge:
Current ADT = 21,420
Bypass Detour Length = 16 miles
Roadway Classification = Urban
$V_D = 0.94$

Component E – National Highway System

Component E is a component that reflects whether the structure carries a roadway included in the National Highway System (NHS). These designated routes have unique objectives that must be supported with maintenance and replacement expenditures as needed to keep structures in service.

If the roadway carried by the structure is part of the NHS, Component E = 1.0. If the roadway carried by the structure is not part of the NHS, Component E = 0.0.

For the Godwin Bridge:
NHS = 1 (The roadway is a part of the NHS)
$V_E = 1$

Component F – Corridor of Statewide Significance

Component F is determined based on whether the structure carries a roadway that is designated as a Virginia "Corridor of Statewide Significance (CoSS)". If the roadway carried by the structure is a CoSS, Component F = 1.0. If the roadway carried by the structure is not a CoSS, Component F = 0.0.

For the Godwin Bridge:
CoSS = 1 (The roadway is a Virginia Corridor of Statewide Significance)
$V_F = 1$

For the Bridge Road Bridge – Importance Factor

Importance Factor = (0.30 x A) + (0.10 x B) + (0.15 x C) + 0.0 (D + E + F)
= (0.30 x 0.903) + (0.10 x 1) + (0.15 x 0.383) + 0.0 (0.94 + 1 + 1)
= 0.428

Factor #2 – Condition Factor

The Condition Factor aims to use the Health Index to measure the overall physical condition of each bridge based on the condition of each individual element.

The Condition Factor is calculated using the following formula:

"Poor" rated Structures
Condition Factor = 1.0 – (Health Index/100)

"Fair(5)" ("Cusp") rated Concrete Culverts:
Condition Factor = 0.0

Historically, the Health Index was calculated using the BrM bridge management software from the American Association of State Highway and Transportation Officials (AASHTO); however, VDOT has determined that the Health Index calculated in this manner is unreliable due to federally-mandated changes to the nature of the data that is used to calculate the index. VDOT plans to have the issue resolved before the next round of SGR funding but will use an approximate "Interim Health Index" in the meantime in place of the Health Index in the Condition Factor equation.

The Interim Health Index uses a Blended General Condition Rating (GCR_B). The GCR_B is calculated as follows:

For Bridges:

GCR_B = (0.25 x Deck General Condition Rating) + (0.35 x Superstructure General Condition Rating) + (0.40 x Substructure General Condition Rating)

For Culverts
GCR_B = 1.0 (Culvert General Condition Rating)

The Interim Health Index is calculated using the following equation:

Interim Health Index = $100 \times [1 - (9 - GCR_B)^3 / 5.5^3]$

For the Bridge Road Bridge – Condition Factor

Deck Condition Rating = 6
Superstructure Rating = 5
Substructure Rating = 5
$GCR_B = (0.25 \times 6) + (0.35 \times 5) + (0.40 \times 5) = 5.25$
Interim Health Index = $100 \times [1 - (9 - GCR_B)^3/5.5^3]$
$= 100 \times [1 - (9-5.25)^3/5.5^3] = 68.3$
Condition Factor = 1.0 – (Health Index/100)
= 1.0 – (68.3/100)
= 0.317

Factor #3 – Design Redundancy Factor

The Design Redundancy Factor measures the vulnerability each structure has for four risk factors. These risk factors are:

- **Redundancy** – Most bridges are designed so that loads can be redistributed to other structural members if any one structural member loses its ability to distribute loads. However, some bridges were designed with few or no redundant supporting elements and could collapse if a key structural member fails. Despite this lack of redundant elements, these bridges – classified as fracture critical – are not necessarily unsafe but they undergo more extensive and more frequent inspections. Examples of fracture critical bridges include most truss bridges, drawbridges, and those beam or girder bridges designed without redundant elements.
- **Scour Susceptibility** – Bridges with underwater substructure sections may be vulnerable to scouring, or the exposure of portions of the substructure due to changes in the river bed. In cases where a bridge is at risk of failure due to scouring, the bridge is classified as scour critical.
- **Seismically Vulnerable** – This factor measures the vulnerability of structures to damage caused by earthquakes.
- **Fatigue Prone** – The definition of fatigue is the tendency of a component of a bridge to fail at a stress level below its yield stress when subject to cyclical loading. "Fatigue prone details" are defined as details meeting the AASHTO fatigue detail categories of C through E on bridges that either carry a route that has 500 or more trucks per day or carry an interstate route.

The value of the Design Redundancy Factor is comprised of these four risk factors using the following formula:

Design Redundancy Factor = 0.4 x (Fracture Critical) + 0.4 x (Scour Critical) + 0.1 x (Seismically Vulnerable) + 0.1 x (Fatigue Prone)

For each of these four risk factors, a value of 1.0 is given if the bridge is vulnerable to that risk factor and a value of 0 is given if the bridge is not vulnerable to that risk factor.

For the Bridge Road Bridge – Design Redundancy Factor

Fracture Critical = N
Scour Critical = N
Seismically Vulnerable = N
Presence of Fatigue Prone Details = N

Design Redundancy Factor = 0.4 x (Fracture Critical) + 0.4 x (Scour Critical) + 0.1 x (Seismically Vulnerable) + 0.1 x (Fatigue Prone)
Design Redundancy Factor = (0.4 x 0) + (0.4 x 0) + (0.1 x 0) + (0.1 x 0)
Design Redundancy Factor = **0**

FACTOR #4 – STRUCTURE CAPACITY FACTOR

The Structure Capacity Factor measures the capacity of a structure to carry traffic, including the impacts of weight restrictions, waterway adequacy, vertical clearance, and the width of the bridge. The Structure Capacity Factor is comprised of three components: Weight Restriction Factor, Waterway/Vertical Clearance Factor, and Width Factor.

Component A – Waterway/Vertical Clearance Factor

The Waterway/Vertical Clearance Factor measures the adequacy of the vertical clearance for waterways, railways, and trucks. This factor – which has a value between 0 and 1 – is based on the waterway adequacy and vertical clearance scores.

Waterway Adequacy describes the condition of the opening of the structure with respect to the passage of water flow through the bridge. Based on the rating that bridge inspectors assign to a bridge, VDOT assigns a Waterway Adequacy Score based on the following figure:

Waterway Adequacy Score Index:

Waterway Adequacy	0	1	2	3	4	5	6	7	8	9	N
WA Score	1.0	1.0	0.9	0.6	0.2	0.1	0	0	0	0	0

FIGURE C-10: Waterway Adequacy Score Index

The value for the Vertical Clearance Score is based on the vertical clearance under the structure and the functional class of the roadway under the structure, and is calculated using the following graph:

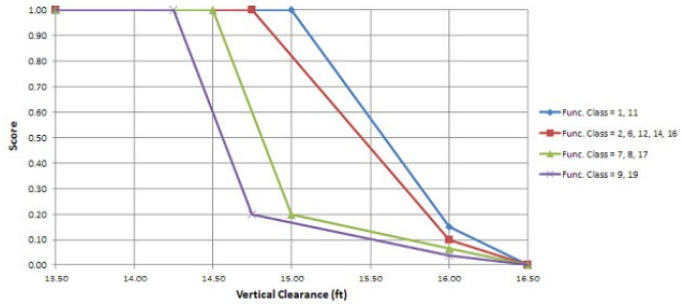


FIGURE C-11: Vertical Clearance Score

Component A is calculated as the maximum of the Waterway Adequacy Score and the Vertical Clearance Score.

Component A = Maximum (Waterway Adequacy Score, Vertical Clearance Score)

Component B – Weight Restriction Factor

The Weight Restriction Factor measures the ability of the structure to carry fire trucks, ambulances, school buses, and design vehicles. Component B– which has a value between 0 and 1 – is comprised of three variables: V_A – Safe Structure Load, V_B – Weight Posting, and V_C – Sufficiency to Carry Public Vehicles. The values for V_A and V_B are calculated using the following graphs:

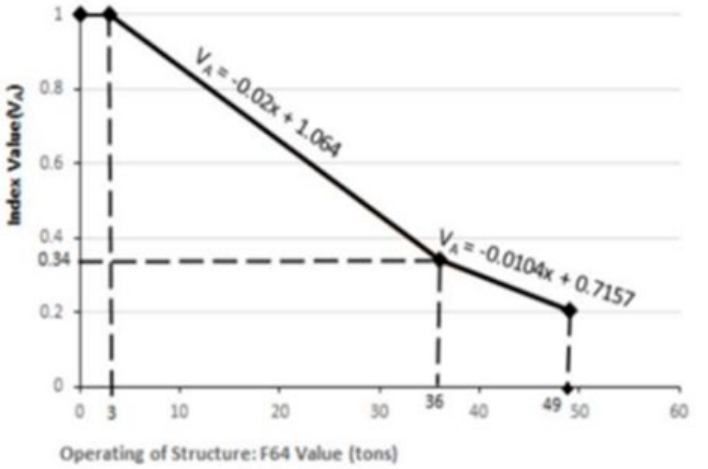


FIGURE C-5: Index Value Function for Variable V_A: Safe Structure Load

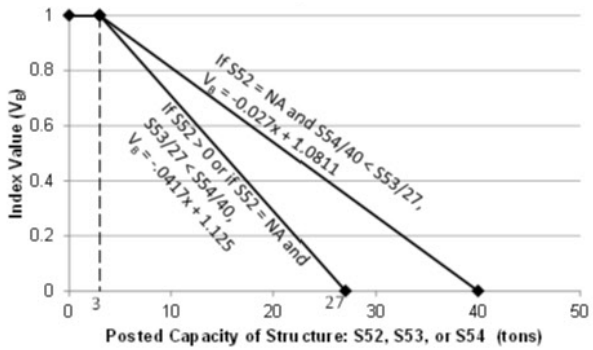


FIGURE C-6: Index Value Function for Variable V_B: Weight Posting

The values for V_C – Sufficiency to Carry Public Vehicles are calculated using three graphs. V_{C1} represents sufficiency to carry school buses, V_{C2} represents ambulances, and V_{C3} represents fire trucks:

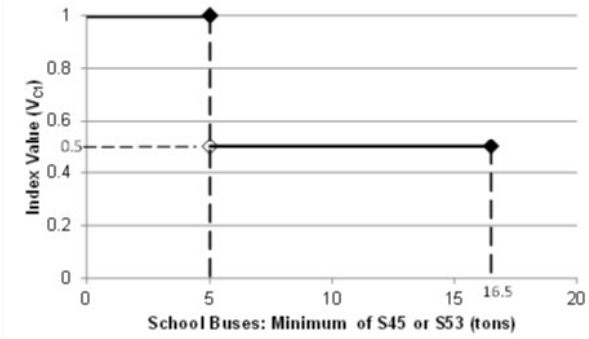


FIGURE C-7: Index Value Function for Variable V_{C1}: Sufficiency to Carry School Buses

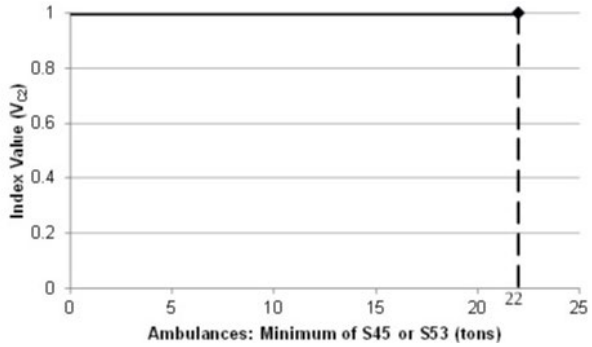


FIGURE C-8: Index Value Function for Variable V_{C2}: Sufficiency to Carry Ambulances

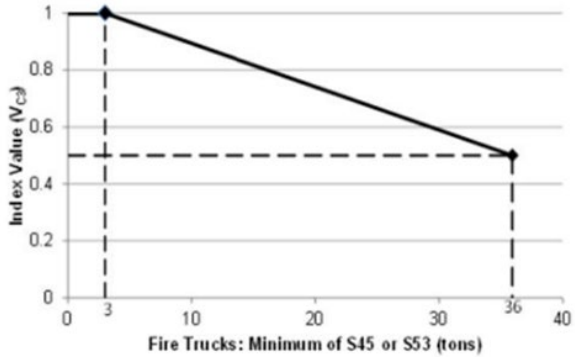


FIGURE C-9: Index Value Function for Variable V_{C3}: Sufficiency to Carry Fire Trucks

Component B is calculated using the following formula:

Component B = (0.282 x V_A) + (0.4238 x V_B) + 0.2942[(0.333 X V_{C1}) + (0.333 x V_{C2}) + (0.333 x V_{C3})]

Component C – Width Factor

The Width Factor measures the adequacy of the width of the bridge. The Width Factor has a value between 0 and 1 and is based on the approach roadway width and deck width of the bridge.

The Width Factor has a value of 0 for culverts. For bridges, the Width Factor is calculated using the following figure:

Raw Score =
(Approach Width) - (Deck Width)
# of Lanes

Width Score Index

Raw Score(RS)	Width Score
RS > 2	1
2 ≥ RS ≥ 0	(Raw Score)/2
0 > RS	0

FIGURE C-12: Deck Width Score

The Structure Capacity Factor is calculated using the following weights for each of the three components:

Structure Capacity Factor = (0.15 x Component A) + (0.70 x Component B) + (0.15 x Component C)

For the Godwin Bridge – Structure Capacity Factor

Operating Rating = 76.2 metric tons = 84.0 tons
Posted Capacity - Single = N/A
Posted Capacity - Semi 27 = N/A
Posted Capacity - Semi 40 = N/A
Waterway Adequacy Rating = 8
Approach Width = 48.9 feet
Deck Width = 42 feet
# of Lanes = 2

Component A = Maximum (Waterway Adequacy Score, Vertical Clearance Score)
Component A = Maximum (0, N/A) = 0

Component B = $(0.282 \times V_A) + (0.4238 \times V_B) + 0.2942 \times [(0.333 \times V_{C1}) + (0.333 \times V_{C2}) + (0.333 \times V_{C3})]$
Component B = $(0.282 \times 0) + (0.4238 \times 0) + 0.2942 \times [(0.333 \times 0) + (0.333 \times 0) + (0.333 \times 0)]$
Component B = 0

Component C = Lookup [(Approach Width – Deck Width)/# of Lanes]
Component C = Lookup [(48.9 ft – 42 ft)/2]
Component C = Lookup [(6.9 ft)/2] = 3.45
Component C = 1

Structure Capacity Factor = (0.15 x Component A) + (0.70 x Component B) + (0.15 x Component C)

Structure Capacity Factor = (0.15 x 0) + (0.70 x 0) + (0.15 x 1)
Structure Capacity Factor **= 0.15**

FACTOR #5 – COST-EFFECTIVENESS FACTOR

The Cost-Effectiveness Factor measures the cost-effectiveness of the work required on the structure. It is a function of the ratio of the "Action Cost" to repair the structure versus the cost to replace the structure. The Action Cost is also the amount of State of Good Repair (SGR) funding requested, and excludes any funding available from non-SGR sources.

The Cost-Effectiveness Factor – which has a value of between 0 and 1 – is calculated using the following figure:

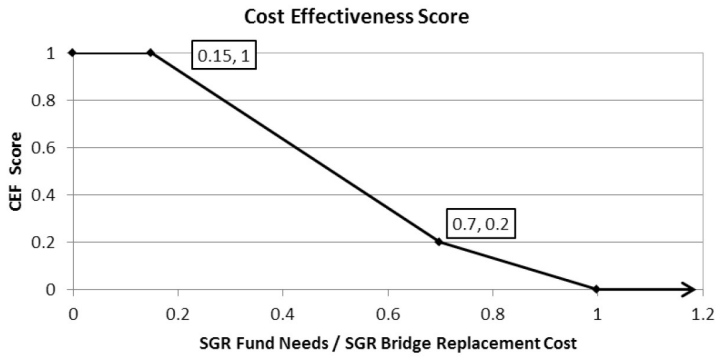


FIGURE C-13: Cost-Effectiveness Score

In the above figure, the SGR Fund Needs are the same as the Action Cost referred to above. In cases where bridge replacement is recommended, the "Action Cost" will be equal to the SGR Bridge Repacement Cost Estimate.

For the Godwin Bridge – Cost-Effectiveness Factor
(Note: These estimates are from the FY 2026-FY 2031 SGR Programming)

Action Cost = $19,684,130
Structure Replacement Cost = $364,623,049
Action Cost/Structure Replacement Cost = $19,684,130 / $364,623,049 = 0.054
Cost-Effectiveness Factor = **1**

SGR Score – Godwin Bridge

Importance Factor = 0.428
Condition Factor = 0.317
Design Redundancy Factor = 0
Structure Capacity Factor = 0.15
Cost-Effectiveness Factor = 1

Structure SGR Score = (0.30 x Importance Factor) + (0.25 x Condition Factor) + (0.15 x Design Redundancy Factor) + (0.10 x Structure Capacity Factor) + (0.20 x Cost-Effectiveness Factor)

SGR Score = (0.30 x 0.428) + (0.25 x 0.317) + (0.15 x 0) + (0.10 x 0.15) + (0.20 x 1)

SGR Score = (0.129) + (0.079) + (0) + (0.015) + (0.20)

Demonstration SGR Score = 0.423
VDOT-produced SGR Score = 0.406

REGIONAL BRIDGE INVENTORY

Appendix D contains an inventory of the 1,274 bridges in Hampton Roads, broken down by jurisdiction. Maps and tables describing details of each bridge are included. The data included in the tables in this appendix is described below:

1. **Federal Structure ID** – A unique number designated for each bridge. This is different than the Virginia Bridge ID.

2. **Poor Condition** – This column indicates if a bridge is classified being in poor condition.

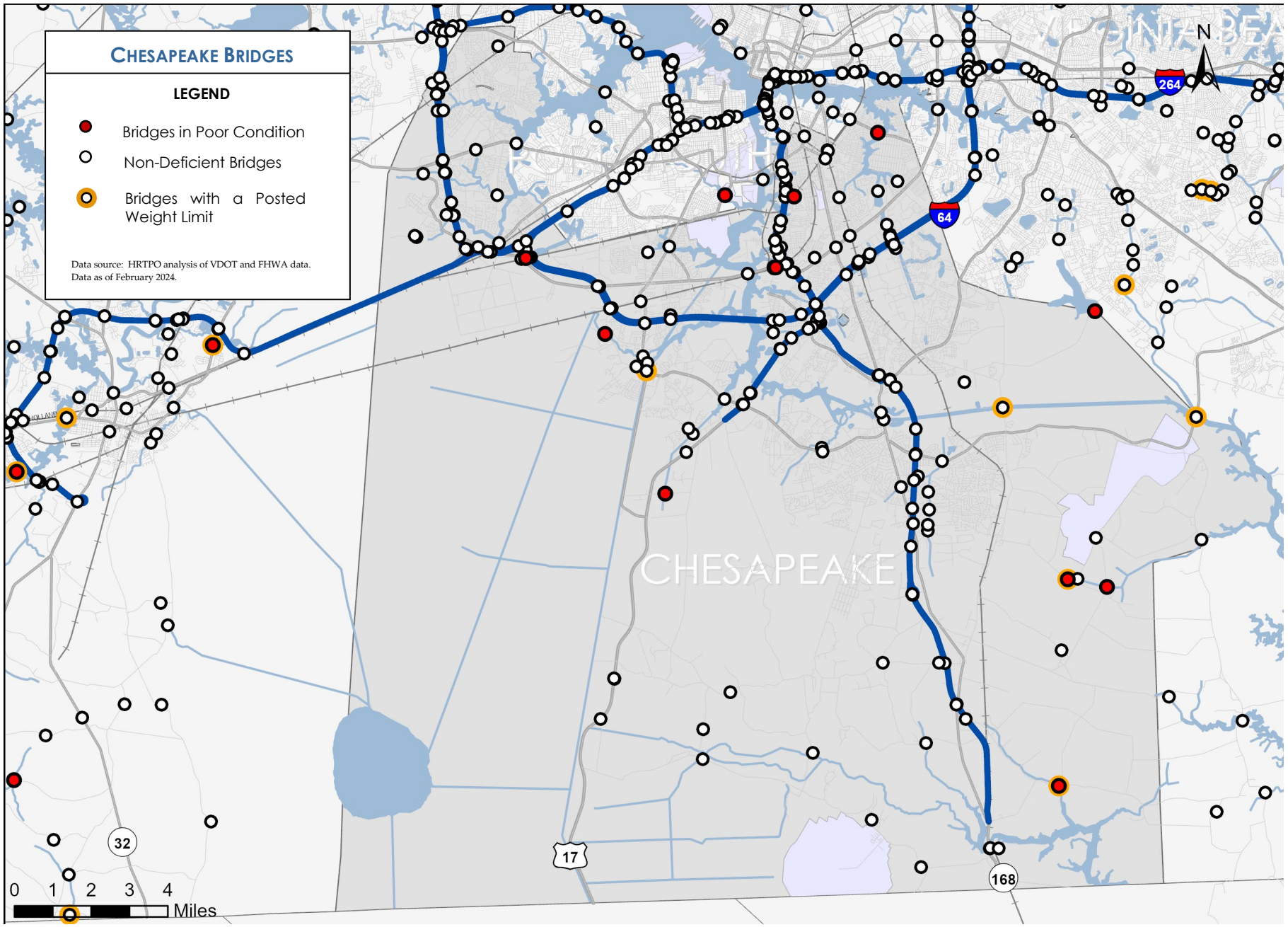
3. **Bridge Condition Ratings** – General condition ratings are included for each bridge. These ratings include the deck condition, superstructure condition, substructure condition, and culvert condition (if applicable). Descriptions of each of these bridge ratings are included in Appendix B.

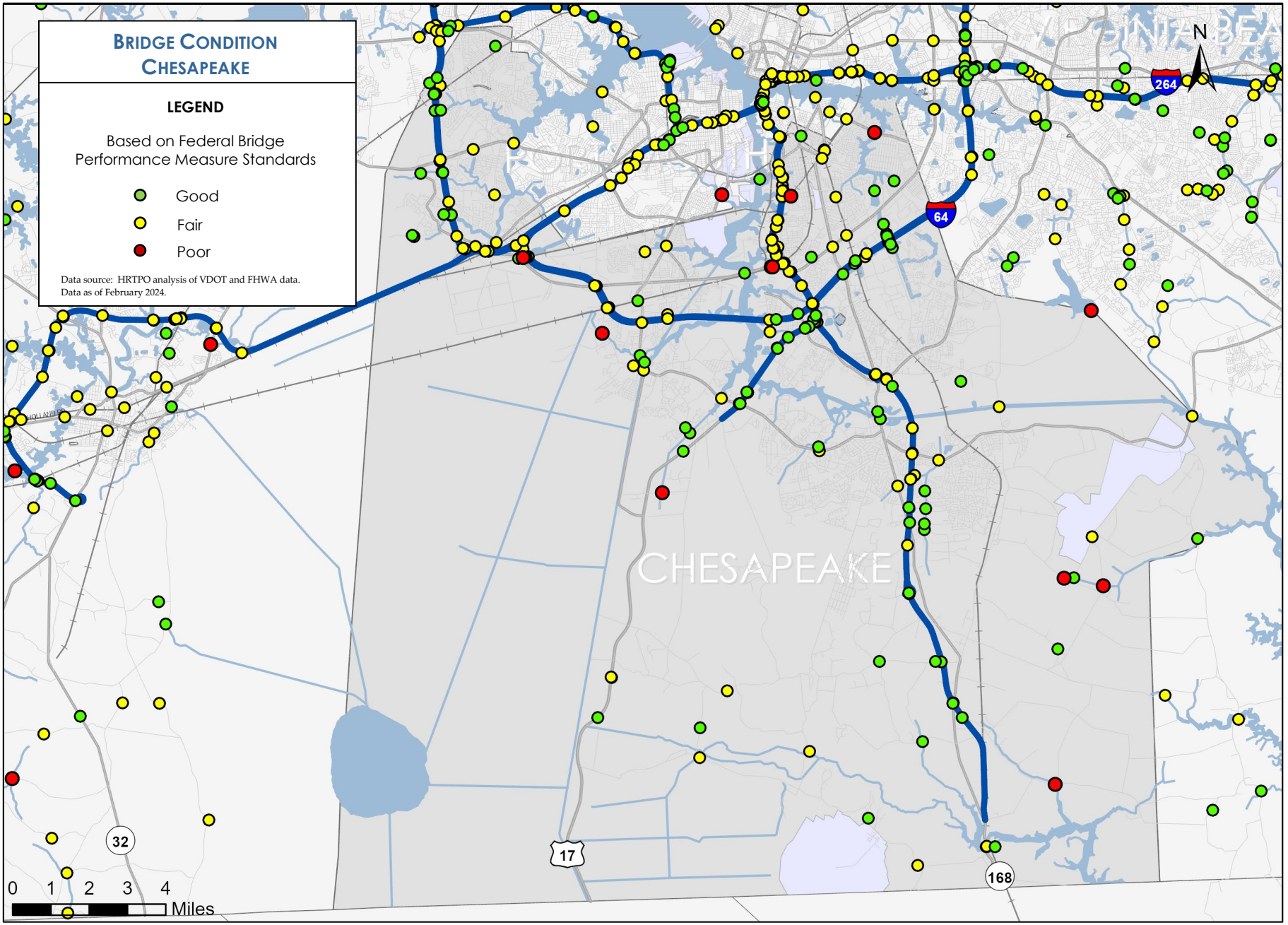
4. **Federal Performance Measure (PM) Bridge Condition** – This column includes each bridge's condition, based on the new Federal Performance Measure standards. Bridges can be rated as Good, Fair, or Poor.

5. **Fracture Critical** – This column indicates whether the bridge is classified as fracture critical. Fracture critical bridges are bridges that are designed with few or no redundant supporting elements, and the bridge is in danger of collapse if a key structural member fails.

6. **Posted Weight Limit** – This column lists the posted weight limit of the bridge in tons. The posted weight limit of the bridge is shown as X/Y/Z, with the first number (X) representing the posted weight limit for all vehicles, the second number (Y) representing the posted weight limit for single unit trucks, and the third number (Z) representing the posted weight limit for trucks with semi-trailers. A '-' indicates that there is no posted weight limit on the bridge for that type of vehicle. For federally-maintained bridges, the NBI data only specifies whether weight limits are in place, not specific weight limit levels.

Juris	Federal Structure ID (1)	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition (2)	Bridge Condition Ratings (3)				Federal PM Bridge Condition (4)	Fracture Critical (5)	Posted Weight Limit (tons) (6)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	26696	165	Cedar Road	Bells Mill Creek	1999	-	City	-	7	7	7	N	Good	-	-
CHES	28514		Cedar Road	Lindsey Drainage Canal	2006	-	City	-	N	N	N	7	Good	-	-
CHES	29507	165	Cedar Road	New Mill Creek	2007	-	City	-	N	N	N	7	Good	-	-
CHES	21797		Centerville Turnpike	Chesapeake & Albemarle Can	1955	-	City	-	7	6	5	N	Fair	Yes	-/27/40
CHES	24206	168	Chesapeake Expressway NB	Poplar Branch	1993	-	City	-	6	7	7	N	Fair	-	-
CHES	26881	168	Chesapeake Expressway NB	Hillcrest Parkway	2001	-	City	-	7	7	7	N	Good	-	-
CHES	26885	168	Chesapeake Expressway NB	Battlefield Blvd South	2001	-	City	-	7	7	7	N	Good	-	-


CHESAPEAKE BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
264
64
CHESAPEAKE
32
17
168
0 1 2 3 4
Miles


BRIDGE CONDITION
CHESAPEAKE
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
CHESAPEAKE
64
264
32
17
168
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	31197	166	22nd St	Seaboard Ave & Norfolk Southern R/R	2020	-	City	-	7	8	7	N	Good	Yes	-
CHES	21840	58	Airline Blvd	Branch Goose Creek	1932	-	City	-	5	5	5	N	Fair	-	-
CHES	25182	168	Atlantic Ave	Norfolk Southern R/R	1999	-	City	-	6	7	6	N	Fair	-	-
CHES	25186	168	Atlantic Ave	Norfolk Southern R/R and SB Ramp	1998	-	City	-	6	7	6	N	Fair	-	-
CHES	21881	166	Bainbridge Blvd	Norfolk Southern R/R	1938	1997	City	Yes	7	5	4	N	Poor	-	-
CHES	21882	166	Bainbridge Blvd	Milldam Creek	1985	-	City	-	6	5	5	N	Fair	-	-
CHES	23762	166	Bainbridge Blvd	Mains Creek	1993	-	City	-	6	7	6	N	Fair	-	-
CHES	21813		Ballahack Rd	Newland Swamp	1974	-	City	-	6	5	5	N	Fair	-	-
CHES	24840		Ballahack Rd	Lead Ditch	1997	-	City	-	N	N	N	6	Fair	-	-
CHES	25081		Ballahack Rd	Lead Ditch	1997	-	City	-	N	N	N	7	Good	-	-
CHES	21819		Barnes Rd	I-464	1983	-	VDOT	-	7	6	6	N	Fair	-	-
CHES	21885	168	Battlefield Blvd	Military Hwy	1990	-	City	-	6	6	6	N	Fair	-	-
CHES	27047	168	Battlefield Blvd	I-64	2008	-	VDOT	-	7	7	7	N	Good	-	-
CHES	24003	168	Battlefield Blvd	Poplar Branch	1993	-	City	-	7	7	6	N	Fair	-	-
CHES	26940	168	Battlefield Blvd	Chesapeake Expy	2001	-	City	-	7	7	7	N	Good	-	-
CHES	27874	168	Battlefield Blvd	Chesapeake & Albemarle Canal	2004	-	City	-	7	7	7	N	Good	Yes	-
CHES	28148	168	Battlefield Blvd	Inlet of Chesapeake & Albemarle Canal	2005	-	City	-	7	7	7	N	Good	-	-
CHES	26887	168	Battlefield Blvd NB	Northwest River	2001	-	City	-	6	7	6	N	Fair	-	-
CHES	21887	168	Battlefield Blvd SB	Northwest River	1987	-	City	-	6	5	6	N	Fair	-	-
CHES	29969		Beaver Dam Rd	Drainage Ditch	2012	-	City	-	7	7	7	N	Good	-	-
CHES	30096		Bells Mill Rd	Bells Mill Creek	2012	-	City	-	7	7	7	N	Good	-	-
CHES	21803		Benefit Rd	Branch Northwest River	1986	-	City	-	6	5	6	N	Fair	-	-
CHES	31198		Benefit Rd	Lead Ditch	2018	-	City	-	N	N	N	7	Good	-	-
CHES	24257		Benefit Rd	Lead Ditch	1993	-	City	-	N	N	N	7	Good	-	-
CHES	26883		Benefit Rd	Chesapeake Expy	2001	-	City	-	7	7	7	N	Good	-	-
CHES	30273		Benefit Rd	Drainage Ditch	2013	-	City	-	N	N	N	7	Good	-	-
CHES	29532		Blackwater Rd	Pocaty Creek	2010	-	City	-	7	7	7	N	Good	-	-
CHES	24704		Bunch Walnuts Rd	Northwest River	1996	-	City	-	6	5	6	N	Fair	-	-
CHES	21791		Campostella Rd	I-464	1966	-	VDOT	-	5	6	5	N	Fair	-	-
CHES	21884	168	Campostella Rd	Norfolk Southern R/R	1938	1985	City	-	7	5	5	N	Fair	-	-
CHES	30266		Campostella Rd	Tributary to Deep Creek	2012	-	City	-	N	N	N	7	Good	-	-
CHES	25185	168	Campostella Rd SB Ramp	Norfolk Southern R/R	2000	-	City	-	6	7	6	N	Fair	-	-
CHES	30272		Cedar Rd	Tributary to Bells Mill Creek	2013	-	City	-	N	N	N	6	Fair	-	-
CHES	26696	165	Cedar Rd	Bells Mill Creek	1999	-	City	-	7	7	7	N	Good	-	-
CHES	28514		Cedar Rd	Lindsey Drainage Canal	2006	-	City	-	N	N	N	7	Good	-	-
CHES	29507	165	Cedar Rd	New Mill Creek	2007	-	City	-	N	N	N	7	Good	-	-
CHES	21797		Centerville Trpk	Chesapeake & Albemarle Canal	1955	-	City	-	7	6	5	N	Fair	Yes	-/25/40
CHES	24206	168	Chesapeake Expy NB	Poplar Branch	1993	-	City	-	6	7	7	N	Fair	-	-
CHES	26881	168	Chesapeake Expy NB	Hillcrest Pkwy	2001	-	City	-	7	7	7	N	Good	-	-
CHES	26885	168	Chesapeake Expy NB	Battlefield Blvd South	2001	-	City	-	7	7	7	N	Good	-	-
CHES	24207	168	Chesapeake Expy SB	Poplar Branch	1993	-	City	-	6	7	7	N	Fair	-	-
CHES	26882	168	Chesapeake Expy SB	Hillcrest Pkwy	2001	-	City	-	7	7	7	N	Good	-	-
CHES	26886	168	Chesapeake Expy SB	Battlefield Blvd South	2001	-	City	-	7	7	7	N	Good	-	-
CHES	30280		Copper Knoll Ln	Tributary to Chesapeake & Albemarle Canal	2013	-	City	-	N	N	N	7	Good	-	-
CHES	30271		Deep Creek Blvd	Drainage Ditch	2013	-	City	-	N	N	N	6	Fair	-	-

CHESAPEAKE BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	21812		Dock Landing Rd	Bailey Creek	1970	-	City	-	6	6	5	N	Fair	-	-
CHES	23104	663	Dock Landing Rd	I-664	1991	-	VDOT	-	6	5	7	N	Fair	-	-
CHES	30685		Dominion Blvd	Mains Creek Culvert	2013	-	City	-	N	N	N	7	Good	-	-
CHES	31759	17	Dominion Blvd	Lindsey Canal Drainage	1966	-	City	-	N	N	N	7	Good	-	-
CHES	21824		Elbow Rd	Stumpy Lake Spillway	1975	-	City	Yes	6	5	4	N	Poor	-	-
CHES	21805		Etheridge Manor Blvd	Coopers Ditch	1990	-	City	-	7	7	7	N	Good	-	-
CHES	21822		Etheridge Rd	Coopers Ditch	1989	-	City	-	7	7	7	N	Good	-	-
CHES	30367		Fentress Airfield Rd	Pocaty Creek	2014	-	City	-	N	N	N	7	Good	-	-
CHES	21810		Fentress Airfield Rd	Pocaty Creek	1963	-	City	-	6	5	6	N	Fair	-	-
CHES	24202		Forest Rd	Coopers Ditch	1993	-	City	-	7	7	7	N	Good	-	-
CHES	21833	17	George Washington Hwy	St Julians Creek	1985	-	City	-	7	6	6	N	Fair	-	-
CHES	29531	17	George Washington Hwy	Deep Creek	2011	-	City	-	7	7	8	N	Good	-	-
CHES	21836	17	George Washington Hwy	I-64	1969	2020	VDOT	-	5	6	6	N	Fair	-	-
CHES	21838	17	George Washington Hwy	Yadkins Road & Norfolk Southern R/R	1992	-	City	-	7	7	7	N	Good	-	-
CHES	1818	17	George Washington Hwy	Dismal Swamp Canal	1934	-	Federal	-	5	5	7	N	Fair	Yes	-/-/20
CHES	27144	13	Gilmerton Bridge	S Branch Elizabeth River	2013	-	City	-	7	7	7	N	Good	Yes	-
CHES	30830	190	Great Bridge Blvd	I-64	2021	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21891	168	Great Bridge Bypass	Chesapeake & Albemarle Canal	1981	-	City	-	5	5	6	N	Fair	-	-
CHES	21894	168	Great Bridge Bypass NB	Mount Pleasant Rd	1981	-	City	-	7	7	6	N	Fair	-	-
CHES	21900	168	Great Bridge Bypass NB	Kempsville Rd	1981	-	City	-	6	6	6	N	Fair	-	-
CHES	25566	168	Great Bridge Bypass NB	Battlefield Blvd	1998	-	City	-	6	5	6	N	Fair	-	-
CHES	21896	168	Great Bridge Bypass SB	Mount Pleasant Rd	1981	-	City	-	7	6	6	N	Fair	-	-
CHES	21898	168	Great Bridge Bypass SB	Battlefield Blvd	1981	-	City	-	6	6	6	N	Fair	-	-
CHES	21902	168	Great Bridge Bypass SB	Kempsville Rd	1981	-	City	-	6	6	6	N	Fair	-	-
CHES	21793		Greenbrier Pkwy	I-64	1978	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	23021		Gum Ct	Drum Point Creek	1991	-	VDOT	-	N	N	N	7	Good	-	-
CHES	31323		Gum Rd	Drainage Ditch	2018	-	City	-	N	N	N	7	Good	-	-
CHES	25696		Hanbury Rd	Chesapeake Expy	1998	-	City	-	7	7	7	N	Good	-	-
CHES	21868	64	High Rise Bridge	S Branch Elizabeth River & SR 166	1969	-	VDOT	-	5	5	5	N	Fair	Yes	-
CHES	21823		Hillwell Rd	Poplar Branch	1989	-	City	-	7	5	7	N	Fair	-	-
CHES	21925	264	I-264 EB	I-64 EB	1963	1993	VDOT	-	5	5	5	N	Fair	-	-
CHES	21927	264	I-264 EB	I-64 Ramp	1963	1993	VDOT	-	6	6	5	N	Fair	-	-
CHES	21918	264	I-264 WB Ramp	I-64	1969	-	VDOT	-	6	6	5	N	Fair	-	-
CHES	21941	464	I-464 NB	I-64	1967	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	21945	464	I-464 NB	Bainbridge Blvd	1984	-	VDOT	-	6	7	7	N	Fair	-	-
CHES	21949	464	I-464 NB	Military Hwy	1984	-	VDOT	-	6	7	7	N	Fair	-	-
CHES	21953	464	I-464 NB	Norfolk Southern R/R & Branch Milldam Creek	1984	-	VDOT	-	7	6	6	N	Fair	-	-
CHES	21955	464	I-464 NB	Milldam Creek	1986	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	21957	464	I-464 NB	Freeman Avenue	1987	-	VDOT	-	7	6	6	N	Fair	-	-
CHES	21961	464	I-464 NB	Gilligan Creek & Norfolk Southern R/R	1987	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21963	464	I-464 NB	Jones Creek	1987	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21965	464	I-464 NB	Jones Creek	1987	-	VDOT	-	7	7	6	N	Fair	-	-
CHES	21967	464	I-464 NB	South Norfolk Basin	1980	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	21943	464	I-464 SB	I-64	1967	-	VDOT	-	6	6	5	N	Fair	-	-
CHES	21947	464	I-464 SB	Bainbridge Blvd	1984	-	VDOT	-	6	7	6	N	Fair	-	-

CHESAPEAKE BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	21951	464	I-464 SB	Military Hwy	1984	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21954	464	I-464 SB	Norfolk Southern R/R & Branch Milldam Creek	1984	-	VDOT	-	7	6	6	N	Fair	-	-
CHES	21956	464	I-464 SB	Milldam Creek	1986	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21959	464	I-464 SB	Freeman Avenue	1987	-	VDOT	-	7	6	6	N	Fair	-	-
CHES	21962	464	I-464 SB	Gilligan Creek & Norfolk Southern R/R	1987	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21964	464	I-464 SB	Jones Creek	1987	-	VDOT	-	7	6	7	N	Fair	-	-
CHES	21966	464	I-464 SB	Jones Creek	1987	-	VDOT	-	7	7	6	N	Fair	-	-
CHES	21968	464	I-464 SB	South Norfolk Basin	1980	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	21969	464	I-464 SB	South Norfolk Basin	1980	-	VDOT	-	6	6	5	N	Fair	-	-
CHES	21844	64	I-64	Drainage Canal	1967	1995	VDOT	-	N	N	N	6	Fair	-	-
CHES	25192	64	I-64	Norfolk Southern R/R	1998	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21856	64	I-64 EB	Shell Rd	1969	2022	VDOT	-	6	6	6	N	Fair	-	-
CHES	21858	64	I-64 EB	Norfolk Southern R/R & Yadkin Rd	1969	2022	VDOT	-	6	7	6	N	Fair	-	-
CHES	21862	64	I-64 EB	Military Highway	1969	2022	VDOT	-	7	6	7	N	Fair	-	-
CHES	21920	64	I-64 EB	Norfolk Southern R/R & Rotunda Ave	1969	1993	VDOT	-	6	5	5	N	Fair	-	-
CHES	26355	64	I-64 EB Collector Road	Battlefield Blvd Ramp	2008	-	VDOT	-	6	7	7	N	Fair	Yes	-
CHES	26357	64	I-64 EB Collector Road	Norfolk Southern R/R	2008	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21870	64	I-64 EB Ramp	Canal	1978	-	VDOT	-	N	N	N	7	Good	-	-
CHES	21872	64	I-64 EB Ramp	Canal	1978	-	VDOT	-	N	N	N	7	Good	-	-
CHES	21854	64	I-64 WB	Shell Rd	1969	2022	VDOT	-	7	7	6	N	Fair	-	-
CHES	21860	64	I-64 WB	Norfolk Southern R/R & Yadkin Rd	1969	2022	VDOT	-	6	6	6	N	Fair	-	-
CHES	21864	64	I-64 WB	Military Hwy	1969	2022	VDOT	-	6	6	7	N	Fair	-	-
CHES	21922	64	I-64 WB	NS R/R & Rotunda Ave	1969	1993	VDOT	-	6	5	5	N	Fair	-	-
CHES	26354	64	I-64 WB Collector Road	Greenbrier Pkwy Ramp	2008	-	VDOT	-	6	7	7	N	Fair	Yes	-
CHES	26356	64	I-64 WB Collector Road	Norfolk Southern R/R	2008	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21871	64	I-64 WB Ramp	Canal	1978	-	VDOT	-	N	N	N	7	Good	-	-
CHES	21873	64	I-64 WB Ramp	Canal	1978	-	VDOT	-	N	N	N	7	Good	-	-
CHES	30831	64	I-64 WB	S Branch Elizabeth River & SR 166	2022	-	VDOT	-	7	7	7	N	Good	-	-
CHES	23017	664	I-664	Drum Point Creek	1991	-	VDOT	-	N	N	N	7	Good	-	-
CHES	23037	664	I-664	Branch of Drum Point Creek	1991	-	VDOT	-	N	N	N	6	Fair	-	-
CHES	21911	664	I-664 NB	W Military Hwy & CSX R/R	1983	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	23014	664	I-664 NB	Route 13/58/460	1991	-	VDOT	-	6	7	7	N	Fair	-	-
CHES	23102	664	I-664 NB	Goose Creek	1991	-	VDOT	-	7	7	7	N	Good	-	-
CHES	23105	664	I-664 NB	Bailey Creek	1991	-	VDOT	-	7	7	7	N	Good	-	-
CHES	23109	664	I-664 NB	Norfolk Southern R/R	1991	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21915	664	I-664 Ramp	Route 58 & 460 EB	1983	-	VDOT	-	6	6	6	N	Fair	Yes	-
CHES	21913	664	I-664 SB	W Military Hwy & CSX R/R	1983	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	23015	664	I-664 SB	Route 13/58/460	1991	-	VDOT	-	6	7	7	N	Fair	-	-
CHES	23103	664	I-664 SB	Goose Creek	1991	-	VDOT	-	7	7	6	N	Fair	-	-
CHES	23106	664	I-664 SB	Bailey Creek	1991	-	VDOT	-	6	7	7	N	Fair	-	-
CHES	23110	664	I-664 SB	Norfolk Southern R/R	1991	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21799		Indian Creek Rd	Indian Creek	1972	-	City	Yes	5	5	4	N	Poor	-	-/14/20
CHES	26884		Indian Creek Rd	Chesapeake Expy	2001	-	City	-	7	7	7	N	Good	-	-
CHES	21935	407	Indian Creek Rd	Indian River	1974	-	City	Yes	6	5	4	N	Poor	-	-
CHES	25188	407	Indian Creek Rd	Norfolk Southern R/R	1998	-	City	-	6	7	6	N	Fair	-	-

CHESAPEAKE BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	21908	191	Jolliff Rd	I-664	1991	-	VDOT	-	7	6	7	N	Fair	-	-
CHES	30269	191	Jolliff Rd	Bailey's Creek	2013	-	City	-	N	N	N	7	Good	-	-
CHES	30093		Lake Drummond Causeway	Lead Ditch	2012	-	City	-	N	N	N	7	Good	-	-
CHES	29509		Lake Shore Dr	Tributary of Goose Creek	2011	-	City	-	N	N	N	7	Good	-	-
CHES	21798		Land of Promise Rd	Pocaty Creek	1971	-	City	Yes	7	6	4	N	Poor	-	40/-/-
CHES	21800		Long Ridge Rd	Pocaty Creek	1973	-	City	Yes	6	6	4	N	Poor	-	-
CHES	24742		Luray Street	Dismal Swamp Canal Spillway	1996	-	City	-	7	7	7	N	Good	-	-
CHES	21826	13	Military Hwy	Norfolk Southern R/R	1990	-	City	-	6	7	6	N	Fair	-	-
CHES	21827	13	Military Hwy	Bainbridge Blvd & Norfolk Southern R/R	1948	-	City	Yes	4	4	5	N	Poor	-	-
CHES	21830	13	Military Hwy	Norfolk Southern R/R	1938	2019	City	-	8	9	7	N	Good	-	-/19/31
CHES	24180		Millstone Rd	Coopers Ditch	1993	-	City	-	7	7	7	N	Good	-	-
CHES	28523	165	Moses Grandy Trail	New Mill Creek	2006	-	City	-	6	7	7	N	Fair	-	-
CHES	21877	165	Mount Pleasant Rd	Coopers Ditch	1985	-	City	-	6	6	7	N	Fair	-	-
CHES	1826	165	Mount Pleasant Rd	Chesapeake & Albemarle Canal	1951	-	Federal	-	7	5	5	N	Fair	Yes	13/-/-
CHES	21816		Number Ten Ln	Lindsey Drainage Canal	1979	-	City	Yes	5	4	4	N	Poor	-	-
CHES	30270		Old Dock Landing Rd	Tributary Goose Creek	1990	-	City	-	N	N	N	7	Good	-	-
CHES	30267		Old Mill Rd	Deep Creek	1971	-	City	Yes	N	N	N	4	Poor	-	-
CHES	30268	17	Old Mill Rd	Tributary of Deep Creek	2003	-	City	-	N	N	N	5	Fair	-	-
CHES	26701		Peaceful Rd	Chesapeake Expy	2001	-	City	-	7	7	6	N	Fair	-	-
CHES	21932	337	Poindexter St	I-464	1980	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	21934	337	Portsmouth Blvd	W Branch Elizabeth River	1983	-	City	-	6	6	5	N	Fair	-	-
CHES	24256	337	Portsmouth Blvd	Tributary of Bailey's Creek	1990	-	City	-	N	N	N	6	Fair	-	-
CHES	23107	337	Portsmouth Blvd EB	I-664	1992	-	VDOT	-	6	6	6	N	Fair	-	-
CHES	23108	337	Portsmouth Blvd WB	I-664	1992	-	VDOT	-	6	6	7	N	Fair	-	-
CHES	21795		Providence Rd	Branch Of Indian River	1970	-	City	-	N	N	N	7	Good	-	-
CHES	21796		Providence Rd	Branch Of Indian River	1970	-	City	-	N	N	N	7	Good	-	-
CHES	23039	659	Pughsville Rd	Branch of Drum Point Creek	1991	-	VDOT	-	N	N	N	7	Good	-	-
CHES	23112	659	Pughsville Rd	I-664	1991	-	VDOT	-	7	7	7	N	Good	-	-
CHES	28799		Dominion Blvd Off Ramp K	Dominion Blvd Ramp L	2015	-	City	-	8	8	7	N	Good	-	-
CHES	21937	460	Ramp To Bainbridge Blvd & Norfolk Southern R/R	Bainbridge Blvd	1948	-	City	Yes	6	4	5	N	Poor	Yes	-
CHES	25570	168	Ramp To Dominion Blvd	I-464 & Oak Grove Connector	1999	-	VDOT	-	7	7	7	N	Good	-	-
CHES	21817		Rosemont Ave	I-464	1983	-	VDOT	-	7	7	6	N	Fair	-	-
CHES	21821		Rotunda Ave	Tributary Goose Creek	1969	-	City	Yes	5	6	4	N	Poor	-	-
CHES	31260	168	Route 168 Bypass	Tributary to S Branch Elizabeth River	1981	-	City	-	N	N	N	7	Good	-	-
CHES	25567	168	Route 168 NB	Ramp to I-64 WB	1999	-	VDOT	-	7	7	7	N	Good	-	-
CHES	25568	168	Route 168 SB	Dominion Blvd and Ramps	1998	-	VDOT	-	7	7	7	N	Good	-	-
CHES	25569	168	Route 168 SB Ramp	Dominion Blvd and Ramps	1999	-	VDOT	-	7	7	7	N	Good	-	-
CHES	27402	17	Route 17	Northwest River	2006	-	City	-	N	N	N	7	Good	-	-
CHES	27231	17	Route 17 NB	Wetlands	2005	-	City	-	6	7	6	N	Fair	-	-
CHES	28796		Route 17 NB	Bainbridge Blvd	2014	-	City	-	7	7	7	N	Good	-	-
CHES	28798		Route 17 NB	Great Bridge Blvd	2016	-	City	-	8	7	7	N	Good	-	-
CHES	27232	17	Route 17 SB	Wetlands	2005	-	City	-	6	7	7	N	Fair	-	-
CHES	28795		Route 17 SB	Bainbridge Blvd	2015	-	City	-	7	7	7	N	Good	-	-
CHES	28797		Route 17 SB	Great Bridge Blvd	2016	-	City	-	8	7	7	N	Good	-	-
CHES	28792		Dominion Blvd	Cedar Rd	2016	-	City	-	7	7	7	N	Good	-	-

CHESAPEAKE BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
CHES	28793		Dominion Blvd	Cedar Rd	2016	-	City	-	7	7	7	N	Good	-	-
CHES	29359		Saint Brides Rd	Lead Ditch	2009	-	City	-	N	N	N	8	Good	-	-
CHES	23038		Station House Rd	Branch of Drum Point Creek	1991	-	VDOT	-	N	N	N	6	Fair	-	-
CHES	21931		South Norfolk Jordan Bridge	Southern Branch Elizabeth River	2012	-	Private	-	7	7	7	N	Good	-	-
CHES	30281		Station Rd	Tributary to Drum Point Creek	2013	-	City	-	N	N	N	7	Good	-	-
CHES	31347		Taylor Rd	Tributary to Stearns Creek	1979	-	City	-	N	N	N	7	Good	-	-
CHES	28794	17	Veterans Bridge NB	S Branch Elizabeth River	2014	-	City	-	7	7	7	N	Good	-	-
CHES	26479	17	Veterans Bridge SB	S Branch Elizabeth River	2016	-	City	-	7	7	7	N	Good	-	-
CHES	29508		Willow Lake Rd	Tributary of Goose Creek	2011	-	City	-	N	N	N	7	Good	-	-
CHES	24203		Woodlake Dr	Drainage Channel	1975	-	City	-	N	N	N	7	Good	-	-

CHESAPEAKE BRIDGES

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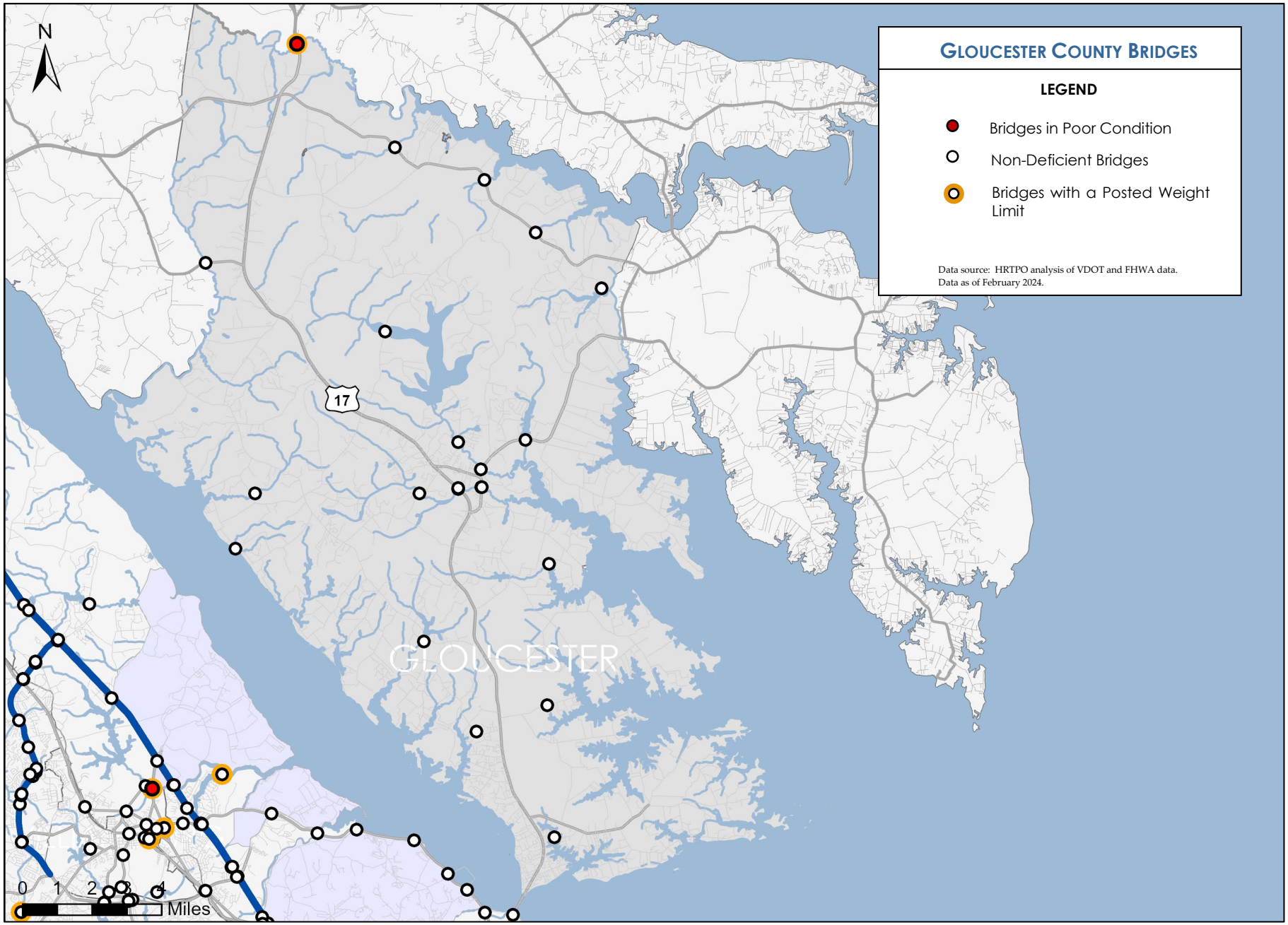
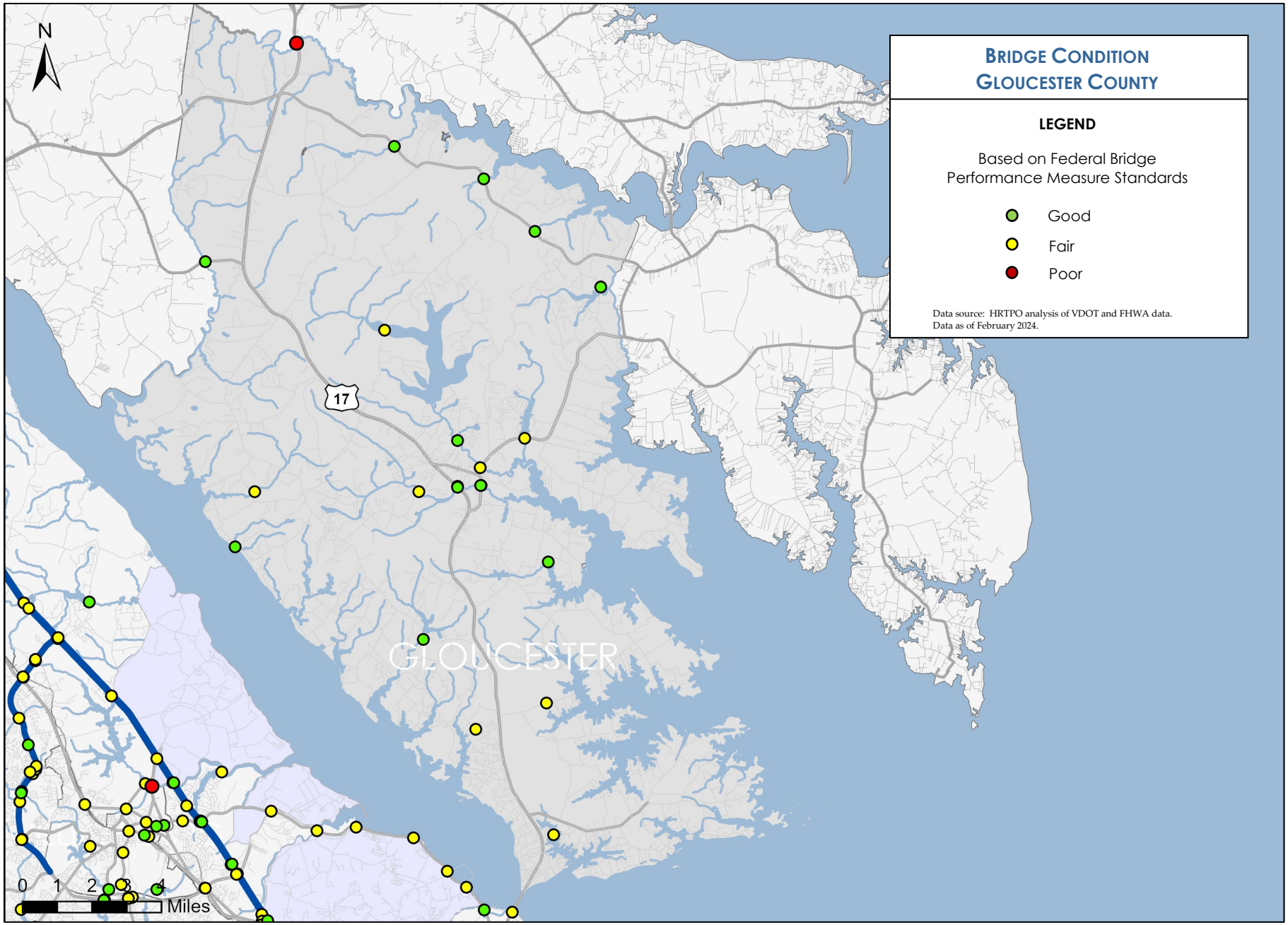
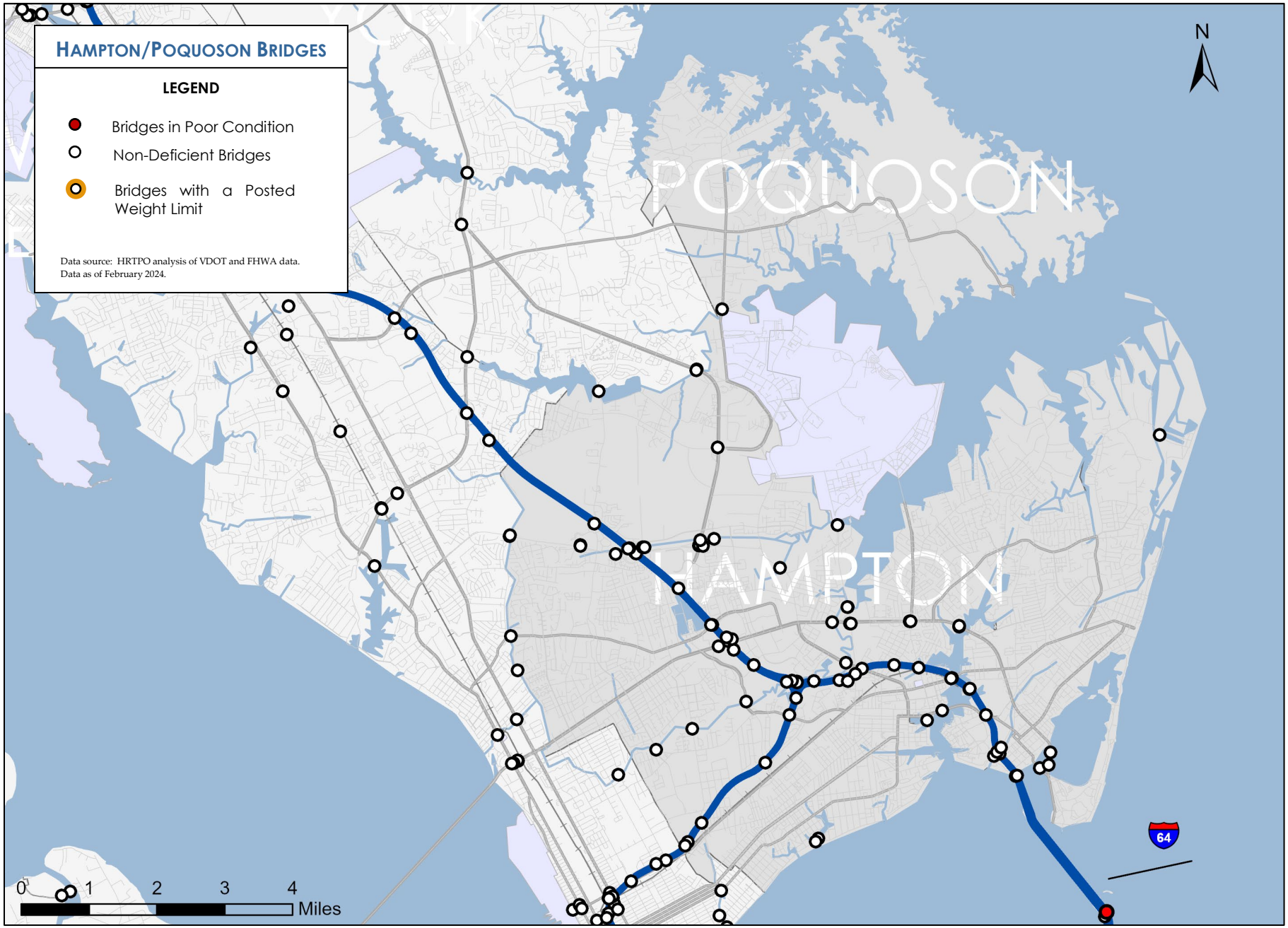

N
GLOUCESTER COUNTY BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
17
GLOUCESTER
0 1 2 3 4
Miles

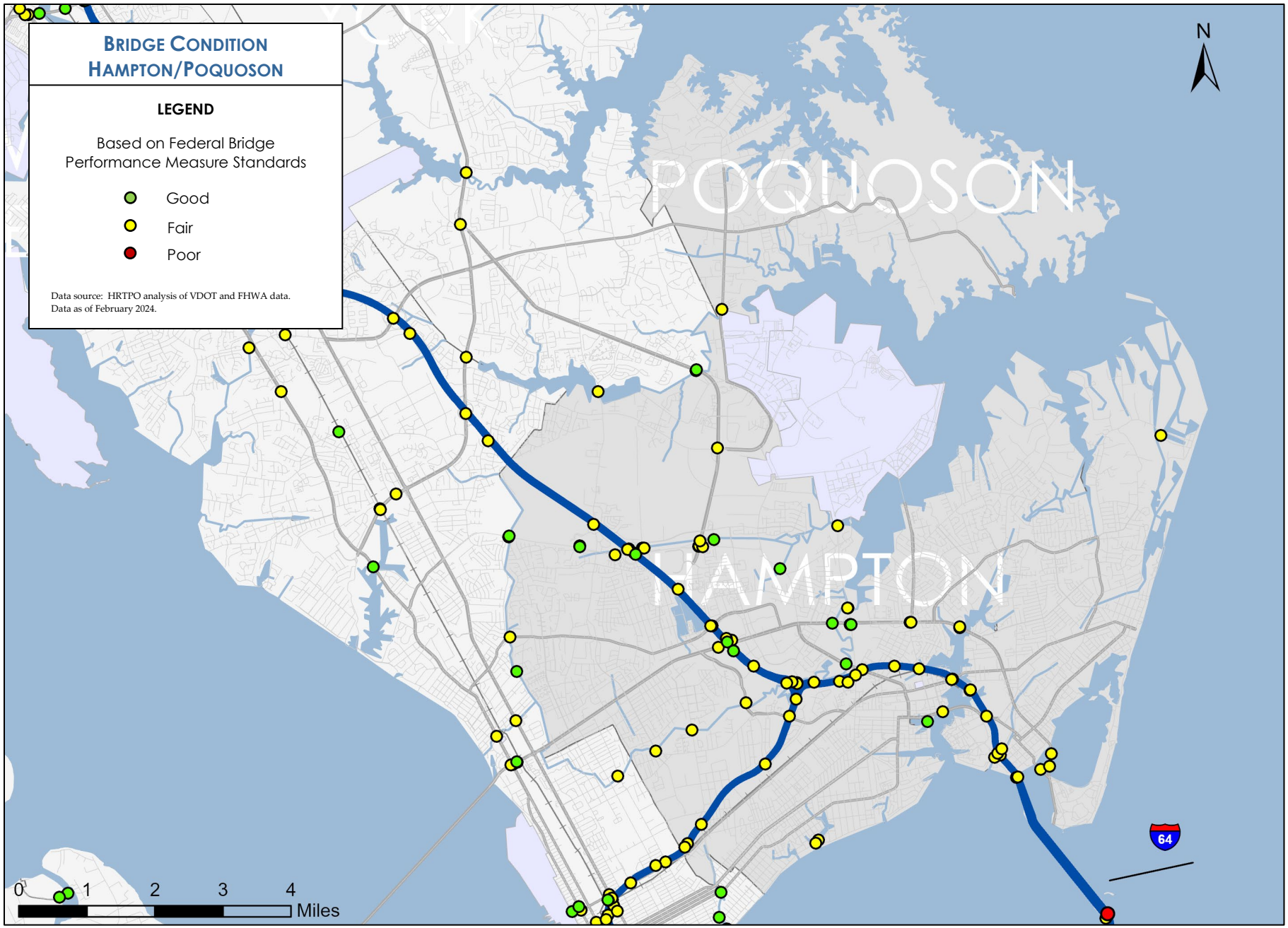

N
BRIDGE CONDITION
GLOUCESTER COUNTY
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
17
GLOUCESTER
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
GLO	29888	662	Allmondsville Rd	Fox Creek	2018	-	VDOT	-	8	8	8	N	Good	-	-
GLO	8544	616	Belroi Rd	Fox Mill Run	1958	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	29427	602	Burke's Pond Rd	Burkes Pond	2015	-	VDOT	-	8	8	7	N	Good	-	-
GLO	30573	627	Cunningham Ln	Wilson Creek	2017	-	VDOT	-	8	8	8	N	Good	-	-
GLO	8532	198	Dutton Rd	Ferry Creek	1938	1999	VDOT	-	8	8	7	N	Good	-	-
GLO	8533	198	Dutton Rd	Harper Creek	1941	2016	VDOT	-	7	8	7	N	Good	-	-
GLO	8537	606	Farys Mill Rd	Beaverdam Swamp	1964	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	8530	17	George Washington Hwy NB	Fox Mill Run	1972	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	12085	17	George Washington Hwy NB	Dragon Run	1931	-	VDOT	Yes	5	4	6	N	Poor	-	-
GLO	8529	17	George Washington Hwy SB	Fox Mill Run	1972	-	VDOT	-	N	N	N	7	Good	-	-
GLO	12086	17	George Washington Hwy SB	Dragon Run	1957	2021	VDOT	-	7	8	6	N	Fair	-	-
GLO	8534	198	Glenns Rd	Carvers Creek	1950	-	VDOT	-	N	N	N	7	Good	-	-
GLO	26610	614	Hickory Fork Rd	Carters Creek	2006	-	VDOT	-	7	7	8	N	Good	-	-
GLO	8524	3	John Clayton Hwy	Beaverdam Swamp	1974	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	8523	3	John Clayton Hwy EB	Cow Creek	1938	2003	VDOT	-	7	7	6	N	Fair	-	-
GLO	8525	3	John Clayton Hwy WB	Cow Creek	1974	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	8528	17	Main St NB	Fox Mill Run	1964	-	VDOT	-	5	5	5	N	Fair	-	-
GLO	27069	17	Main St SB	Fox Mill Run	2012	-	VDOT	-	8	8	8	N	Good	-	-
GLO	8538	610	Old Pinetta Rd	Bland Creek	1960	2013	VDOT	-	7	8	5	N	Fair	-	-
GLO	8546	636	Providence Rd	Tributary of Timberneck Creek	1990	-	VDOT	-	N	N	N	5	Fair	-	-
GLO	8547	636	Providence Rd	Timberneck Creek	1990	-	VDOT	-	N	N	N	6	Fair	-	-
GLO	23898	616	Roaring Springs Rd	Beaverdam Swamp	1993	-	VDOT	-	7	7	7	N	Good	-	-
GLO	8548	641	Tidemill Rd	Northwest Branch Sarah Creek	1974	-	VDOT	-	6	5	5	N	Fair	-	-

GLOUCESTER COUNTY BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


HAMPTON/POQUOSON BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
POQUOSON
HAMPTON
64
0 1 2 3 4
Miles


BRIDGE CONDITION
HAMPTON/POQUOSON
LEGEND
Based on Federal Bridge Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
POQUOSON
HAMPTON
64
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
HAM	20295		Aberdeen Rd	Newmarket Creek	1981	-	City	-	5	5	6	N	Fair	-	-
HAM	20299		Armistead Ave	Billy Wood Canal	1987	-	City	-	7	7	7	N	Good	-	-
HAM	20300		Armistead Ave	Tide Mill Creek	1987	-	City	-	7	7	7	N	Good	-	-
HAM	26349	134	Armistead Ave	Newmarket Creek	2004	-	City	-	7	7	7	N	Good	-	-
HAM	20291		Beach Rd	Long Creek	1958	-	City	-	6	5	5	N	Fair	-	-
HAM	20287		Big Bethel Rd	I-64	1989	-	VDOT	-	7	6	7	N	Fair	-	-
HAM	20293		Big Bethel Rd	Newmarket Creek	1970	-	City	-	5	5	6	N	Fair	-	-
HAM	30479		Bridge St	Salters Creek	2018	-	City	-	9	8	9	N	Good	-	-
HAM	20373	167	Chesapeake Ave	Indian River	1985	-	City	-	7	6	5	N	Fair	-	-
HAM	27473	172	Commander Shepard Blvd	Magruder Blvd	2011	-	City	-	7	6	7	N	Fair	-	-
HAM	20362	152	Cunningham Drive EB	I-64	1974	-	City	-	6	6	6	N	Fair	-	-
HAM	20364	152	Cunningham Drive WB	I-64	1974	-	City	-	6	6	6	N	Fair	-	-
HAM	20339	64	Hampton Roads Bridge-Tunnel EB	Hampton Roads	1974	-	VDOT	-	5	5	5	N	Fair	-	-
HAM	20352	64	Hampton Roads Bridge-Tunnel EB	Hampton Roads	1974	-	VDOT	-	5	5	5	N	Fair	-	-
HAM	20353	64	Hampton Roads Bridge-Tunnel WB	Hampton Roads	1957	1999	VDOT	Yes	5	4	4	N	Poor	-	-
HAM	20355	64	Hampton Roads Bridge-Tunnel WB	Hampton Roads	1957	1999	VDOT	-	5	5	5	N	Fair	-	-
HAM	20302		Hampton Roads Center Pkwy	Billy Wood Canal	1989	-	VDOT	-	N	N	N	5	Fair	-	-
HAM	20307		Hampton Roads Center Pkwy	Stream	1989	-	City	-	N	N	N	6	Fair	-	-
HAM	20283		Hampton Roads Center Pkwy EB	I-64	1989	-	VDOT	-	7	7	7	N	Good	-	-
HAM	20303		Hampton Roads Center Pkwy EB	Magruder Blvd	1989	-	City	-	7	6	6	N	Fair	-	-
HAM	26131		Hampton Roads Center Pkwy EB	Over Vernal Pool/Depress	2001	-	City	-	7	7	7	N	Good	-	-
HAM	20348		Hampton Roads Center Pkwy Ramp	Billy Wood Canal	1989	-	VDOT	-	N	N	N	6	Fair	-	-
HAM	20349		Hampton Roads Center Pkwy Ramp	Billy Wood Canal	1989	-	VDOT	-	N	N	N	5	Fair	-	-
HAM	20281		Hampton Roads Center Pkwy WB	I-64	1989	-	VDOT	-	7	6	7	N	Fair	-	-
HAM	20305		Hampton Roads Center Pkwy WB	Magruder Blvd	1989	-	City	-	7	6	6	N	Fair	-	-
HAM	26130		Hampton Roads Center Pkwy WB	Over Vernal Pool/Depress	2001	-	City	-	7	7	7	N	Good	-	-
HAM	20312	64	I-64	County St	1987	-	VDOT	-	6	6	6	N	Fair	-	-
HAM	20318	64	I-64	King St	1959	-	VDOT	-	6	5	6	N	Fair	-	-
HAM	20320	64	I-64	Rip Rap Rd	1959	-	VDOT	-	5	5	5	N	Fair	-	-
HAM	20324	64	I-64	Armistead Ave	1957	1986	VDOT	-	6	5	6	N	Fair	-	-
HAM	20326	64	I-64	Lasalle Ave	1959	-	VDOT	-	5	5	5	N	Fair	-	-
HAM	20344	64	I-64	Johns Creek	1985	-	VDOT	-	N	N	N	6	Fair	-	-
HAM	26145	64	I-64	Mercury Blvd	2005	-	VDOT	-	7	7	7	N	Good	-	-
HAM	20314	64	I-64 EB	E Branch Hampton River	1958	1987	VDOT	-	5	5	5	N	Fair	Yes	-
HAM	20316	64	I-64 EB	Pembroke Ave & Hampton River	1958	-	VDOT	-	5	6	6	N	Fair	-	-
HAM	20331	64	I-64 EB	Newmarket Creek	1959	-	VDOT	-	7	7	6	N	Fair	-	-
HAM	20337	64	I-64 EB	Billy Wood Canal	1959	1999	VDOT	-	6	6	6	N	Fair	-	-
HAM	20342	64	I-64 EB Off Ramp	Pond	1985	-	VDOT	-	6	6	7	N	Fair	-	-
HAM	20343	64	I-64 EB On Ramp	Pond	1985	-	VDOT	-	6	7	7	N	Fair	-	-
HAM	26146	64	I-64 Ramp	Mercury Blvd	2005	-	VDOT	-	6	7	7	N	Fair	-	-
HAM	20345	64	I-64 Ramps	Johns Creek	1985	-	VDOT	-	N	N	N	5	Fair	-	-
HAM	20399	64	I-64 Ramps	Newmarket Creek	1982	-	VDOT	-	6	5	6	N	Fair	Yes	-
HAM	20330	64	I-64 WB	Newmarket Creek	1959	-	VDOT	-	7	6	6	N	Fair	-	-
HAM	20336	64	I-64 WB	Billy Wood Canal	1959	1999	VDOT	-	6	5	6	N	Fair	-	-
HAM	20346	64	I-64 WB	Pembroke Ave & Hampton River	1985	-	VDOT	-	5	5	5	N	Fair	Yes	-
HAM	20391	664	I-664	Queen St	1982	-	VDOT	-	6	6	5	N	Fair	-	-
HAM	20393	664	I-664	Aberdeen Rd	1983	-	VDOT	-	6	5	6	N	Fair	-	-
HAM	20395	664	I-664	CSX R/R Spur	1983	-	VDOT	-	6	6	6	N	Fair	-	-

HAMPTON/POQUOSON BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
HAM	20400	664	I-664	VPA R/R Spur	1983	-	VDOT	-	6	6	6	N	Fair	-	-
HAM	20396	664	I-664 NB	I-64 Ramp & Newmarket Creek	1982	-	VDOT	-	6	6	6	N	Fair	Yes	-
HAM	20398	664	I-664 Ramp	Newmarket Creek	1982	-	VDOT	-	7	6	6	N	Fair	-	-
HAM	20328	664	I-664 SB Ramp	I-64 & Newmarket Creek	1981	-	VDOT	-	6	6	5	N	Fair	Yes	-
HAM	20366	167	Lasalle Avenue	Tide Mill Creek	1965	-	City	-	6	6	5	N	Fair	-	-
HAM	20367	167	Lasalle Ave NB	Newmarket Creek	1965	-	City	-	7	6	6	N	Fair	-	-
HAM	25293	167	Lasalle Ave NB	Mercury Blvd	1998	-	City	-	7	8	7	N	Good	-	-
HAM	20368	167	Lasalle Ave SB	Newmarket Creek	1965	-	City	-	7	6	6	N	Fair	-	-
HAM	25292	167	Lasalle Ave SB	Mercury Blvd	1998	-	City	-	7	8	7	N	Good	-	-
HAM	20358	134	Magruder Blvd	Billy Wood Canal	1963	1990	City	-	6	6	6	N	Fair	-	-
HAM	26143	134	Magruder Blvd	I-64	2004	-	VDOT	-	6	6	6	N	Fair	-	-
HAM	20279		Mallory St	I-64	1985	-	VDOT	-	6	6	6	N	Fair	-	-
HAM	20298		Mallory St	Johns Creek	1985	-	City	-	N	N	N	6	Fair	-	-
HAM	20361	143	Mellen St	Mill Creek	1961	1982	City	-	5	5	6	N	Fair	-	-
HAM	20381	258	Mercury Blvd	Mill Creek (Northern Bridge)	1989	-	City	-	6	6	7	N	Fair	-	-
HAM	20382	258	Mercury Blvd	Mill Creek (Southern Bridge)	1989	-	City	-	7	6	6	N	Fair	-	-
HAM	25127	258	Mercury Blvd	Newmarket Creek	1998	-	City	-	7	7	7	N	Good	-	-
HAM	20383	258	Mercury Blvd EB	Hampton Creek	1971	-	City	-	7	6	6	N	Fair	-	-
HAM	20384	258	Mercury Blvd EB	King St	1971	-	City	-	6	7	6	N	Fair	-	-
HAM	26148	64	Mercury Blvd Ramp	I-64	2005	-	VDOT	-	7	7	7	N	Good	-	-
HAM	26149	64	Mercury Blvd Ramp	Mercury Blvd	2005	-	VDOT	-	6	6	6	N	Fair	-	-
HAM	26150	64	Mercury Blvd Ramp	I-64 Ramp	2005	-	VDOT	-	7	7	6	N	Fair	-	-
HAM	20380	258	Mercury Blvd WB	Hampton Creek	1983	-	City	-	7	7	6	N	Fair	-	-
HAM	20386	258	Mercury Blvd WB	King St	1971	-	City	-	6	7	6	N	Fair	-	-
HAM	26382	351	Pembroke Ave	Hampton Creek	2003	-	City	-	7	6	7	N	Fair	-	-
HAM	20285	7022	Pine Chapel Rd	I-64	1978	-	VDOT	-	6	7	6	N	Fair	-	-
HAM	20390	415	Power Plant Pkwy	Newmarket Creek	1962	-	City	-	6	6	5	N	Fair	-	-
HAM	20292		Powhatan Pkwy	Indian River	1929	1997	City	-	7	7	6	N	Fair	-	-
HAM	20296		Powhatan Pkwy	I-664	1983	-	VDOT	-	6	5	6	N	Fair	-	-
HAM	20310	60	Settlers Landing Rd	Hampton River	1985	-	City	-	6	6	6	N	Fair	-	-
HAM	20378	172	Wythe Creek Rd	Brick Kiln Creek	1981	-	City	-	6	6	6	N	Fair	-	-

HAMPTON/POQUOSON BRIDGES

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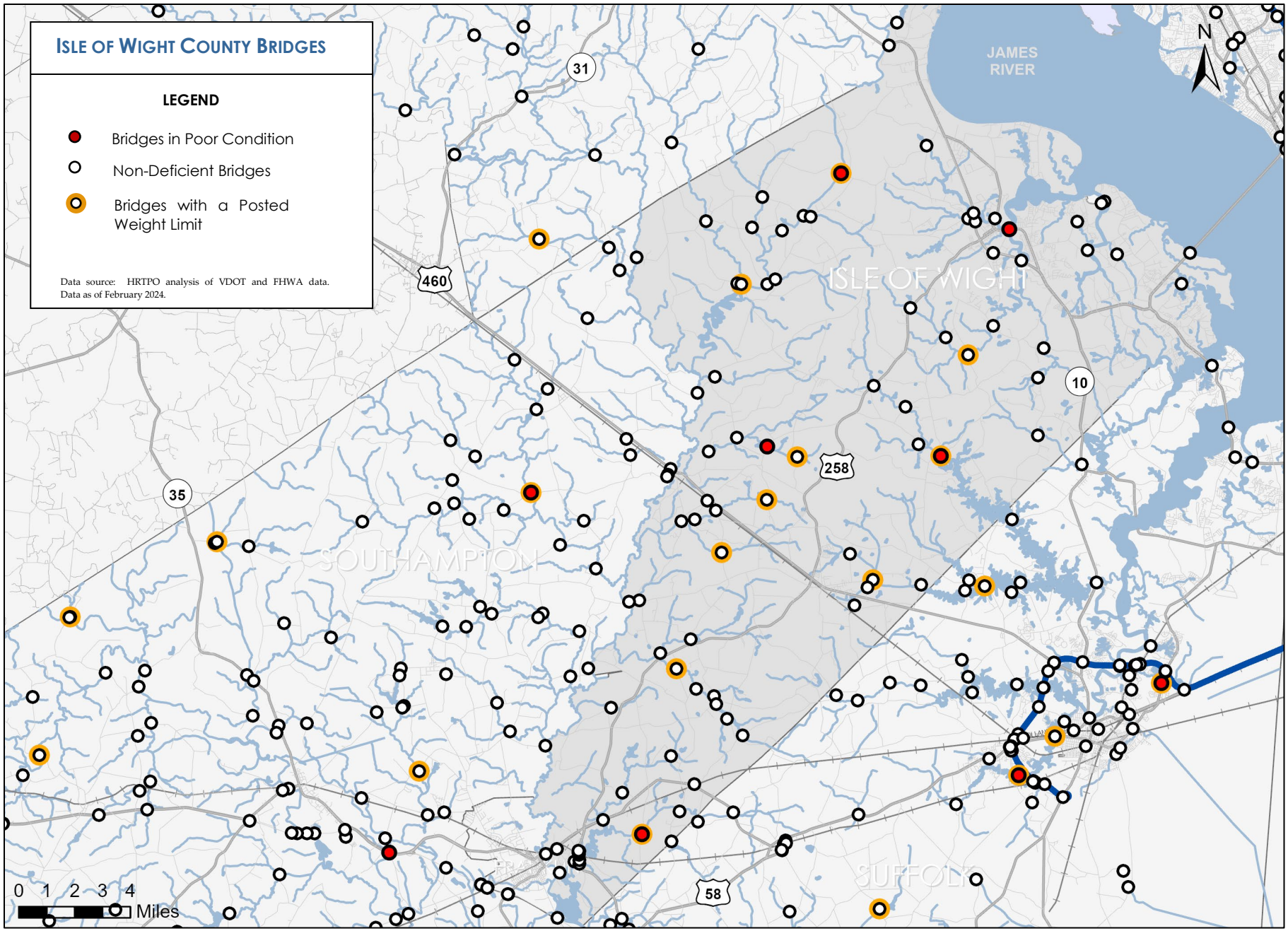
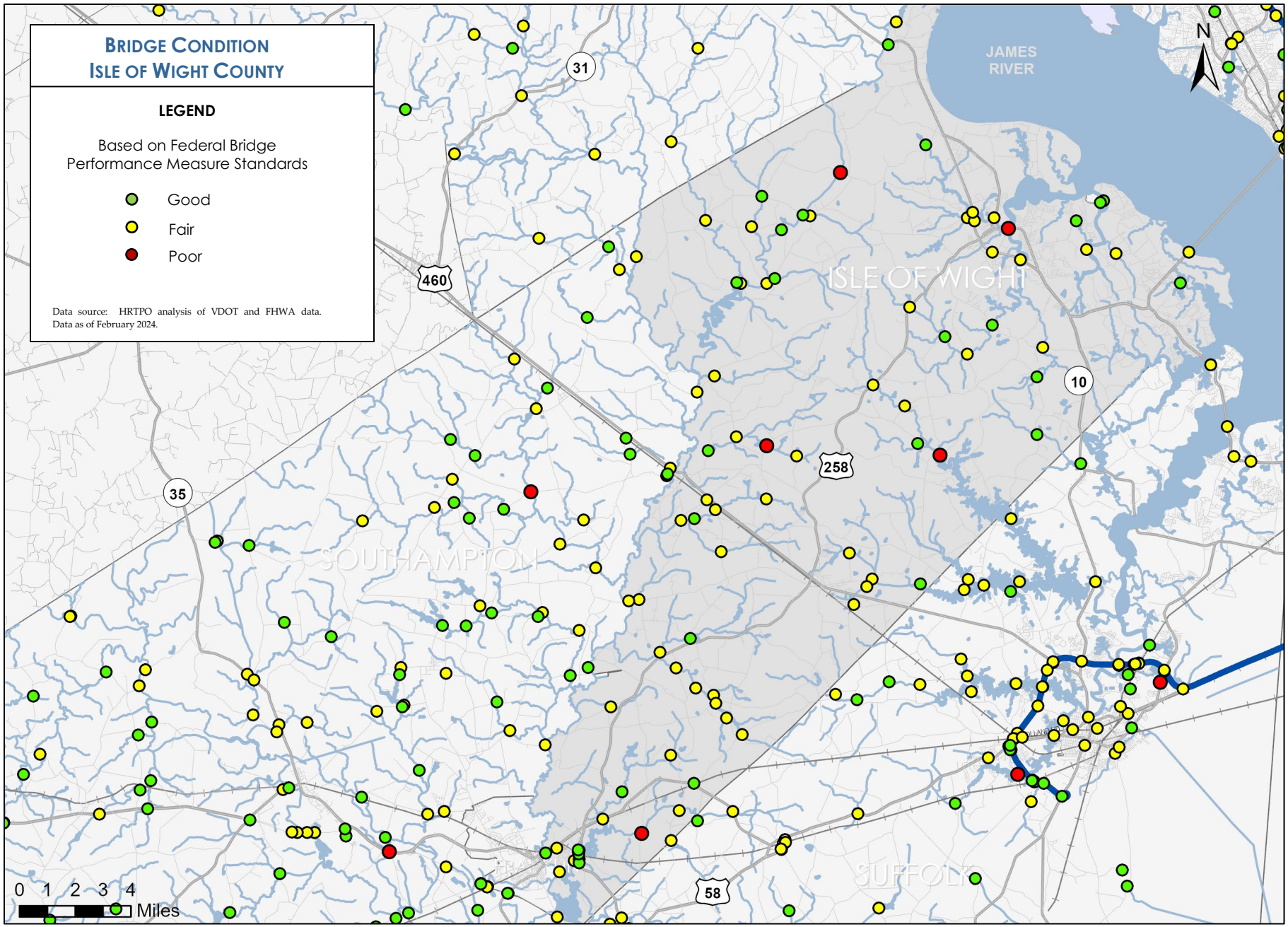

ISLE OF WIGHT COUNTY BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
JAMES RIVER
N
ISLE OF WIGHT
SOUTHAMPTON
SUFFOLK
31
460
35
10
258
58
0 1 2 3 4
Miles


BRIDGE CONDITION
ISLE OF WIGHT COUNTY
LEGEND
Based on Federal Bridge Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024.
JAMES RIVER
N
ISLE OF WIGHT
SOUTHAMPTON
SUFFOLK
31
460
35
258
10
58
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
IW	10392	614	Ballard Rd	Corrowaugh Swamp	1945	-	VDOT	-	7	5	5	N	Fair	-	10/-/-
IW	10418	641	Barrett Town Rd	Burnt Mill Swamp	1958	-	VDOT	-	N	N	N	6	Fair	-	-
IW	10419	641	Barrett Town Rd	Antioch Swamp	1955	-	VDOT	-	6	5	6	N	Fair	-	16/-/-
IW	23874	646	Beale Place Dr	Pope Creek	1994	-	VDOT	-	5	5	8	N	Fair	-	-
IW	24600	630	Beaverdam Rd	Beaverdam Swamp	1996	-	VDOT	-	8	7	8	N	Good	-	-
IW	10385	603	Blackwater Rd	Horse Swamp	1968	-	VDOT	-	N	N	N	6	Fair	-	-
IW	10386	603	Blackwater Rd	Blackwater River	1970	-	VDOT	-	6	5	7	N	Fair	-	-
IW	10423	644	Bowling Green Rd	Great Swamp	1972	-	VDOT	-	N	N	N	5	Fair	-	-
IW	10420	641	Bows & Arrows Rd	Ducks Swamp	1952	2018	VDOT	-	8	8	8	N	Good	-	-
IW	10401	620	Broadwater Rd	Blackwater River	1964	-	VDOT	-	6	6	6	N	Fair	-	-
IW	23500	620	Broadwater Rd	Villines Swamp	1992	-	VDOT	-	7	6	7	N	Fair	-	-
IW	26218	691	Butler Farm Rd	Beaverdam Swamp	2000	-	VDOT	-	6	7	6	N	Fair	-	-
IW	10431	654	Carroll Bridge Rd	Champion Swamp	1966	-	VDOT	-	5	5	5	N	Fair	-	18/-/-
IW	10368	58	Carrsville Hwy	Beaverdam Swamp	1932	-	VDOT	-	6	6	6	N	Fair	-	-
IW	29863	58	Carrsville Hwy	Old Myrtle Rd & CSX R/R	2017	-	VDOT	-	8	8	8	N	Good	-	-
IW	22613	626	Cary St	Route 10 Bypass	1972	-	VDOT	-	5	5	7	N	Fair	-	-
IW	10421	641	Colosse Rd	Corrowaugh Swamp	1955	2017	VDOT	-	7	8	5	N	Fair	-	-
IW	10440	681	Comet Rd	Comet Swamp	1955	-	VDOT	-	8	5	6	N	Fair	-	-
IW	10408	629	Dardens Mill Rd	Corrowaugh Swamp	1976	-	VDOT	-	N	N	N	5	Fair	-	-
IW	10378	600	Deer Path Trail	Ennis Pond	1956	2019	VDOT	-	8	8	6	N	Fair	-	-
IW	31143	683	Dews Plantation Rd	Stallings Creek	2023	-	VDOT	-	9	9	9	N	Good	-	-
IW	30998	690	Ennis Mill Rd	Ennis Pond	2022	-	VDOT	-	8	8	8	N	Good	-	-
IW	25069	710	Fairway Dr	Route 10 Bypass	1997	-	VDOT	-	6	7	6	N	Fair	-	-
IW	10424	644	Fire Tower Rd	Pope Swamp	1948	-	VDOT	Yes	7	4	5	N	Poor	-	15/-/-
IW	10389	612	Freeman Dr	Corrowaugh Swamp	1954	2019	VDOT	-	8	8	6	N	Fair	-	-
IW	10427	646	Garrison Dr	Burnt Mill Swamp	1945	-	VDOT	-	5	5	7	N	Fair	-	8/-/-
IW	24777	1190	Gatling Pointe Pkwy	Branch Jones Creek	1996	-	VDOT	-	N	7	7	N	Good	-	-
IW	10404	623	Green Level Rd	Pouches Swamp	1971	2021	VDOT	-	8	8	6	N	Fair	-	-
IW	10422	641	Harvest Dr	Kingsale Swamp	1955	2023	VDOT	-	8	6	7	N	Fair	-	-
IW	10364	17	James River Bridge	James River	1980	-	VDOT	-	6	5	5	N	Fair	Yes	-
IW	10443	691	Jamestown Ln	CSX Railroad	1938	-	VDOT	-	5	5	5	N	Fair	-	-
IW	10394	615	Jenkins Mill Rd	Kingsale Swamp	1964	-	VDOT	Yes	5	4	5	N	Poor	-	9/-/-
IW	10413	637	Jones Town Dr	Branch Rattlesnake Swamp	1945	2018	VDOT	-	8	8	8	N	Good	-	-
IW	10414	637	Jones Town Dr	Rattlesnake Creek	1945	-	VDOT	-	8	6	5	N	Fair	-	-/27/40
IW	10388	611	Joyner's Bridge Rd	Blackwater River	1984	-	VDOT	-	6	6	6	N	Fair	-	-
IW	24659	611	Joyner's Bridge Rd	Corrowaugh Swamp	1996	-	VDOT	-	6	6	7	N	Fair	-	-
IW	10409	630	Lawerence Dr	Stream	1956	2016	VDOT	-	8	8	6	N	Fair	-	-
IW	10397	616	Lee's Mill Rd	Beaverdam Swamp	1982	-	VDOT	-	6	6	7	N	Fair	-	-
IW	26637	616	Lee's Mill Rd	Tributary of Beaverdam Swamp	2001	-	VDOT	-	N	N	N	6	Fair	-	-
IW	31419	602	Longview Dr	Chuckatuck Creek	2023	-	VDOT	-	8	8	8	N	Good	-	-
IW	29858	602	Longview Dr	Pagan Creek	2015	-	VDOT	-	8	8	8	N	Good	-	-
IW	25742	600	Lovers Ln	Ennis Pond	1998	-	VDOT	-	N	N	N	6	Fair	-	-
IW	30997	638	Mill Creek Rd	Burnt Mill Swamp	2022	-	VDOT	-	8	8	8	N	Good	-	-
IW	29859	621	Mill Swamp Rd	Passenger Swamp	2016	-	VDOT	-	8	8	8	N	Good	-	-
IW	10403	621	Mill Swamp Rd	Mill Swamp	1952	-	VDOT	-	7	8	6	N	Fair	-	-
IW	10406	626	Mill Swamp Rd	Stallings Creek	1945	-	VDOT	Yes	5	4	6	N	Poor	-	15/-/-
IW	10407	626	Mill Swamp Rd	Mount Holly Creek	1957	-	VDOT	-	7	7	6	N	Fair	-	-
IW	10405	625	Modest Neck Rd	Rattlesnake Swamp	1970	-	VDOT	-	7	6	5	N	Fair	-	-
IW	10400	620	Muddy Cross Dr	Cypress Creek	1987	-	VDOT	-	N	N	N	5	Fair	-	-
IW	10435	669	Nike Park Rd	Jones Creek	1961	-	VDOT	-	6	6	6	N	Fair	-	-
IW	23090	10	North Church St	Pagan River	1991	-	VDOT	-	6	7	7	N	Fair	-	-

ISLE OF WIGHT COUNTY BRIDGES

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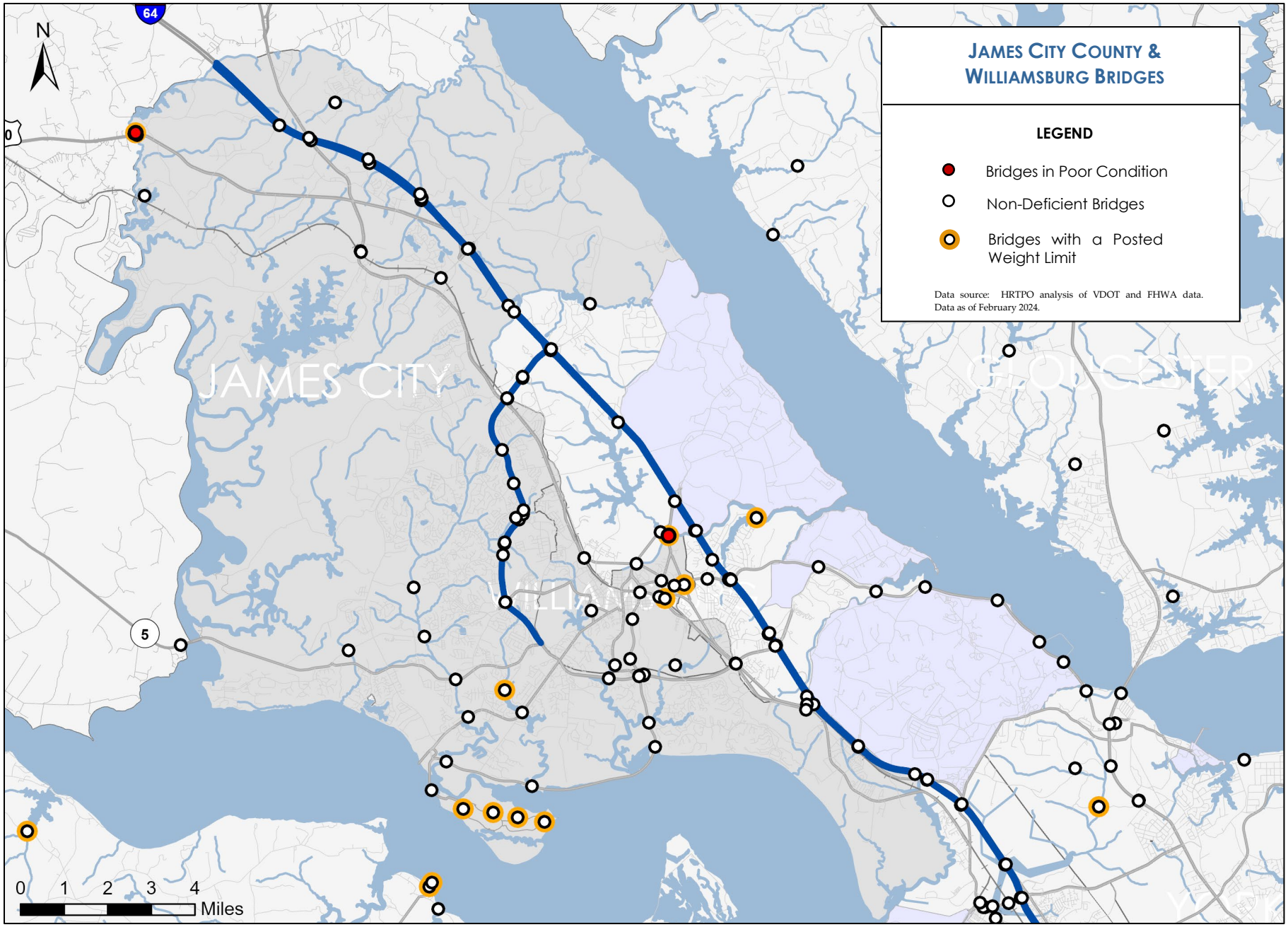
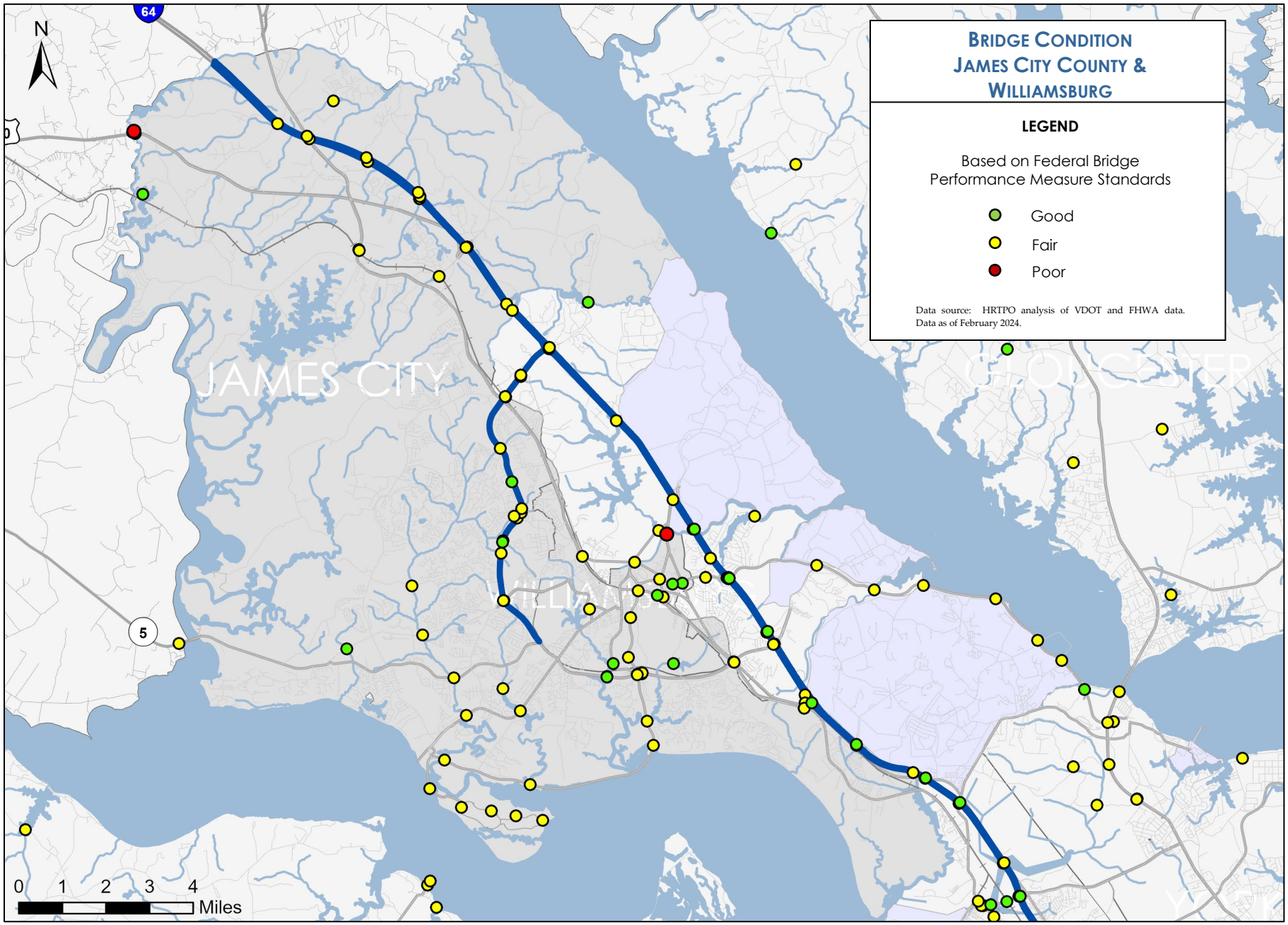
Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
IW	10411	632	Old Myrtle Rd	Corrowaugh Swamp	1953	2019	VDOT	-	8	8	5	N	Fair	-	-
IW	26219	10	Old Stage Hwy	Lawnes Creek	1999	-	VDOT	-	7	7	8	N	Good	-	-
IW	25258	636	Old Suffolk Rd	Tributary of Ennis Pond	1997	-	VDOT	-	N	N	N	6	Fair	-	-
IW	29856	637	Orbit Rd	Nuby Run	2014	-	VDOT	-	7	7	8	N	Good	-	-
IW	10429	647	Pope Swamp Trail	Pope Swamp	1952	-	VDOT	-	6	5	6	N	Fair	-	17/-/-
IW	10446	696	Pruden Rd	Beaverdam Swamp	1977	-	VDOT	-	N	N	N	6	Fair	-	-
IW	24466	681	Raynor Rd	Rattlesnake Swamp	1996	-	VDOT	-	7	8	8	N	Good	-	-
IW	26753	704	Rescue Rd	Jones Creek	2004	-	VDOT	-	8	7	7	N	Good	-	-
IW	27434	704	Rescue Rd	Branch Jones Creek	2004	-	VDOT	-	8	8	8	N	Good	-	-
IW	24214	614	River Run Trail	Ducks Swamp	1995	-	VDOT	-	6	6	8	N	Fair	-	-
IW	22617	10	Route 10 Bypass	Pagan River	1973	-	VDOT	-	6	6	6	N	Fair	-	-
IW	22618	10	Route 10 Bypass	Cypress Creek	1973	-	VDOT	-	7	6	6	N	Fair	-	-
IW	10370	258	Route 258	Great Swamp	1952	-	VDOT	-	6	5	5	N	Fair	-	-
IW	10371	258	Route 258	Champion Swamp	1932	1976	VDOT	-	6	6	5	N	Fair	-	-
IW	26640	258	Route 258	Beaverdam Swamp	2001	-	VDOT	-	7	7	7	N	Good	-	-
IW	26643	258	Route 258	Beaverdam Swamp	2001	-	VDOT	-	7	8	6	N	Fair	-	-
IW	26649	258	Route 258	Norfolk Southern R/R	2001	-	VDOT	-	7	8	7	N	Good	-	-
IW	26650	258	Route 258	Tributary to Beaverdam Swamp	2003	-	VDOT	-	N	N	N	6	Fair	-	-
IW	26651	258	Route 258	Lee's Mill Rd	2002	-	VDOT	-	7	8	7	N	Good	-	-
IW	10377	460	Route 460	Blackwater River	1987	-	VDOT	-	8	6	6	N	Fair	-	-
IW	10398	620	Scotts Factory Rd	Champion Swamp	1976	2019	VDOT	-	7	8	7	N	Good	-	-
IW	10384	603	Shiloh Dr	Ennis Pond	1955	-	VDOT	-	7	5	6	N	Fair	-	12/-/-
IW	22615	10	South Church St	Cypress Creek	1975	-	VDOT	Yes	5	4	5	N	Poor	-	-
IW	30284	680	Stallings Creek Dr	Stallings Creek	2016	-	VDOT	-	8	8	8	N	Good	-	-
IW	10390	614	Thomas Woods Trail	Antioch Swamp	1987	-	VDOT	-	7	6	7	N	Fair	-	-
IW	10393	614	Thomas Woods Trail	Blackwater River	1970	-	VDOT	-	N	N	N	7	Good	-	-
IW	10434	668	Titus Creek Dr	Titus Creek	1966	-	VDOT	-	6	6	6	N	Fair	-	-
IW	10430	649	Tomlin Hill Rd	Pope Creek	1999	-	VDOT	-	N	N	N	7	Good	-	-
IW	10373	656	Union Camp Dr	Beaverdam Swamp	1986	-	VDOT	-	6	6	7	N	Fair	-	-
IW	30999	692	Uzzell Church Rd	Champion Swamp	2024	-	VDOT	-	9	9	9	N	Good	-	-
IW	30516	662	Whippingham Pkwy	Ragged Island Creek	2017	-	VDOT	-	8	7	8	N	Good	-	-
IW	10381	600	Woodland Dr	Great Swamp	1967	-	VDOT	Yes	7	4	5	N	Poor	-	15/-/-
IW	10436	677	Wrenns Mill Rd	Wrenns Mill Spillway	1946	2021	VDOT	-	8	8	8	N	Good	-	-
IW	10426	645	Yellow Hammer Rd	Norfolk Southern R/R	1984	-	VDOT	-	6	5	6	N	Fair	-	-

Isle of Wight County Bridges

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


JAMES CITY COUNTY & WILLIAMSBURG BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024.
N
64
5
JAMES CITY
GLOUCESTER
0 1 2 3 4
Miles


BRIDGE CONDITION
JAMES CITY COUNTY &
WILLIAMSBURG
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
64
5
JAMES CITY
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
JCC	10518	601	Barnes Rd	I-64	1971	-	VDOT	-	6	5	6	N	Fair	-	-
JCC	90018		Colonial Pkwy	Halfway Creek	1942	-	Federal	-	6	6	6	N	Fair	-	-
JCC	90019		Colonial Pkwy	College Creek	1956	-	Federal	-	7	7	6	N	Fair	-	-
JCC	90020		Colonial Pkwy	Mill Creek	1956	-	Federal	-	6	7	7	N	Fair	-	-
JCC	90021		Colonial Pkwy	Powhatan Creek	1956	-	Federal	-	6	6	5	N	Fair	-	-
JCC	90022		Colonial Pkwy	Back River	1956	-	Federal	-	6	7	7	N	Fair	-	-
JCC	10523	607	Croaker Rd	CSX R/R	1979	-	VDOT	-	6	5	5	N	Fair	-	-
JCC	10472	30	Croaker Road NB	I-64	1979	-	VDOT	-	5	6	5	N	Fair	-	-
JCC	10474	30	Croaker Road SB	I-64	1979	-	VDOT	-	5	5	6	N	Fair	-	-
JCC	24057	31	Glass House Ferry	James River	1994	1995	VDOT	-	6	6	5	N	Fair	Yes	-/16/28
JCC	10533	629	Hickory Signpost Rd	Mill Creek	1932	1997	VDOT	-	6	7	6	N	Fair	-	18/-/-
JCC	30285	601	Hicks Island Rd	Diascund Creek	2023	-	VDOT	-	8	8	8	0	Good	Yes	-
JCC	10488	64	I-64	Tributary Old Mill Pond	1932	-	VDOT	-	N	N	N	5	Fair	-	-
JCC	10493	64	I-64	Skiffes Creek	1965	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	10489	64	I-64 EB	Naval Weapons Station Access	1965	-	VDOT	-	7	7	7	N	Good	-	-
JCC	10494	64	I-64 EB	France Swamp	1975	-	VDOT	-	N	N	N	5	Fair	-	-
JCC	10496	64	I-64 EB	Six Mt Zion Rd	1975	-	VDOT	-	7	5	6	N	Fair	-	-
JCC	10491	64	I-64 WB	Naval Weapons Station Access	1965	2019	VDOT	-	7	7	7	N	Good	-	-
JCC	10495	64	I-64 WB	France Swamp	1975	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	10498	64	I-64 WB	Six Mt Zion Rd	1975	-	VDOT	-	6	5	5	N	Fair	-	-
JCC	90023		Jamestown Island Tour Rd	Pitch And Tar Swamp	1957	2001	Federal	-	5	7	7	N	Fair	-	-
JCC	90024		Jamestown Island Tour Rd	Creek	1957	2001	Federal	-	6	6	6	N	Fair	-	-
JCC	90025		Jamestown Island Tour Rd	Creek	1957	2001	Federal	-	6	7	6	N	Fair	-	-
JCC	90026		Jamestown Island Tour Rd	Kingsmill Creek	1957	2001	Federal	-	6	7	5	N	Fair	-	-
JCC	10476	31	Jamestown Rd	Powhatan Creek	1957	-	VDOT	-	7	5	5	N	Fair	-	-
JCC	26215	31	Jamestown Rd	Lake Powell	1999	-	VDOT	-	7	6	8	N	Fair	-	-
JCC	28011	5	John Tyler Hwy	Chickahominy River	2009	-	VDOT	-	7	7	6	N	Fair	-	-
JCC	10464	5	John Tyler Hwy	Powhatan Creek	1937	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	25207	612	Longhill Rd	Route 199	1999	-	VDOT	-	6	7	6	N	Fair	-	-
JCC	25978	612	Longhill Rd	Chisel Run	1999	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	25054	1221	Mill Pond Run	Mill Swamp	1997	-	VDOT	-	6	7	7	N	Fair	-	-
JCC	26141	321	Monticello Ave	Shellbank Creek	2001	-	VDOT	-	N	N	N	7	Good	-	-
JCC	26142	321	Monticello Ave	Powhatan Creek	2001	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	10524	608	Mount Laurel Rd	France Swamp	1975	-	VDOT	-	N	N	N	5	Fair	-	-
JCC	10536	646	Newman Rd	Skimino Creek	1976	-	VDOT	-	N	N	N	7	Good	-	-
JCC	10530	613	News Rd	Powhatan Swamp Tributary	1974	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	25206	658	Olde Towne Rd	Route 199	1999	-	VDOT	-	7	7	7	N	Good	-	-
JCC	25198	199	Route 199	Branch Powhatan Creek	1999	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	25201	199	Route 199	Over Branch	1999	-	VDOT	-	N	N	N	7	Good	-	-
JCC	25202	199	Route 199	Chisel Run	1999	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	25208	199	Route 199	Stream	1999	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	25209	199	Route 199	Branch	1999	-	VDOT	-	N	N	N	5	Fair	-	-
JCC	25210	199	Route 199	Long Hill Swamp	1999	-	VDOT	-	N	N	N	6	Fair	-	-
JCC	10511	199	Route 199 EB	Tour Rd	1976	-	VDOT	-	6	6	7	N	Fair	-	-
JCC	24108	199	Route 199 EB	Colonial Pkwy	1976	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	27254	199	Route 199 EB	College Creek	2004	-	VDOT	-	7	7	7	N	Good	-	-
JCC	24224	199	Route 199 NB	Routes 60 & 603 & CSX R/R	1995	-	VDOT	-	6	7	7	N	Fair	-	-
JCC	25512	199	Route 199 NB	Monticello Ave	1999	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	24228	199	Route 199 SB	Routes 60 & 603 & CSX R/R	1995	-	VDOT	-	6	6	7	N	Fair	-	-

JAMES CITY COUNTY/WILLIAMSBURG BRIDGES

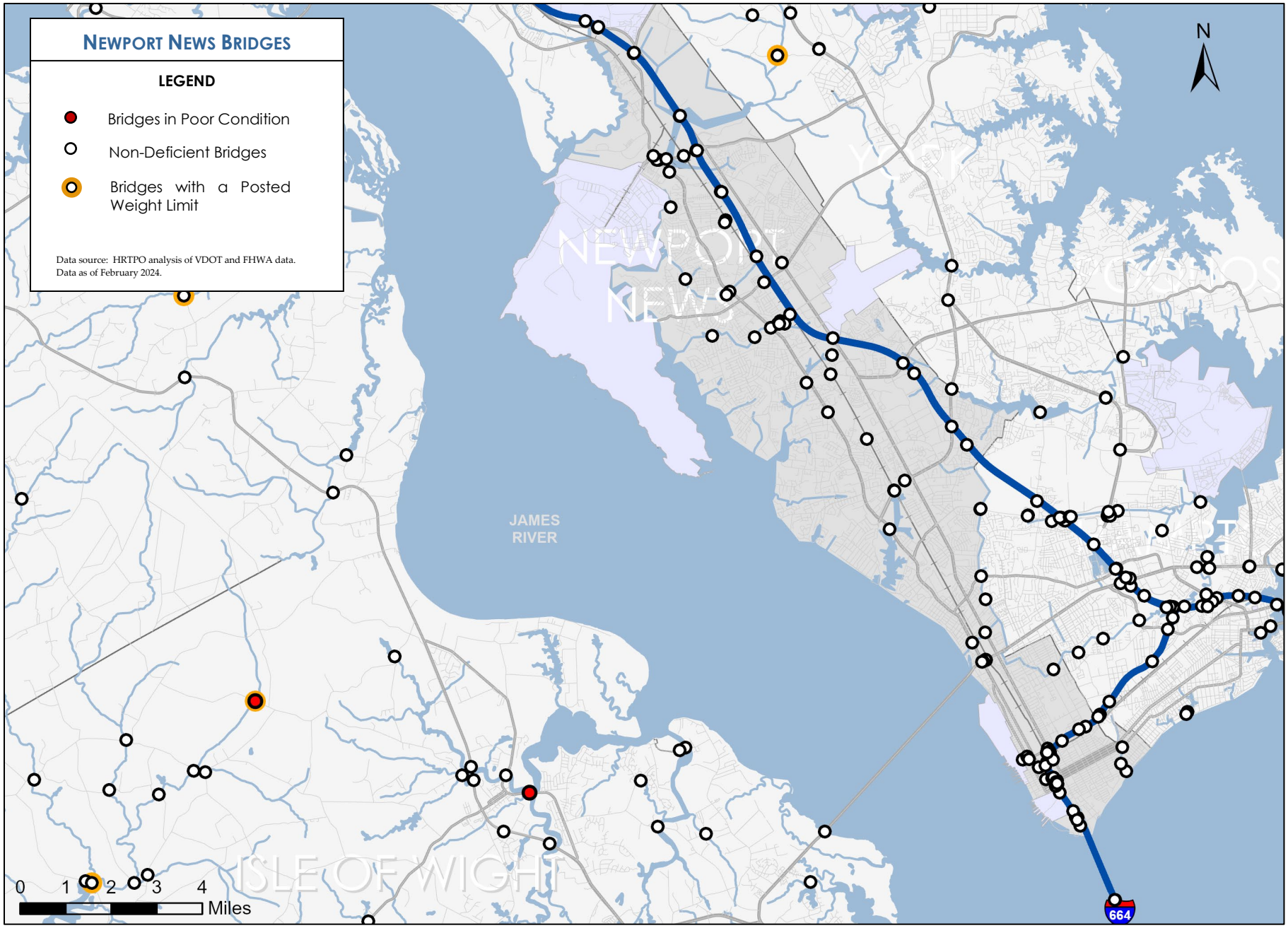
Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

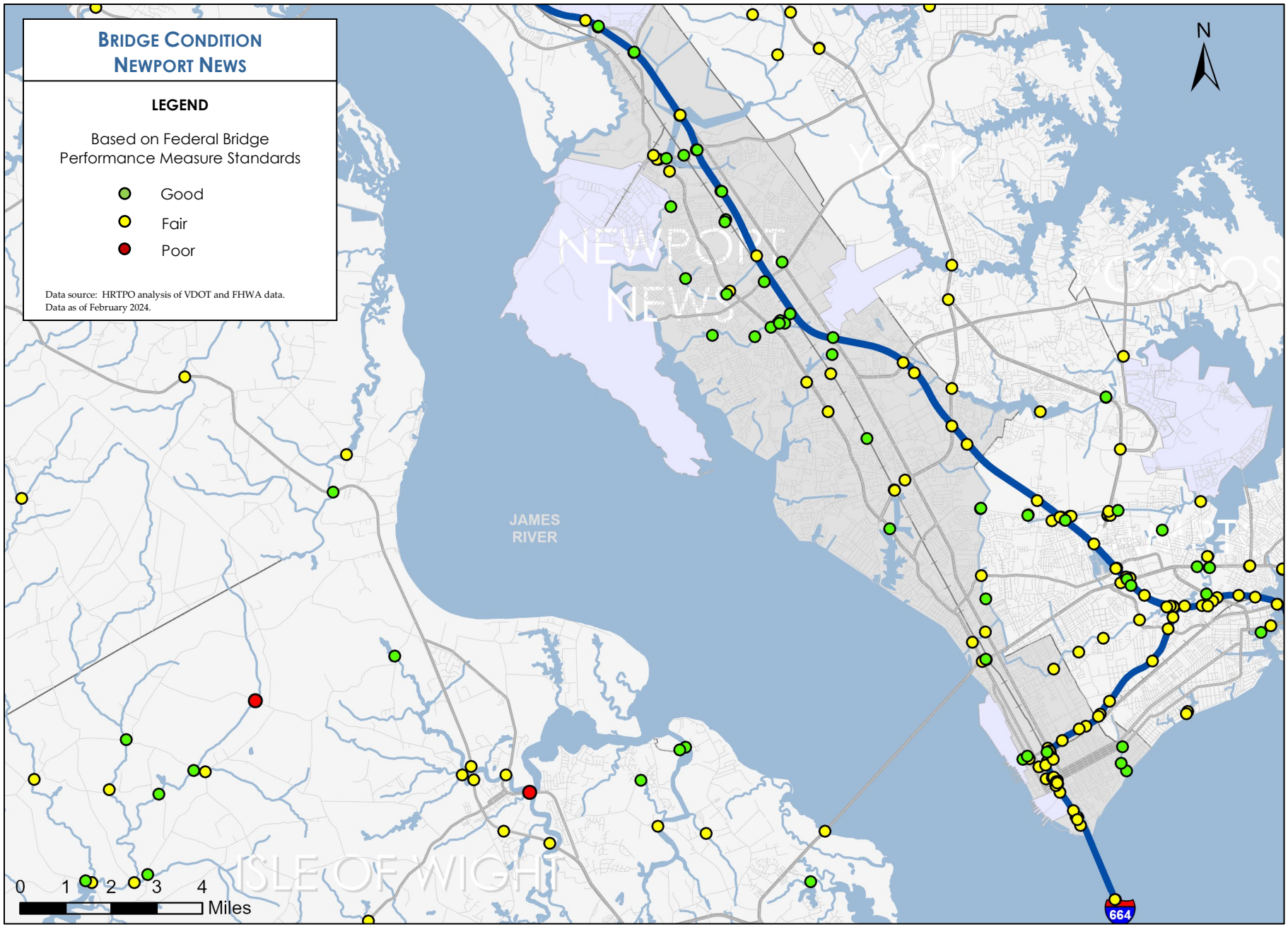
Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
JCC	25513	199	Route 199 SB	Monticello Avenue	1999	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	10508	199	Route 199 WB	Colonial Pkwy	1976	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	10510	199	Route 199 WB	College Creek	1976	-	VDOT	-	6	6	6	N	Fair	-	-
JCC	10513	199	Route 199 WB	Tour Rd	1976	-	VDOT	-	6	6	7	N	Fair	-	-
JCC	10468	30	Route 30 NB	I-64	1971	-	VDOT	-	6	5	6	N	Fair	-	-
JCC	10470	30	Route 30 SB	I-64	1971	-	VDOT	-	6	5	6	N	Fair	-	-
JCC	10486	60	Route 60 EB	CSX R/R	1964	-	VDOT	-	6	5	5	N	Fair	-	-
JCC	12656	60	Route 60 EB	Diascund Creek	1947	1994	VDOT	-	7	7	6	N	Fair	-	-
JCC	10487	60	Route 60 WB	CSX R/R	1968	-	VDOT	-	6	5	5	N	Fair	-	-
JCC	12655	60	Route 60 WB	Diascund Creek	1978	-	VDOT	-	6	5	6	N	Fair	-	-
JCC	10531	622	Stewarts Rd	Branch Of Diascund Creek	1937	1996	VDOT	Yes	5	6	4	N	Poor	-	3/-/-
JCC	10532	622	Stewarts Rd	Diascund Creek	1937	-	VDOT	-	5	6	5	N	Fair	-	-

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
WMB	22335	60	Bypass Rd	CSX R/R	1934	1981	City	-	6	7	5	N	Fair	-	-
WMB	22328		Capitol Landing Rd	CSX R/R	1977	-	City	-	7	7	7	N	Good	-	-
WMB	90028		Colonial Pkwy	Papermill Creek	2007	-	Federal	-	N	N	N	6	Fair	-	-
WMB	22337	132	Henry St South	Paper Mill Creek	1976	-	City	-	N	N	N	7	Good	-	-
WMB	22333		Lafayette St	Colonial Pkwy	1936	-	Federal	-	N	6	7	N	Fair	-	-
WMB	22338	143	Merrimac Trail	Colonial Pkwy	1948	-	City	-	7	7	7	N	Good	-	-/31/40
WMB	22342	321	Monticello Ave	Tributary of Matoaka Lake	1963	-	VDOT	-	5	5	6	N	Fair	-	-
WMB	22329		Newport Ave	Colonial Pkwy	1957	-	Federal	-	N	6	6	N	Fair	-	-
WMB	22336	60	Page St	CSX R/R	1935	1967	City	-	7	6	5	N	Fair	-	-/37/40
WMB	22331		Page St	Colonial Pkwy	1936	-	Federal	-	N	6	7	N	Fair	-	-
WMB	90014		Parkway Dr	Colonial Pkwy	1972	-	Federal	-	N	7	7	N	Good	-	-
WMB	23768		Quarterpath Rd	Tutters Neck Pond	1993	-	City	-	7	7	7	N	Good	-	-

JAMES CITY COUNTY/WILLIAMSBURG BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


NEWPORT NEWS BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
JAMES RIVER
NEWPORT NEWS
ISLE OF WIGHT
0 1 2 3 4
Miles
664


BRIDGE CONDITION
NEWPORT NEWS
LEGEND
Based on Federal Bridge Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
JAMES RIVER
ISLE OF WIGHT
0 1 2 3 4
Miles
664

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NN	23751		16th St	Salters Creek	1993	-	City	-	7	7	7	N	Good	-	-
NN	25086		20th St	Salters Creek	1997	-	City	-	7	7	7	N	Good	-	-
NN	20653		23rd-25th St	I-664/Warwick Blvd/CSX R/R	1988	-	VDOT	-	6	6	6	N	Fair	-	-
NN	25396	60	25th St	Salters Creek	1997	-	City	-	7	7	7	N	Good	-	-
NN	20651		26th St	I-664 & CSX R/R	1987	-	VDOT	-	7	6	5	N	Fair	-	-
NN	29307	664	26th St	I-664	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NN	20663		28th St	I-664/Warwick Blvd/CSX R/R	1980	-	VDOT	-	6	6	6	N	Fair	-	-
NN	20647		34th St EB	I-664/Warwick Blvd/CSX R/R	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NN	20649		34th St WB	I-664/Warwick Blvd/CSX R/R	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NN	20732	351	39th St	Jefferson Ave	1984	-	City	-	7	6	6	N	Fair	-	-
NN	25650	351	39th St	Warwick Blvd & CSX R/R	2001	-	City	-	6	7	7	N	Fair	-	-
NN	30095		Aspen Meadow Ln	Lucas Creek	2007	-	City	-	8	7	7	N	Good	-	-
NN	31377		Atkinson Blvd	Unnamed Stream	2020	-	City	-	N	N	N	8	Good	-	-
NN	30718		Atkinson Blvd	I-64 & CSX R/R	2020	-	City	-	7	7	7	N	Good	-	-
NN	23552		Beechmont Dr	Stoney Run	1992	-	City	-	7	7	7	N	Good	-	-
NN	30325		Bellwood Rd	Newmarket Creek	2013	-	City	-	N	N	N	7	Good	-	-
NN	20668		Bland Blvd	I-64 & CSX R/R	1991	-	City	-	7	7	7	N	Good	-	-
NN	20670		Bland Blvd	Lucas Creek	1991	-	City	-	N	N	N	7	Good	-	-
NN	20666		Boxley Blvd	Deep Creek Branch	1978	-	City	-	N	N	N	6	Fair	-	-
NN	20669		Campbell Rd	Lucas Creek	1991	-	City	-	N	N	N	6	Fair	-	-
NN	20658		Chestnut Ave	Newmarket Creek	1960	2016	City	-	N	N	N	6	Fair	-	-
NN	29266		City Center Blvd	CSX R/R	2014	-	City	-	7	7	7	N	Good	-	-
NN	30054	173	Denbigh Blvd	I-64 & CSX R/R	2021	-	VDOT	-	8	7	8	N	Good	-	-
NN	31372	105	Fort Eustis Blvd	Newport News Reservoir	2022	-	City	-	8	8	8	N	Good	-	-
NN	30415	105	Fort Eustis Blvd	CSX R/R	2015	-	City	-	7	8	7	N	Good	-	-
NN	30979		Freedom Way	Deep Creek	2017	-	City	-	8	9	8	N	Good	-	-
NN	28993	264	Greenwich Rd	I-264	2022	-	VDOT	-	8	8	8	N	Good	-	-
NN	30990		Gwynn Cir	Lucas Creek	2017	-	City	-	N	N	N	7	Good	-	-
NN	26128		Hampton Roads Center Pkwy EB	Newmarket Creek	2003	-	City	-	7	7	7	N	Good	-	-
NN	26129		Hampton Roads Center Pkwy WB	Newmarket Creek	2003	-	City	-	7	7	7	N	Good	-	-
NN	20641		Harpersville Rd	I-64	1960	2000	VDOT	-	7	7	6	N	Fair	-	-
NN	20661		Huntington Ave	Former Shipyard R/R Spur	1899	2019	City	-	8	8	7	N	Good	-	-
NN	20716	64	I-64	Stoney Run	1965	-	VDOT	-	N	N	N	6	Fair	-	-
NN	24246	64	I-64	J Clyde Morris Blvd	1996	-	VDOT	-	6	6	6	N	Fair	-	-
NN	20696	64	I-64 EB	Newport News Reservoir	1965	2017	VDOT	-	7	6	6	N	Fair	-	-
NN	20698	64	I-64 EB	Jefferson Ave at York CL	1965	2019	VDOT	-	7	7	7	N	Good	-	-
NN	20702	64	I-64 EB	Yorktown Rd	1965	-	VDOT	-	7	7	7	N	Good	-	-
NN	30639	64	I-64 EB	Industrial Park Dr & R/R	2017	-	VDOT	-	8	8	8	N	Good	-	-
NN	20710	64	I-64 EB	Fort Eustis Blvd	1965	2017	VDOT	-	7	7	8	N	Good	-	-
NN	20697	64	I-64 WB	Newport News Reservoir	1965	2017	VDOT	-	7	7	6	N	Fair	-	-
NN	20700	64	I-64 WB	Jefferson Ave at York CL	1965	2019	VDOT	-	7	7	7	N	Good	-	-
NN	20704	64	I-64 WB	Yorktown Rd	1965	2019	VDOT	-	7	7	7	N	Good	-	-
NN	30640	64	I-64 WB	Industrial Park Dr & R/R	2017	-	VDOT	-	8	8	8	N	Good	-	-
NN	20712	64	I-64 WB	Fort Eustis Blvd	1965	2017	VDOT	-	7	7	8	N	Good	-	-
NN	20736	664	I-664	Chestnut Ave	1983	-	VDOT	-	6	6	6	N	Fair	-	-
NN	20738	664	I-664	Roanoke Ave	1985	-	VDOT	-	7	6	6	N	Fair	-	-
NN	20740	664	I-664	39th St	1987	-	VDOT	-	6	6	5	N	Fair	-	-
NN	20742	664	I-664	Jefferson Ave & CSX R/R	1987	-	VDOT	-	6	7	6	N	Fair	-	-

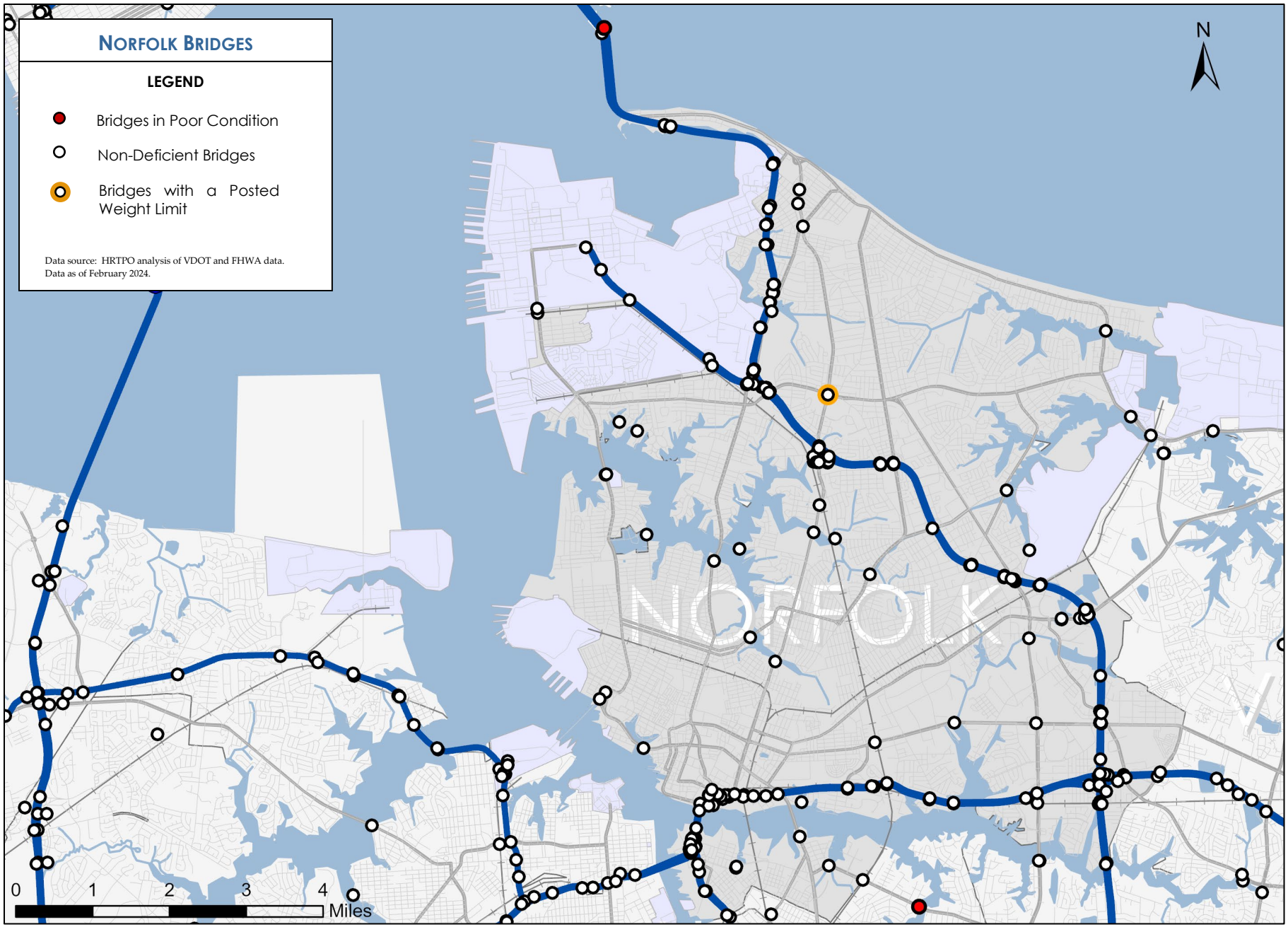
NEWPORT NEWS BRIDGES

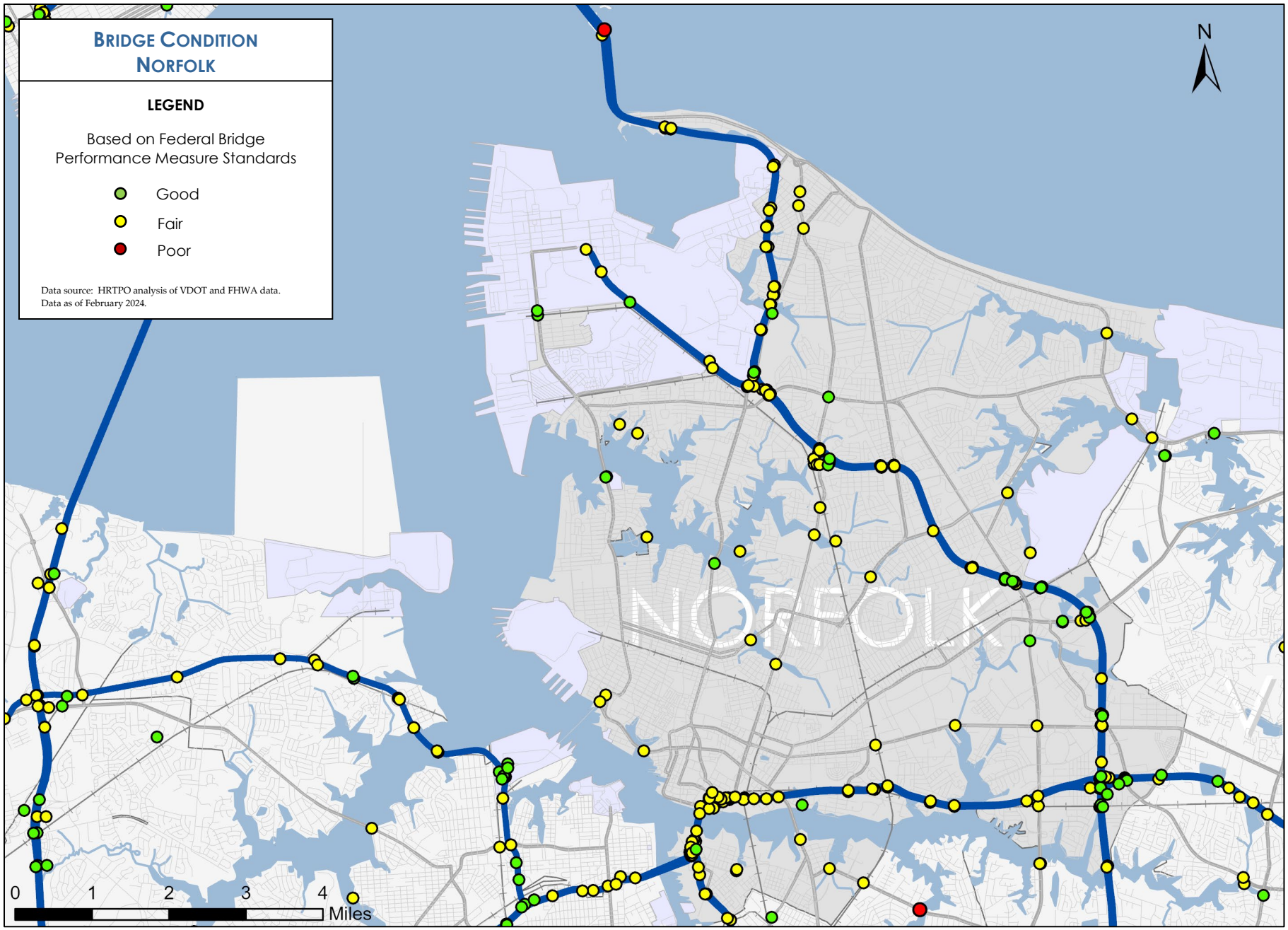
Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NN	20750	664	I-664	Terminal Ave	1990	-	VDOT	-	6	5	5	N	Fair	Yes	-
NN	20744	664	I-664 NB On Ramp	Jefferson Ave & CSX R/R	1987	-	VDOT	-	7	6	6	N	Fair	-	-
NN	20756	664	I-664 Off Ramp	I-664 Ramp B	1990	-	VDOT	-	7	6	6	N	Fair	-	-
NN	20754	664	I-664 On Ramp	Terminal Ave & CSX R/R	1990	-	VDOT	-	7	6	7	N	Fair	Yes	-
NN	20759	664	I-664 Ramp	I-664 Ramp A	1990	-	VDOT	-	6	7	6	N	Fair	-	-
NN	20761	664	I-664 Ramp	Terminal Ave	1990	-	VDOT	-	7	7	6	N	Fair	Yes	-
NN	20748	664	I-664 SB Off Ramp	Jefferson Ave & CSX R/R	1987	-	VDOT	-	6	5	6	N	Fair	-	-
NN	29305	664	I-664 SB Off Ramp	I-664 Ramp P & CSX R/R	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NN	29306	664	I-664 SB Off Ramp	I-664 and I-664 Ramp E	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NN	20746	664	I-664 SB On Ramp	CSX R/R	1988	-	VDOT	-	7	7	7	N	Good	-	-
NN	20757	664	I-664 SB On Ramp	Harbor Access Rd	1990	-	VDOT	-	7	6	6	N	Fair	-	-
NN	20678	17	J Clyde Morris Blvd	Big Bethel Reservoir	1932	1949	City	-	N	N	N	6	Fair	-	-
NN	20730	312	J Clyde Morris Blvd	Lake Maury Tributary	1958	1975	City	-	N	N	N	6	Fair	-	-
NN	20731	312	J Clyde Morris Blvd NB	CSX R/R	1975	-	City	-	5	5	6	N	Fair	-	-
NN	20729	312	J Clyde Morris Blvd SB	CSX R/R	1958	1975	City	-	6	6	5	N	Fair	-	-
NN	20677	17	Jefferson Ave	Government Ditch	1966	-	City	-	N	N	N	6	Fair	-	-
NN	25178	143	Jefferson Ave	Tributary to Stoney Run	1997	-	City	-	N	N	N	7	Good	-	-
NN	25809	143	Jefferson Ave	I-64	2000	-	VDOT	-	7	7	7	N	Good	-	-
NN	30094		Knolls Dr	Lucas Creek	2007	-	City	-	7	8	7	N	Good	-	-
NN	26954		Lucas Creek Rd	Lucas Creek	2001	-	City	-	7	7	7	N	Good	-	-
NN	20725	152	Main St	Newmarket Creek	1968	-	City	-	N	N	N	6	Fair	-	-
NN	20671	17	Mercury Blvd EB	CSX R/R	1938	1992	City	-	6	6	7	N	Fair	-	-
NN	20673	17	Mercury Blvd EB	Warwick Rd	1967	1992	City	-	6	6	6	N	Fair	-	-
NN	20672	17	Mercury Blvd WB	CSX R/R	1967	1992	City	-	7	7	7	N	Good	-	-
NN	20675	17	Mercury Blvd WB	Warwick Rd	1967	1992	City	-	6	6	6	N	Fair	-	-
NN	20752	664	Monitor-Merrimac Bridge-Tunnel NB	Hampton Roads-James River	1990	-	VDOT	-	6	6	5	N	Fair	-	-
NN	20753	664	Monitor-Merrimac Bridge-Tunnel SB	Hampton Roads-James River	1990	-	VDOT	-	7	5	6	N	Fair	-	-
NN	24986		Old Courthouse Way	Stoney Run	1997	-	City	-	N	7	7	N	Good	-	-
NN	20643		Old Oyster Point Rd	I-64	1991	-	VDOT	-	6	6	5	N	Fair	-	-
NN	20645	171	Oyster Point Rd	I-64	1990	-	VDOT	-	6	5	6	N	Fair	-	-
NN	20667		Oyster Point Rd	CSX R/R	1981	-	City	-	6	6	6	N	Fair	-	-
NN	29405	664	I-664 Ramp E	I-664	1988	-	VDOT	-	5	6	6	N	Fair	-	-
NN	29406		I-664 Ramp H	CSX R/R & I-664 S Ramp G	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NN	29494		I-664 Ramp K	I-664 Ramp P	1996	-	VDOT	-	6	5	6	N	Fair	-	-
NN	29493		I-664 Ramp M	I-664 Ramp P	1996	-	VDOT	-	6	6	7	N	Fair	-	-
NN	29495		I-664 Ramp N	35th St	1996	-	VDOT	-	6	6	6	N	Fair	-	-
NN	20747	664	Ramp to 35th St	CSX R/R	1987	-	VDOT	-	6	5	6	N	Fair	-	-
NN	28191		Shellabarger Rd	Warwick River	2005	-	City	-	7	7	7	N	Good	-	-
NN	30646	60	Warwick Blvd	Lake Maury	2018	-	City	-	8	8	8	N	Good	-	-
NN	20680	60	Warwick Blvd	Warwick River	1984	-	City	-	N	N	N	6	Fair	-	-
NN	20683	60	Warwick Blvd	Stoney Run	1968	-	City	-	N	N	N	6	Fair	-	-
NN	20684	60	Warwick Blvd	Government Ditch	1931	-	City	-	N	N	N	6	Fair	-	-
NN	20685	60	Warwick Blvd	Branch Deep Creek	1974	-	City	-	N	N	N	6	Fair	-	-
NN	20686	60	Warwick Blvd	Lucas Creek	1981	-	City	-	N	N	N	7	Good	-	-
NN	20687	60	Warwick Blvd EB	Fort Eustis Blvd	1984	-	City	-	7	7	6	N	Fair	-	-
NN	20689	60	Warwick Blvd EB	Warwick Blvd WB Ramp to Ft Eustis Blvd	1984	-	City	-	7	6	6	N	Fair	-	-
NN	20681	60	Warwick Blvd WB	Fort Eustis Blvd	1960	1985	City	-	7	6	6	N	Fair	-	-
NN	20659		Washington Ave	Former Shipyard R/R Spur	1946	-	City	-	7	8	8	N	Good	-	-/18/28

NEWPORT NEWS BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


NORFOLK BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
NORFOLK
0 1 2 3 4
Miles


BRIDGE CONDITION
NORFOLK
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
NORFOLK
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NOR	20943	247	26th St	Lafayette River	1938	-	City	-	5	6	6	N	Fair	-	-
NOR	21021	337	Admiral Taussig Blvd	I-564 Ramps	1977	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20781	407	Berkley Ave EB	Norfolk Southern R/R	1985	-	City	-	6	6	7	N	Fair	-	-
NOR	20961	264	Berkley Ave Ramp	Emergency Vehicle Ramp	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NOR	20782		Berkley Ave WB	Norfolk Southern R/R	1985	-	City	-	6	6	7	N	Fair	-	-
NOR	20804	58	Brambleton Ave	Smith Creek at The Hague	1962	-	City	-	6	6	6	N	Fair	-	-
NOR	20805	58	Brambleton Ave WB	Hampton Blvd	1962	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20936	460	Campostella Rd	E Branch Elizabeth River	1986	-	City	-	5	5	5	N	Fair	-	-
NOR	28989	264	C/D Ramp from I-64W to I-264E	Grade Infill	2019	-	VDOT	-	7	8	8	N	Good	-	-
NOR	20944	247	Chesapeake Blvd	Wayne Creek	1978	-	City	-	N	N	N	6	Fair	-	-
NOR	20773		Colley Ave	Lafayette River	1978	-	City	-	6	5	6	N	Fair	-	-
NOR	20768		First View St	Tidewater Dr	1958	-	City	-	6	6	6	N	Fair	-	-
NOR	20764		Frontage Rd	I-264	1967	-	VDOT	-	7	6	6	N	Fair	-	-
NOR	20770		Government Ave	Tidewater Dr	1956	-	City	-	6	6	7	N	Fair	-	-
NOR	21034	460	Granby St	Tidewater Dr	1958	-	City	-	5	6	6	N	Fair	-	-
NOR	30075	460	Granby St	Masons Creek	1936	2012	City	-	N	N	N	7	Good	-	-
NOR	21040	460	Granby St	Lafayette River	1979	2022	City	-	7	7	7	N	Good	-	-
NOR	21024	337	Hampton Blvd NB	Lafayette River	1970	-	City	-	7	5	6	N	Fair	-	-
NOR	21019	337	Hampton Blvd SB Ramp	Hampton Blvd NB	1962	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	21023	337	Hampton Blvd SB Ramp	Lafayette River	1994	-	City	-	7	7	7	N	Good	-	-
NOR	20797	264	I-264	Newtown Rd	1967	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20998	264	I-264	Brambleton Ave	1968	1998	VDOT	-	6	6	6	N	Fair	-	-
NOR	21011	264	I-264	Claiborne Ave	1972	1998	VDOT	-	6	6	6	N	Fair	-	-
NOR	21013	264	I-264	Park Ave	1972	1998	VDOT	-	6	6	6	N	Fair	-	-
NOR	20957	264	I-264 & I-464 Ramps	I-264 EB	1986	-	VDOT	-	6	8	6	N	Fair	-	-
NOR	20795	264	I-264 EB	Kempsville Rd	1967	2020	VDOT	-	7	6	6	N	Fair	-	-
NOR	20962	264	I-264 EB	E Branch Elizabeth River	1990	-	VDOT	-	6	6	6	N	Fair	Yes	-
NOR	20963	264	I-264 EB	Main St	1990	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20971	264	I-264 EB	I-264 EB Ramp	1990	-	VDOT	-	7	7	5	N	Fair	Yes	-
NOR	20981	264	I-264 EB	Broad Creek	1967	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	20983	264	I-264 EB	Ingleside Rd	1967	1998	VDOT	-	6	7	5	N	Fair	-	-
NOR	20992	264	I-264 EB	Holt St & Norfolk Southern R/R	1972	1990	VDOT	-	5	6	6	N	Fair	-	-
NOR	21002	264	I-264 EB	Ballentine Ave	1968	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	21006	264	I-264 EB	Norfolk Southern R/R	1968	1998	VDOT	-	7	6	5	N	Fair	-	-
NOR	21008	264	I-264 EB	HRT Light Rail Road	1968	1998	VDOT	-	6	6	6	N	Fair	-	-
NOR	20953	264	I-264 EB & I-464 NB	I-264 & I-464 Ramps	1986	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	28992	264	I-264 EB C/D Lanes	Newtown Rd	2021	-	VDOT	-	8	8	8	N	Good	-	-
NOR	20813	64	I-264 EB Ramp	I-264 WB & I-64	1985	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20967	264	I-264 EB Ramp	Main St	1990	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20994	264	I-264 EB Ramp	I-264 EB	1968	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	21032	460	I-264 EB Ramp	East Street	1990	-	VDOT	-	6	7	6	N	Fair	-	-
NOR	28991	264	I-264 EB C/D Lanes	Kempsville Rd, Ramp D7	2019	-	VDOT	-	7	7	7	N	Good	Yes	-
NOR	21030	460	I-264 NB Ramp	I-264 WB & City Hall Ave	1990	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	20969	264	I-264 Ramp	City Hall Ave	1990	-	VDOT	-	7	6	7	N	Fair	-	-
NOR	20973	264	I-264 Ramp	Holt St & Norfolk Southern R/R	1990	-	VDOT	-	7	6	7	N	Fair	-	-
NOR	20977	264	I-264 Ramp	City Hall Ave	1972	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	21037	460	I-264 Ramp	Waterside Dr	1990	-	VDOT	-	7	7	6	N	Fair	-	-

NORFOLK BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NOR	20793	264	I-264 WB	Kempsville Rd	1967	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20947	264	I-264 WB	E Branch Elizabeth River	1952	1991	VDOT	-	6	6	5	N	Fair	Yes	-
NOR	20955	264	I-264 WB	I-264 & I-464 Ramps	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	20975	264	I-264 WB	SR 337 SB	1972	-	VDOT	-	7	6	5	N	Fair	-	-
NOR	20979	264	I-264 WB	City Hall Ave	1991	-	VDOT	-	7	6	7	N	Fair	Yes	-
NOR	20982	264	I-264 WB	Broad Creek	1967	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	20985	264	I-264 WB	Ingleside Rd	1967	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	21000	264	I-264 WB	Holt St & Norfolk Southern R/R	1972	-	VDOT	-	5	5	5	N	Fair	Yes	-
NOR	21004	264	I-264 WB	Ballentine Ave	1968	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	21007	264	I-264 WB	Norfolk Southern R/R	1968	1998	VDOT	-	7	6	5	N	Fair	-	-
NOR	21009	264	I-264 WB	HRT Light Rail Road	1968	1998	VDOT	-	6	6	5	N	Fair	-	-
NOR	20959	264	I-264 WB Ramp	I-264 WB	1988	-	VDOT	-	6	8	6	N	Fair	-	-
NOR	20978	264	I-264 WB Ramp	City Hall Ave	1991	-	VDOT	-	6	6	7	N	Fair	-	-
NOR	20996	264	I-264 WB Ramp	I-264 WB	1968	-	VDOT	-	7	6	6	N	Fair	-	-
NOR	23046	460	I-264 WB Ramp	City Hall Ave	1952	1991	VDOT	-	6	6	5	N	Fair	-	-
NOR	21041	464	I-464 NB	South Main St	1988	-	VDOT	-	7	6	6	N	Fair	-	-
NOR	21045	464	I-464 NB	Buchanan St & N&P R/R	1988	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	21053	464	I-464 NB	Berkley Avenue	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NOR	21059	464	I-464 NB	I-464 SB Ramp	1987	-	VDOT	-	6	8	5	N	Fair	-	-
NOR	21049	464	I-464 Ramp	I-464 SB Ramp	1989	-	VDOT	-	7	7	7	N	Good	-	-
NOR	21043	464	I-464 SB	South Main St	1988	-	VDOT	-	7	7	5	N	Fair	-	-
NOR	21047	464	I-464 SB	Buchanan St & N&P R/R	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	21051	464	I-464 SB	I-264 & I-464 Ramps	1988	-	VDOT	-	7	6	6	N	Fair	-	-
NOR	21055	464	I-464 SB	Berkley Ave	1988	-	VDOT	-	6	7	6	N	Fair	-	-
NOR	21057	464	I-464 SB	I-264 EB	1987	-	VDOT	-	7	8	6	N	Fair	-	-
NOR	21061	464	I-464 SB	I-264 WB	1989	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	21063	464	I-464 SB	I-264 WB Ramp	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	21065	464	I-464 SB	Emergency Vehicle Ramp	1988	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	21067	564	I-564	Boush Creek	1977	-	VDOT	-	N	N	N	6	Fair	-	-
NOR	23216	564	I-564 HOV Lanes	Little Creek Rd	1992	-	VDOT	-	6	6	7	N	Fair	-	-
NOR	21070	564	I-564 NB	Little Creek Rd	1971	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	21074	564	I-564 NB	Granby St	1972	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	21068	564	I-564 Ramp	I-64 & I-564	1990	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	26493	564	I-564 Ramp B EB	Hampton Blvd	2015	-	VDOT	-	8	7	7	N	Good	-	-
NOR	21072	564	I-564 SB	Granby St	1972	1991	VDOT	-	6	6	5	N	Fair	-	-
NOR	20871	64	I-64	Lake Taylor	1966	-	VDOT	-	N	N	N	6	Fair	-	-
NOR	20815	64	I-64 EB	Sewells Point Rd	1965	1977	VDOT	-	6	6	6	N	Fair	-	-
NOR	20819	64	I-64 EB	Chesapeake Blvd	1965	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20825	64	I-64 EB	Mason Creek Rd	1975	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20827	64	I-64 EB	Robin Hood Rd	1966	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20831	64	I-64 EB	Azalea Garden Rd	1965	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	20835	64	I-64 EB	Military Hwy	1966	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20841	64	I-64 EB	Tidewater Dr	1967	-	VDOT	-	7	6	5	N	Fair	-	-
NOR	20845	64	I-64 EB	Ramp From Tidewater Dr NB	1967	-	VDOT	-	6	6	7	N	Fair	-	-
NOR	20850	64	I-64 EB	First View St	1975	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20852	64	I-64 EB	Ramp From Northampton Blvd	1967	-	VDOT	-	7	6	6	N	Fair	-	-
NOR	20858	64	I-64 EB	Northampton Blvd	1967	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20862	64	I-64 EB	Kempsville Rd	1967	-	VDOT	-	6	5	5	N	Fair	-	-

NORFOLK BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NOR	20866	64	I-64 EB	Bay Coast R/R	1967	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20873	64	I-64 EB	Oasts Creek & Bay Ave	1975	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20875	64	I-64 EB	Va Beach Blvd	1968	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20879	64	I-64 EB	I-264 WB	1968	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20883	64	I-64 EB	I-264 EB	1968	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20887	64	I-64 EB	Curlew Dr & HRT Light Rail	1968	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20892	64	I-64 EB	Little Creek Rd	1971	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20900	64	I-64 EB	I-564 NB	1971	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	20902	64	I-64 EB	Granby St	1971	-	VDOT	-	7	7	6	N	Fair	-	-
NOR	20909	64	I-64 EB	13th View St	1972	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	20913	64	I-64 EB	Willoughby Bay	1972	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20917	64	I-64 EB	New Gate Rd	1974	-	VDOT	-	5	6	5	N	Fair	-	-
NOR	20921	64	I-64 EB	Bay View Blvd	1974	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20925	64	I-64 EB	Evans St	1974	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20928	64	I-64 EB	Mason Creek	1974	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20931	64	I-64 EB	4th View St	1975	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	20856	64	I-64 EB Ramp	Northampton Blvd	1967	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20896	64	I-64 EB Ramp	Thole St	1972	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20898	64	I-64 EB Ramp	I-64 WB Ramp at Tidewater Dr	1968	-	VDOT	-	7	6	7	N	Fair	-	-
NOR	20906	64	I-64 EB Ramp	Tributary of Lafayette River	1967	-	VDOT	-	N	N	N	6	Fair	-	-
NOR	23059	64	I-64 HOV Lanes	Sewells Point Rd	1992	-	VDOT	-	6	6	7	N	Fair	-	-
NOR	23061	64	I-64 HOV Lanes	Robin Hood Rd	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23067	64	I-64 HOV Lanes	Azalea Garden Rd	1992	-	VDOT	-	7	6	7	N	Fair	-	-
NOR	23068	64	I-64 HOV Lanes	Military Hwy	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23073	64	I-64 HOV Lanes	Bay Coast R/R	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23074	64	I-64 HOV Lanes	Northampton Blvd	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23132	64	I-64 HOV Lanes	Ramp From Northampton Blvd	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23133	64	I-64 HOV Lanes	Granby St	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23134	64	I-64 HOV Lanes	Chesapeake Blvd	1992	-	VDOT	-	6	7	7	N	Fair	-	-
NOR	23191	64	I-64 HOV Lanes	I-64 WB	1992	-	VDOT	-	7	7	6	N	Fair	Yes	-
NOR	23214	64	I-64 HOV Lanes	I-564 & Little Creek Rd	1992	-	VDOT	-	6	6	7	N	Fair	Yes	-
NOR	23217	64	I-64 HOV Lanes	Tidewater Dr	1992	-	VDOT	-	6	7	7	N	Fair	-	-
NOR	23272	64	I-64 HOV Lanes	Va Beach Blvd	1992	-	VDOT	-	6	7	7	N	Fair	-	-
NOR	23284	64	I-64 HOV Lanes	Kempsville Rd	1992	-	VDOT	-	7	8	7	N	Good	-	-
NOR	23302	64	I-64 HOV Lanes	Ramp From Tidewater Dr	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23304	64	I-64 HOV Lanes	I-264 WB	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23306	64	I-64 HOV Lanes	I-264 EB	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23342	64	I-64 HOV Lanes	Curlew Dr & HRT Light Rail	1992	-	VDOT	-	7	7	7	N	Good	-	-
NOR	23186	64	I-64 HOV Ramp	I-64 WB & I-264 Ramps	1992	-	VDOT	-	6	6	6	N	Fair	Yes	-
NOR	20817	64	I-64 WB	Sewells Point Rd	1965	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20821	64	I-64 WB	Chesapeake Blvd	1965	-	VDOT	-	5	6	5	N	Fair	-	-
NOR	20823	64	I-64 WB	Mason Creek Rd	1975	-	VDOT	-	7	5	5	N	Fair	-	-
NOR	20829	64	I-64 WB	Robin Hood Rd	1966	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20833	64	I-64 WB	Azalea Garden Rd	1966	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20837	64	I-64 WB	Military Hwy	1966	-	VDOT	-	5	6	5	N	Fair	-	-
NOR	20839	64	I-64 WB	First View St	1975	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20843	64	I-64 WB	Tidewater Dr	1967	-	VDOT	-	7	5	5	N	Fair	-	-
NOR	20854	64	I-64 WB	Ramp From Northampton Blvd	1964	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20860	64	I-64 WB	Northampton Blvd	1967	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20864	64	I-64 WB	Kempsville Rd	1967	1991	VDOT	-	7	6	5	N	Fair	-	-

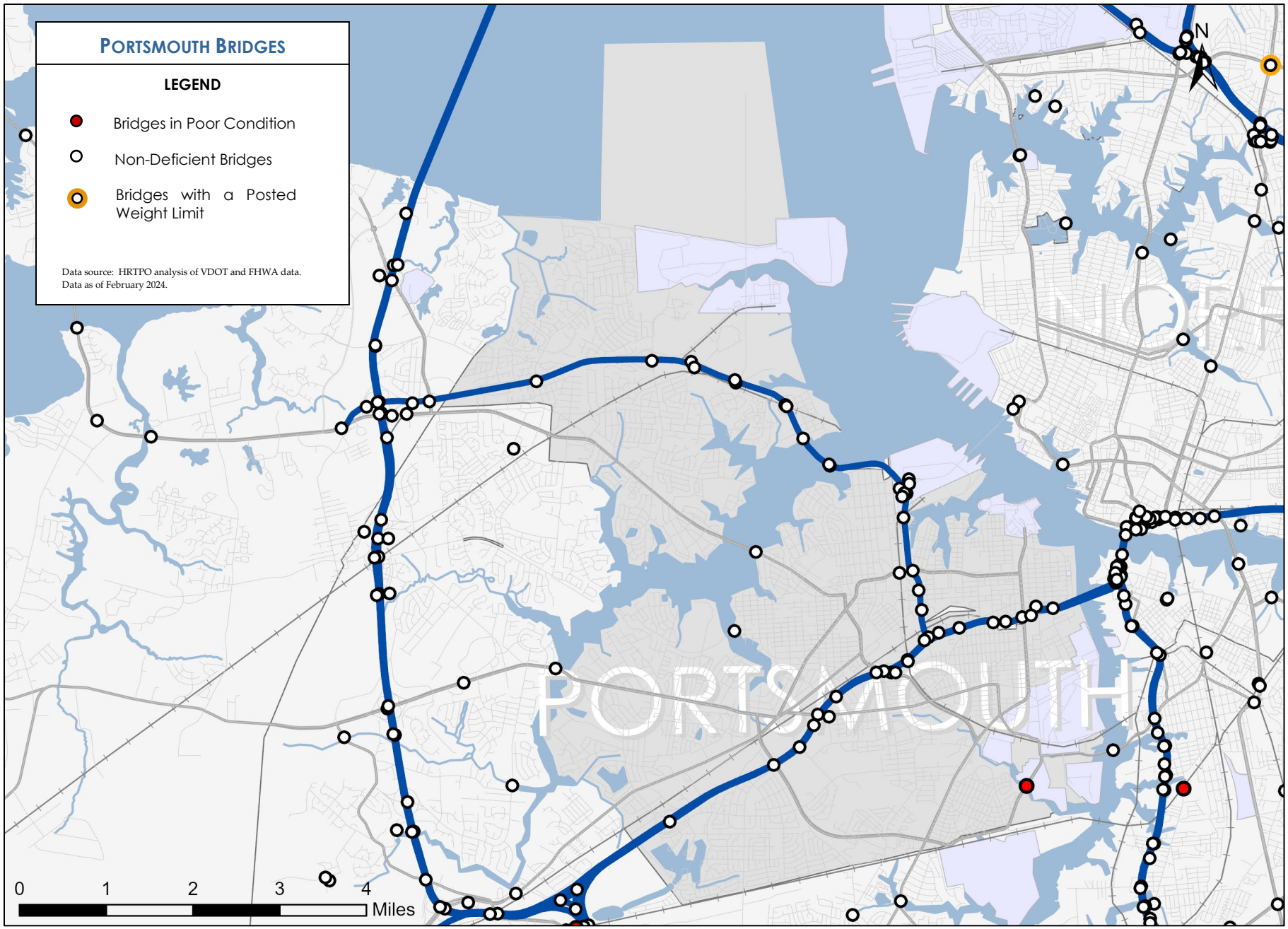
NORFOLK BRIDGES

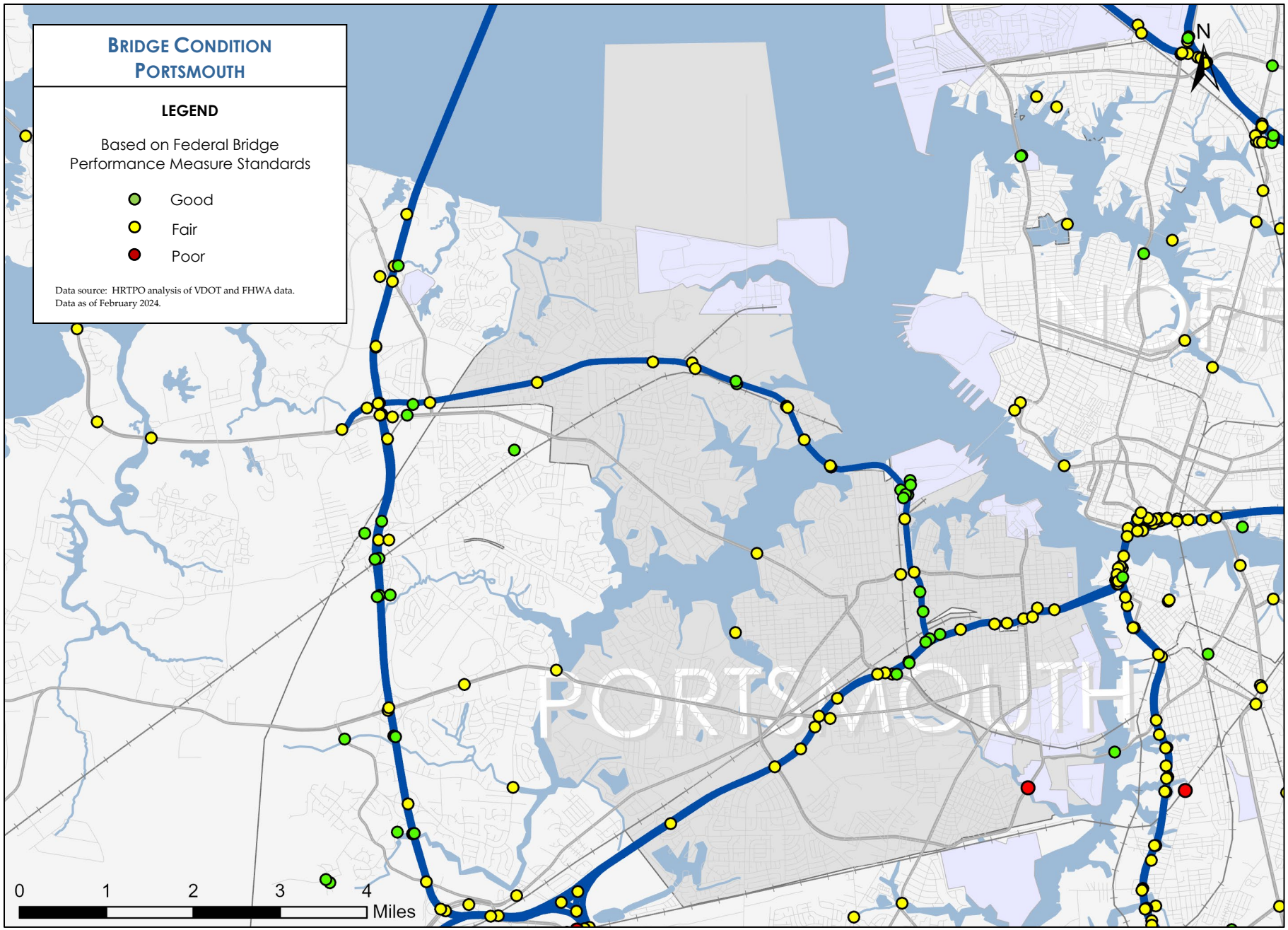
Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
NOR	20867	64	I-64 WB	Bay Coast R/R	1967	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20869	64	I-64 WB	Oasts Creek & Bay Ave	1975	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20877	64	I-64 WB	Va Beach Blvd	1968	1992	VDOT	-	6	5	5	N	Fair	-	-
NOR	20881	64	I-64 WB	I-264 WB	1968	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20885	64	I-64 WB	I-264 EB	1968	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20889	64	I-64 WB	Curlew Dr & HRT Light Rail	1968	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20894	64	I-64 WB	Little Creek Rd	1971	-	VDOT	-	6	5	6	N	Fair	-	-
NOR	20904	64	I-64 WB	Granby St	1971	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20911	64	I-64 WB	13th View St	1972	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20914	64	I-64 WB	Willoughby Bay	1972	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	20915	64	I-64 WB	New Gate Road	1974	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	20919	64	I-64 WB	Bay View Blvd	1974	-	VDOT	-	6	6	6	N	Fair	-	-
NOR	20923	64	I-64 WB	Evans St	1974	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20927	64	I-64 WB	Mason Creek	1974	-	VDOT	-	5	5	6	N	Fair	-	-
NOR	20929	64	I-64 WB	4th View St	1975	-	VDOT	-	6	5	5	N	Fair	-	-
NOR	20847	64	I-64 WB Ramp	Tributary of Lafayette River	1967	-	VDOT	-	N	N	N	7	Good	-	-
NOR	25187	407	Indian River Rd	Steamboat Creek	1998	-	City	-	6	7	7	N	Fair	-	-
NOR	21028	406	Int Terminal Blvd EB	I-564 & Norfolk Southern R/R	1975	-	VDOT	-	6	6	5	N	Fair	-	-
NOR	21026	406	Int Terminal Blvd WB	I-564 & Norfolk Southern R/R	1975	-	VDOT	-	5	5	5	N	Fair	-	-
NOR	30688	564	Intermodal Connector	I-564	2017	-	VDOT	-	7	7	7	N	Good	Yes	-
NOR	30687	564	Intermodal Connector	Hampton Blvd	2017	-	VDOT	-	7	8	7	N	Good	-	-
NOR	31819		Kimball Terrace	Ohio Creek	2023	-	City	-	8	8	8	N	Good	-	-
NOR	20934	165	Little Creek Rd	Tidewater Dr	1959	2014	City	-	7	7	7	N	Good	-	-/27/40
NOR	30840	13	Military Hwy	Branch Of Broad Creek	2018	-	City	-	N	N	N	7	Good	-	-
NOR	20790	13	Military Hwy	Curlew Dr & HRT Light Rail	1943	1999	City	-	6	6	6	N	Fair	-	-
NOR	25327	13	Military Hwy	Va Beach Blvd	1999	-	City	-	6	6	6	N	Fair	-	-
NOR	26334	13	Military Hwy	I-264	2000	-	VDOT	-	6	7	7	N	Fair	-	-
NOR	24817	13	Military Hwy NB	E Branch Elizabeth River	1996	-	City	-	6	7	7	N	Fair	-	-
NOR	24819	13	Military Hwy SB	E Branch Elizabeth River	1996	-	City	-	6	6	6	N	Fair	-	-
NOR	20777		North Shore Rd	Branch of Lafayette River	1979	-	City	-	6	5	6	N	Fair	-	-
NOR	20778		North Shore Rd	Branch of Lafayette River	1979	-	City	-	5	5	5	N	Fair	-	-
NOR	24432	13	Northampton Blvd NB	Lake Wright	1995	-	City	-	7	8	7	N	Good	-	-
NOR	24433	13	Northampton Blvd SB	Lake Wright	1995	-	City	-	7	8	7	N	Good	-	-
NOR	20775		Norview Ave	Lake Whitehurst	1975	-	City	-	6	6	6	N	Fair	-	-
NOR	23313	247	Norview Ave	I-64	1992	-	VDOT	-	6	7	6	N	Fair	-	-
NOR	26010		Norview Ave	Rinda Creek	1999	-	City	-	5	6	7	N	Fair	-	-
NOR	28990	264	Ramp from I-64W to I-264E	Kempsville Rd	2019	-	VDOT	-	8	8	8	N	Good	-	-
NOR	28988	64	Ramp from I-64W to I-264E	Curlew, HRT Light Rail, I-264 C/D Lanes	2019	-	VDOT	-	7	7	7	N	Good	Yes	-
NOR	20767		Robin Hood Rd	Norfolk Water Supply Canal	1944	1987	City	-	6	5	5	N	Fair	-	-
NOR	20809	60	Shore Dr	Lake Whitehurst	1984	-	City	-	N	N	N	6	Fair	-	-
NOR	26314	60	Shore Dr	Little Creek	2002	-	City	-	6	6	7	N	Fair	-	-
NOR	20774	337	SR 337 NB & Ramp	Adjacent To Structure #21000	1972	1990	VDOT	-	6	6	5	N	Fair	-	-
NOR	20766		Thole St	Branch Of Lafayette River	1967	-	City	-	N	N	N	6	Fair	-	-
NOR	20937	168	Tidewater Dr	Wayne Creek	1985	2002	City	-	6	7	7	N	Fair	-	-
NOR	20938	168	Tidewater Dr	Lafayette River	1985	2007	City	-	7	7	6	N	Fair	-	-
NOR	20939	168	Tidewater Dr	Norfolk Southern R/R	1960	-	City	-	5	5	5	N	Fair	-	-
NOR	20942	168	Tidewater Dr	Tributary of Lafayette River	1967	-	VDOT	-	N	N	N	6	Fair	-	-
NOR	24148	58	Va Beach Blvd	Norfolk Southern R/R	1995	-	City	-	5	5	6	N	Fair	-	-
NOR	24793	58	Va Beach Blvd	Broad Creek	1996	-	City	-	6	6	7	N	Fair	-	-
NOR	20949		Waterside Dr EB	East Main St	1972	1990	VDOT	-	7	6	6	N	Fair	-	-
NOR	20776		Willow Wood Dr	Branch of Lafayette River	1987	-	City	-	6	6	6	N	Fair	-	-

NORFOLK BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


PORTSMOUTH BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
PORTSMOUTH
0 1 2 3 4
Miles


BRIDGE CONDITION
PORTSMOUTH
LEGEND
Based on Federal Bridge Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
PORTSMOUTH
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
PORT	21197		Cedar Ln	Route 164	1989	-	VDOT	-	6	6	6	N	Fair	-	-
PORT	26832		Clifford St	Baines Creek	2005	-	City	-	7	7	6	N	Fair	-	-
PORT	21193		Court St	I-264 WB	1951	1990	VDOT	-	7	6	6	N	Fair	-	-
PORT	21190		Greenwood Dr	I-264	1976	-	VDOT	-	6	5	6	N	Fair	-	-
PORT	21199	17	High St	W Branch Elizabeth River	1951	1975	City	-	6	6	5	N	Fair	-	-
PORT	21218	264	I-264	Rodman Ave	1964	-	VDOT	-	6	6	6	N	Fair	-	-
PORT	21220	264	I-264	Missy Elliott Blvd	1964	-	VDOT	-	6	6	6	N	Fair	-	-
PORT	21224	264	I-264	Norfolk & Portsmouth Belt Line R/R	1964	2016	VDOT	-	5	5	5	N	Fair	Yes	-
PORT	21225	264	I-264	Portsmouth Blvd	1964	1991	VDOT	-	6	6	5	N	Fair	-	-
PORT	21229	264	I-264	Frederick Blvd	1964	-	VDOT	-	6	5	5	N	Fair	-	-
PORT	21231	264	I-264	Portsmouth Blvd Ramp	1964	-	VDOT	-	6	5	5	N	Fair	-	-
PORT	21233	264	I-264	Des Moines Ave	1964	2016	VDOT	-	5	6	5	N	Fair	-	-
PORT	21235	264	I-264	Ramp From Frederick Blvd	1964	-	VDOT	-	6	5	5	N	Fair	-	-
PORT	21237	264	I-264	Victory Blvd	1963	-	VDOT	-	6	5	6	N	Fair	-	-
PORT	21240	264	I-264	Effingham St	1966	-	VDOT	-	6	6	6	N	Fair	-	-
PORT	21242	264	I-264	WB Ramp From Effingham St	1966	-	VDOT	-	6	5	6	N	Fair	Yes	-
PORT	21244	264	I-264	Elm Ave	1966	-	VDOT	-	6	5	6	N	Fair	-	-
PORT	21248	264	I-264 EB Off Ramp	Ramp To EB Downtown Tunnel	1985	-	VDOT	-	7	6	6	N	Fair	-	-
PORT	21222	264	I-264 EB Ramp	Frederick Blvd	1964	-	VDOT	-	6	6	5	N	Fair	-	-
PORT	21227	264	I-264 EB Ramp	Portsmouth Blvd	1964	-	VDOT	-	6	5	6	N	Fair	-	-
PORT	21246	264	I-264 WB On Ramp	Ramp From I-264 WB	1985	-	VDOT	-	6	7	6	N	Fair	-	-
PORT	21200	58	London Blvd	Norfolk & Portsmouth Belt Line R/R & Virginia Ave	1971	-	City	-	6	6	6	N	Fair	-	-
PORT	21202	58	London Blvd	MLK Fwy	1971	-	City	-	7	6	7	N	Fair	-	-
PORT	30133		MLK Exp - Mainline	I-264, Columbus Ave, and High St	2016	-	VDOT	-	7	7	8	N	Good	-	-
PORT	30134		MLK Exp - Ramp N	Pond	2016	-	VDOT	-	7	8	8	N	Good	-	-
PORT	30137		MLK Exp - Ramp NE	Norfolk & Portsmouth Belt Line R/R	2016	-	VDOT	-	7	7	8	N	Good	-	-
PORT	30136		MLK Exp - Ramp NE	Frederick Blvd	2016	-	VDOT	-	8	7	8	N	Good	-	-
PORT	30138		MLK Exp - Ramp NW	Unknown	2016	-	VDOT	-	7	7	7	N	Good	-	-
PORT	30135		MLK Exp - Ramp S	Pond	2016	-	VDOT	-	8	8	8	N	Good	-	-
PORT	30139		MLK Exp - Ramp SW	Unknown	2016	-	VDOT	-	7	7	7	N	Good	-	-
PORT	26653	58	MLK Fwy	Cleveland St & CSX R/R	2005	-	VDOT	-	6	7	6	N	Fair	-	-
PORT	21215	164	Route 164	W Branch Elizabeth River	1978	-	VDOT	-	6	5	6	N	Fair	-	-
PORT	21208	164	Route 164 EB	Former Coast Guard Blvd	1991	-	VDOT	-	6	6	6	N	Fair	Yes	-
PORT	21210	164	Route 164 EB	W Norfolk Rd & Norfolk Southern R/R	1991	-	VDOT	-	6	6	7	N	Fair	-	-
PORT	27133	164	Route 164 EB	W Branch Elizabeth River	2006	-	VDOT	-	6	7	6	N	Fair	-	-
PORT	28239	164	Route 164 EB	APM Blvd	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	28384	164	Route 164 EB	Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	28349	164	Route 164 EB Ramp To Cleveland St	Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	28396	164	Route 164 Eb Ramp To EB Midtown Tunnel	MLK Fwy WB & Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	28348	164	Route 164 Ramp From WB Route 58	Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	21206	164	Route 164 WB	Former Coast Guard Blvd	1991	-	VDOT	-	6	5	5	N	Fair	Yes	-
PORT	21212	164	Route 164 WB	W Norfolk Rd & Norfolk Southern R/R	1991	-	VDOT	-	6	6	7	N	Fair	-	-
PORT	28217	164	Route 164 WB	W Branch Elizabeth River	2006	-	VDOT	-	6	7	6	N	Fair	-	-
PORT	28241	164	Route 164 WB	APM Blvd	2006	-	VDOT	-	7	7	7	N	Good	-	-

PORTSMOUTH BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
PORT	28376	164	Route 164 WB	MLK & Western Fwy & Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	28350	164	Route 164 WB Ramp From Cleveland St	MLK Fwy & Portsmouth Marine Terminal	2006	-	VDOT	-	7	7	7	N	Good	-	-
PORT	21195		Town Point Rd	Route 164	1989	-	VDOT	-	6	7	6	N	Fair	-	-
PORT	21217	239	Victory Blvd	Paradise Creek	1944	-	City	Yes	5	5	4	N	Poor	-	-

PORTSMOUTH BRIDGES

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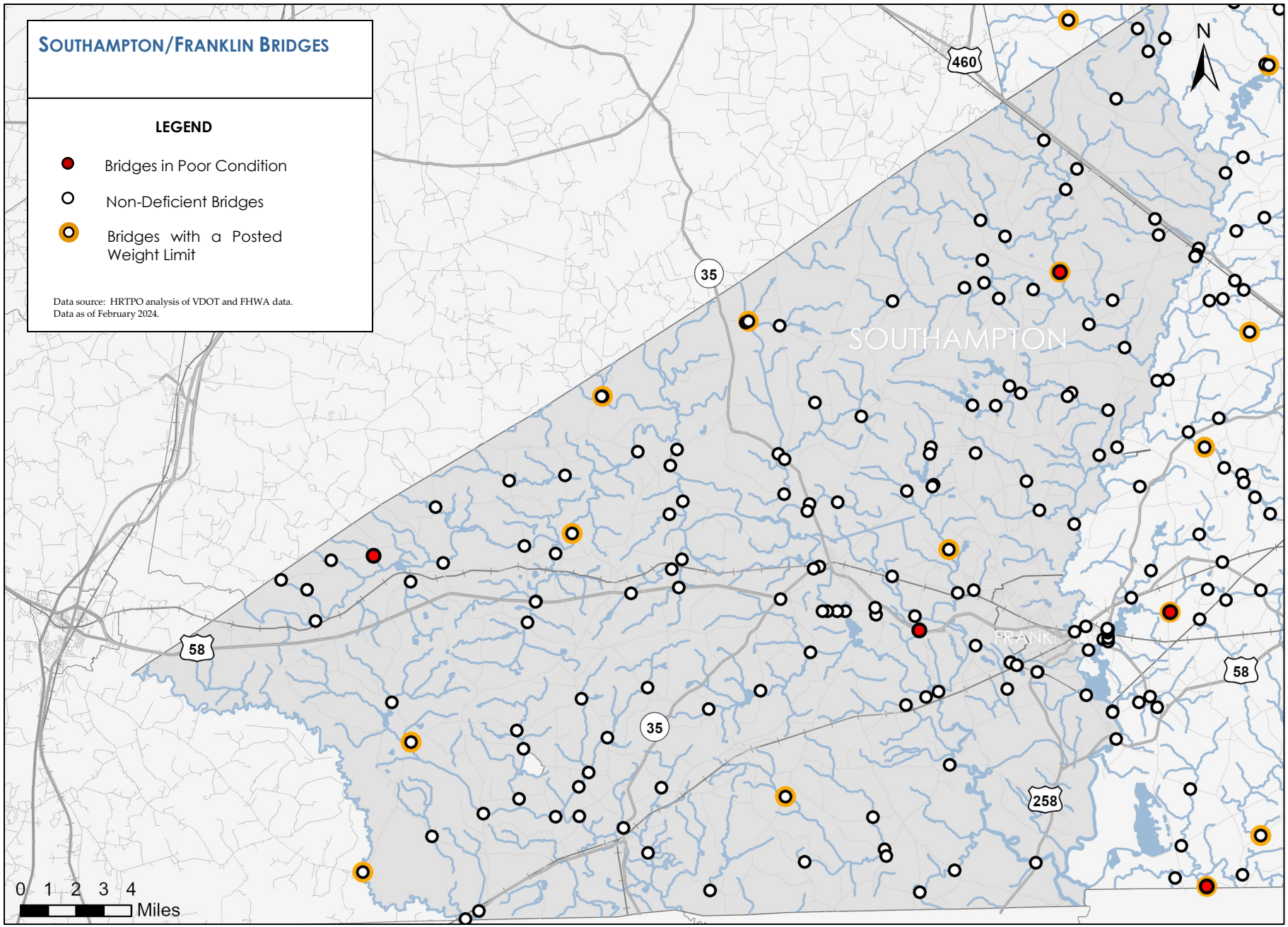
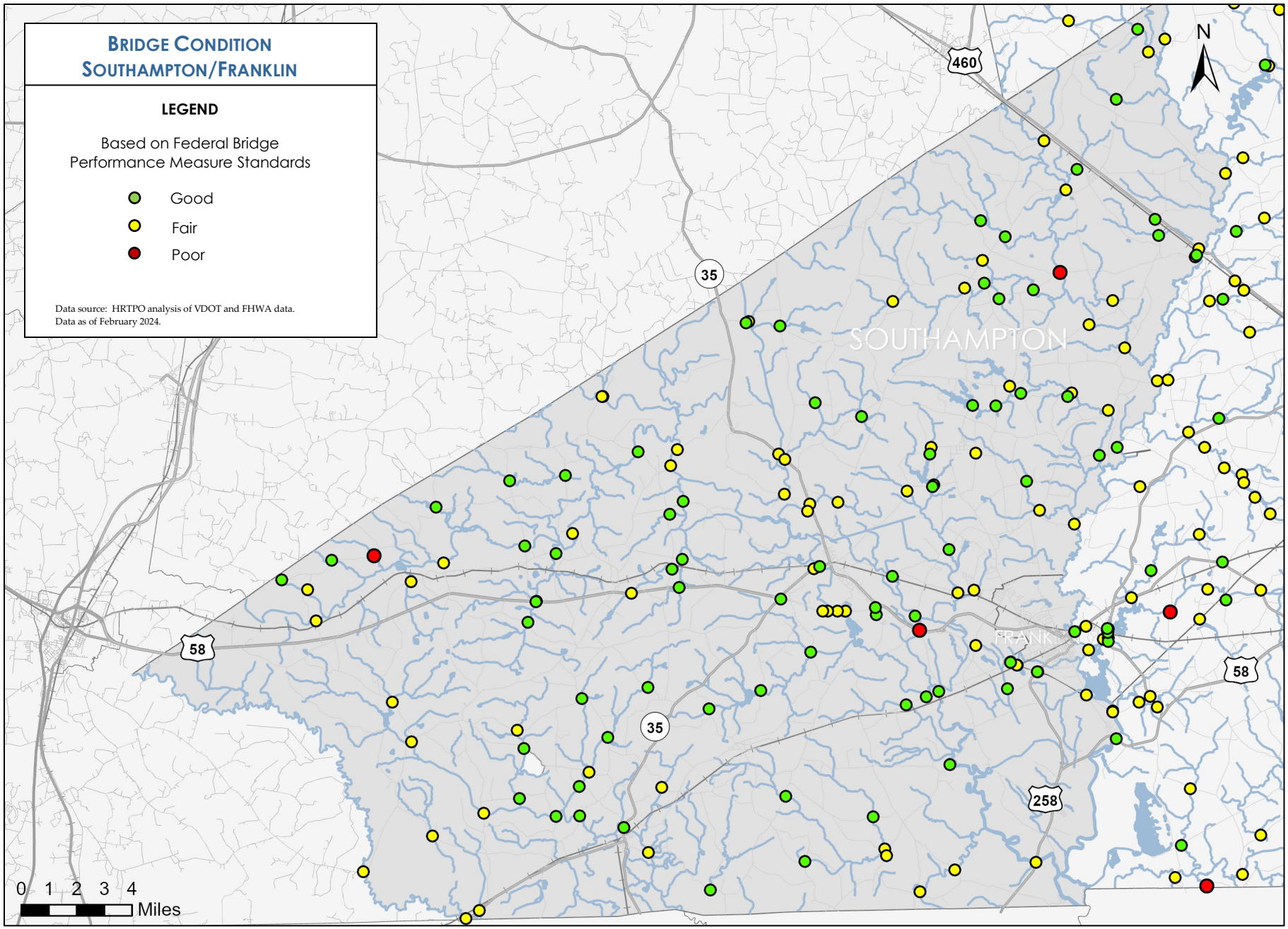

SOUTHAMPTON/FRANKLIN BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
460
35
SOUTHAMPTON
58
FRANK
58
35
258
0 1 2 3 4
Miles


BRIDGE CONDITION
SOUTHAMPTON/FRANKLIN
LEGEND
Based on Federal Bridge Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
460
35
SOUTHAMPTON
58
FRANK
58
35
258
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SH	17785	615	Adams Grove Rd	Browns Branch	1932	2019	VDOT	-	8	8	5	N	Fair	-	-
SH	17786	615	Adams Grove Rd	Three Creek	1957	-	VDOT	-	6	6	6	N	Fair	-	-
SH	17804	626	Appleton Rd	Round Hill Swamp	1978	-	VDOT	-	N	N	N	7	Good	-	-
SH	17835	652	Barhams Hill Rd	Angelico Creek	1932	2010	VDOT	-	7	7	7	N	Good	-	-
SH	17877	677	Barns Church Cir	Branch	1932	2018	VDOT	-	8	8	7	N	Good	-	-
SH	17801	622	Bell Rd	Seacock Swamp	1963	2001	VDOT	-	8	8	7	N	Good	-	-
SH	17821	640	Berea Church Rd	Cypress Swamp	1932	2008	VDOT	-	8	8	7	N	Good	-	-
SH	17815	635	Black Creek Rd	Black Creek	1956	-	VDOT	-	7	7	6	N	Fair	-	-
SH	17816	635	Black Creek Rd	Branch Cypress Swamp	1983	-	VDOT	-	6	6	5	N	Fair	-	-
SH	17847	658	Blackhead Signpost Rd	Mill Swamp	1965	-	VDOT	-	7	7	7	N	Good	-	-
SH	17843	655	Brandy Pond Rd	Three Creek	1973	-	VDOT	-	6	6	7	N	Fair	-	29/-/-
SH	25493	655	Brandy Pond Rd	Hornet Swamp	1998	-	VDOT	-	N	N	N	8	Good	-	-
SH	17838	652	Buckhorn Quarter Rd	Buckhorn Swamp	1963	2018	VDOT	-	8	8	7	N	Good	-	-
SH	17797	619	Burdette Rd	Black Creek	1932	2021	VDOT	-	8	8	7	N	Good	-	-
SH	17798	619	Burdette Rd	Blackwater River	1983	-	VDOT	-	7	7	7	N	Good	-	-
SH	31146	743	Burnt Reed Rd	Tarrara Creek	2023	-	VDOT	-	9	9	9	N	Good	-	-
SH	26227	606	Cabin Point Rd	Mill Run	2000	-	VDOT	-	N	N	N	7	Good	-	-
SH	17892	702	Cabin Pond Rd	Branch Rosa Swamp	1972	-	VDOT	-	N	N	N	5	Fair	-	-
SH	29234	58	Camp Pkwy	Blackwater River	2009	-	VDOT	-	7	7	7	N	Good	-	-
SH	17839	653	Carys Bridge Rd	Overflow Nottoway River	1969	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17841	653	Carys Bridge Rd	Nottoway River	1954	-	VDOT	-	5	5	5	N	Fair	-	-
SH	17846	658	Cedar View Rd	Angelico Creek	1932	2010	VDOT	-	7	8	7	N	Good	-	-
SH	17861	668	Clarksbury Rd	Tarrara Creek	1969	2008	VDOT	-	8	8	7	N	Good	-	-
SH	17862	668	Clarksbury Rd	Rosa Swamp	1973	-	VDOT	-	N	N	N	7	Good	-	-
SH	17802	623	Clayton Rd	Seacock Swamp	1968	-	VDOT	-	6	5	7	N	Fair	-	-
SH	17823	642	Cobb Rd	Branch	1978	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17831	649	Country Club Rd	Branch	1976	-	VDOT	-	N	N	N	6	Fair	-	-
SH	17832	649	Country Club Rd	Nottoway Swamp	1965	2007	VDOT	-	7	6	6	N	Fair	-	-
SH	17854	665	Cross Keys Rd	Deal Swamp	1975	2013	VDOT	-	N	N	N	6	Fair	-	-
SH	17796	618	Crumpler Rd	Terrapin Swamp	1962	2018	VDOT	-	8	8	7	N	Good	-	-
SH	17824	643	Darden Scout Rd	Branch Darden Millpond	1974	-	VDOT	-	N	N	N	7	Good	-	-
SH	17825	643	Darden Scout Rd	Branch Darden Millpond	1975	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17856	665	Davis Ln	Vicks Creek	1987	-	VDOT	-	7	7	8	N	Good	-	-
SH	17889	687	Delaware Rd	Route 58	1979	-	VDOT	-	7	5	6	N	Fair	-	-
SH	24615	600	Doles Rd	Branch Seacock Swamp	1996	-	VDOT	-	N	N	N	6	Fair	-	-
SH	17820	638	Drake Rd	Johnsons Mill	1961	2018	VDOT	-	8	8	7	N	Good	-	-
SH	29357	607	Farmers Bridge Rd	Assamoosic Swamp	2009	-	VDOT	-	N	N	N	7	Good	-	-
SH	17767	607	Farmers Bridge Rd	Assamoosic Swamp	1932	-	VDOT	-	6	5	5	N	Fair	-	8/-/-
SH	17776	611	Flaggy Run Rd	Flaggy Run	1967	2008	VDOT	-	8	8	7	N	Good	-	-
SH	17780	612	Fortsville Rd	Apple White Swamp	1975	-	VDOT	Yes	N	N	N	4	Poor	-	-
SH	17851	659	Fortsville Rd	Three Creek	1967	-	VDOT	-	6	6	7	N	Fair	-	-
SH	24456	612	Fortsville Rd	Rawlings Swamp	1996	-	VDOT	-	N	N	N	7	Good	-	-
SH	26570	612	Fortsville Rd	Browns Branch	2000	-	VDOT	-	N	N	N	7	Good	-	-
SH	31466	671	General Thomas Hwy	Branch Nottoway River	2020	-	VDOT	-	N	N	N	8	Good	-	-
SH	29676	671	General Thomas Hwy	Nottoway River	2021	-	VDOT	-	8	8	8	N	Good	-	-
SH	29675	671	General Thomas Hwy	Nottoway River	2022	-	VDOT	-	8	8	8	N	Good	-	-
SH	17827	646	Governor Darden Rd	Branch Nottoway River	1972	-	VDOT	-	N	N	N	6	Fair	-	-
SH	17828	646	Governor Darden Rd	Darden Mill Pond	1968	-	VDOT	-	7	7	7	N	Good	-	-
SH	17872	673	Gray's Shop Rd	Stream	1932	2000	VDOT	-	8	8	8	N	Good	-	-

SOUTHAMPTON COUNTY/FRANKLIN BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SH	17752	186	Hugo Rd	Overflow Meherrin River	1937	1993	VDOT	-	7	7	6	N	Fair	-	-
SH	17754	186	Hugo Rd	Meherrin River	1936	-	VDOT	-	6	6	5	N	Fair	-	-
SH	17812	634	Indian Branch Ln	Indian Branch	1932	2016	VDOT	-	8	8	7	N	Good	-	-
SH	17834	651	Indian Town Rd	Buckhorn Swamp	1986	-	VDOT	-	7	7	7	N	Good	-	-
SH	17788	616	Ivor Rd	Barlow Mill Run	1973	-	VDOT	-	N	N	N	6	Fair	-	-
SH	17789	616	Ivor Rd	Lightwood Swamp	1976	-	VDOT	-	N	N	N	7	Good	-	-
SH	17791	616	Ivor Rd	Coscorie Branch	1976	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17792	616	Ivor Rd	Branch Round Hill Swamp	1975	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17793	616	Ivor Rd	Seacock Swamp	1960	-	VDOT	-	5	5	6	N	Fair	-	-
SH	17822	641	Johnson's Mill Rd	Johnsons Mill	1989	-	VDOT	-	7	7	7	N	Good	-	-
SH	17763	601	Kellos Mill Rd	Lightwood Swamp	1963	-	VDOT	-	7	7	7	N	Good	-	-
SH	17840	653	Little Texas Rd	Flat Swamp	1971	2006	VDOT	-	7	7	5	N	Fair	-	25/-/-
SH	9139	730	Little Texas Rd	Meherrin River	1953	-	VDOT	-	6	5	6	N	Fair	-	-/27/40
SH	17882	683	Mary Hunt Rd	Cokemoke Creek	1981	-	VDOT	-	5	5	7	N	Fair	-	-
SH	29902	35	Meherrin Rd	Nottoway River	2015	-	VDOT	-	7	8	7	N	Good	-	-/27/40
SH	17728	35	Meherrin Rd	Overflow, Nottoway River	1979	-	VDOT	-	N	N	N	5	Fair	-	-
SH	24961	35	Meherrin Rd	Route 58	1997	-	VDOT	-	7	7	7	N	Good	-	-
SH	17768	608	Mill Neck Rd	Racoon Swamp	1932	-	VDOT	-	5	5	5	N	Fair	-	9/-/-
SH	17769	608	Mill Neck Rd	Racoon Swamp	1932	1985	VDOT	-	5	5	5	N	Fair	-	-
SH	17809	631	Mission Church Rd	Black Creek	1962	2017	VDOT	-	7	7	7	N	Good	-	-
SH	17885	684	Monroe Rd	Darden Mill Run	1982	-	VDOT	-	7	5	7	N	Fair	-	-
SH	25627	684	Monroe Rd	Nottoway River	1999	-	VDOT	-	7	7	7	N	Good	-	-
SH	17863	670	Number 8 School House Rd	Tarrara Creek	1956	-	VDOT	-	6	6	5	N	Fair	-	-
SH	26226	652	Old Belfield Rd	Pleasant Creek	2000	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17800	621	Old Blackwater Rd	Blackwater River	1963	-	VDOT	-	6	6	6	N	Fair	-	-
SH	17857	666	Old Branchville Rd	Tarrara Creek	1969	-	VDOT	-	7	7	7	N	Good	-	-
SH	17852	661	Old Church Rd	Bellyache Swamp	1964	-	VDOT	-	N	N	N	6	Fair	-	-
SH	30763	657	Old Place Rd	Tarrara Creek	1988	2015	VDOT	-	N	N	N	8	Good	-	-
SH	17721	35	Plank Rd	Assamoosick Creek	1980	-	VDOT	-	6	5	6	N	Fair	-	-
SH	17722	35	Plank Rd	Mill Run	1921	1998	VDOT	-	6	7	6	N	Fair	-	-
SH	17726	35	Plank Rd	Coscorie Branch	1932	1971	VDOT	-	6	6	6	N	Fair	-	-
SH	17772	609	Popes Station Rd	Buckhorn Swamp	1978	-	VDOT	-	8	8	7	N	Good	-	-
SH	17773	609	Popes Station Rd	Buckhorn Swamp	1979	2013	VDOT	-	N	N	N	7	Good	-	-
SH	17774	609	Popes Station Rd	Three Creek	1965	-	VDOT	-	7	7	7	N	Good	-	-
SH	17895	714	Pretlow Rd	Route 58	1980	-	VDOT	-	7	5	5	N	Fair	-	-
SH	17787	616	Proctors Bridge Rd	Proctor Swamp	1987	-	VDOT	-	N	N	N	6	Fair	-	-
SH	30762	616	Proctors Bridge Rd	Hickaneck Swamp	2015	-	VDOT	-	N	N	N	7	Good	-	-
SH	17899	731	Ridley Rd	Mill Swamp	1968	-	VDOT	-	N	N	N	7	Good	-	-
SH	17829	647	River Rd	Assamoosick Swamp	1971	-	VDOT	-	7	7	6	N	Fair	-	-
SH	17830	647	River Rd	Cuscora Branch	1972	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17779	612	River's Mill Rd	Rivers Mill	1971	2012	VDOT	-	8	8	7	N	Good	-	-
SH	29358	688	Rose Valley Rd	Branch Nottoway River	2010	-	VDOT	-	N	N	N	7	Good	-	-
SH	29862	35	Route 35	Tarrara Creek	2017	-	VDOT	-	8	8	8	N	Good	-	-
SH	17732	58	Route 58	Branch Buckhorn Swamp	1988	-	VDOT	-	N	N	N	7	Good	-	-
SH	17733	58	Route 58	Buckhorn Swamp	1988	-	VDOT	-	N	N	N	6	Fair	-	-
SH	17750	58	Route 58	Overflow Nottoway River	1984	-	VDOT	-	7	6	6	N	Fair	-	-
SH	23630	58	Route 58	Overflow Nottoway River	1993	-	VDOT	-	7	7	6	N	Fair	-	-
SH	17729	58	Route 58 EB	Nottoway Swamp	1930	-	VDOT	Yes	6	4	5	N	Poor	-	-
SH	17731	58	Route 58 EB	Angelico Creek	1990	-	VDOT	-	7	7	7	N	Good	-	-

SOUTHAMPTON COUNTY/FRANKLIN BRIDGES

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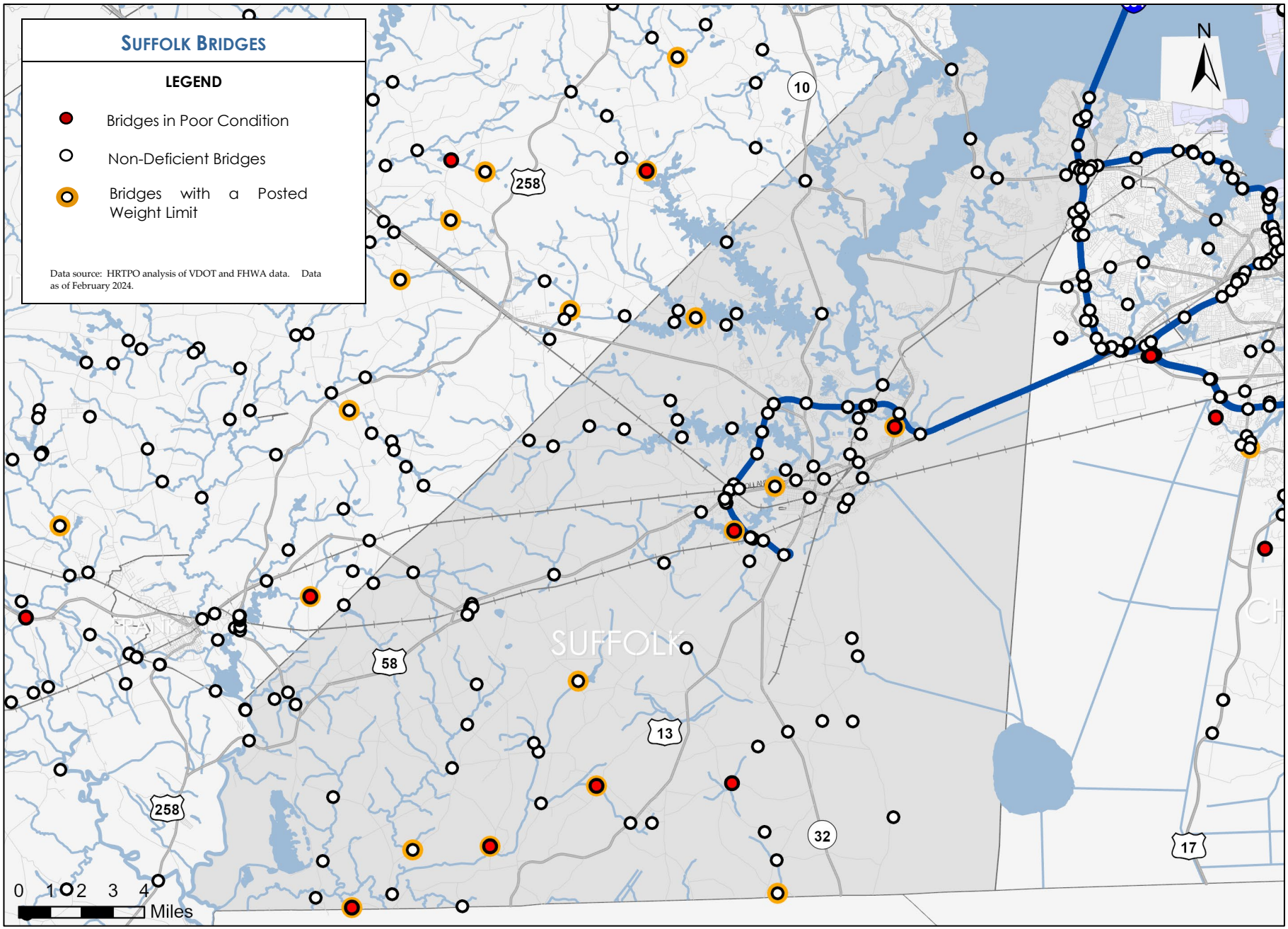
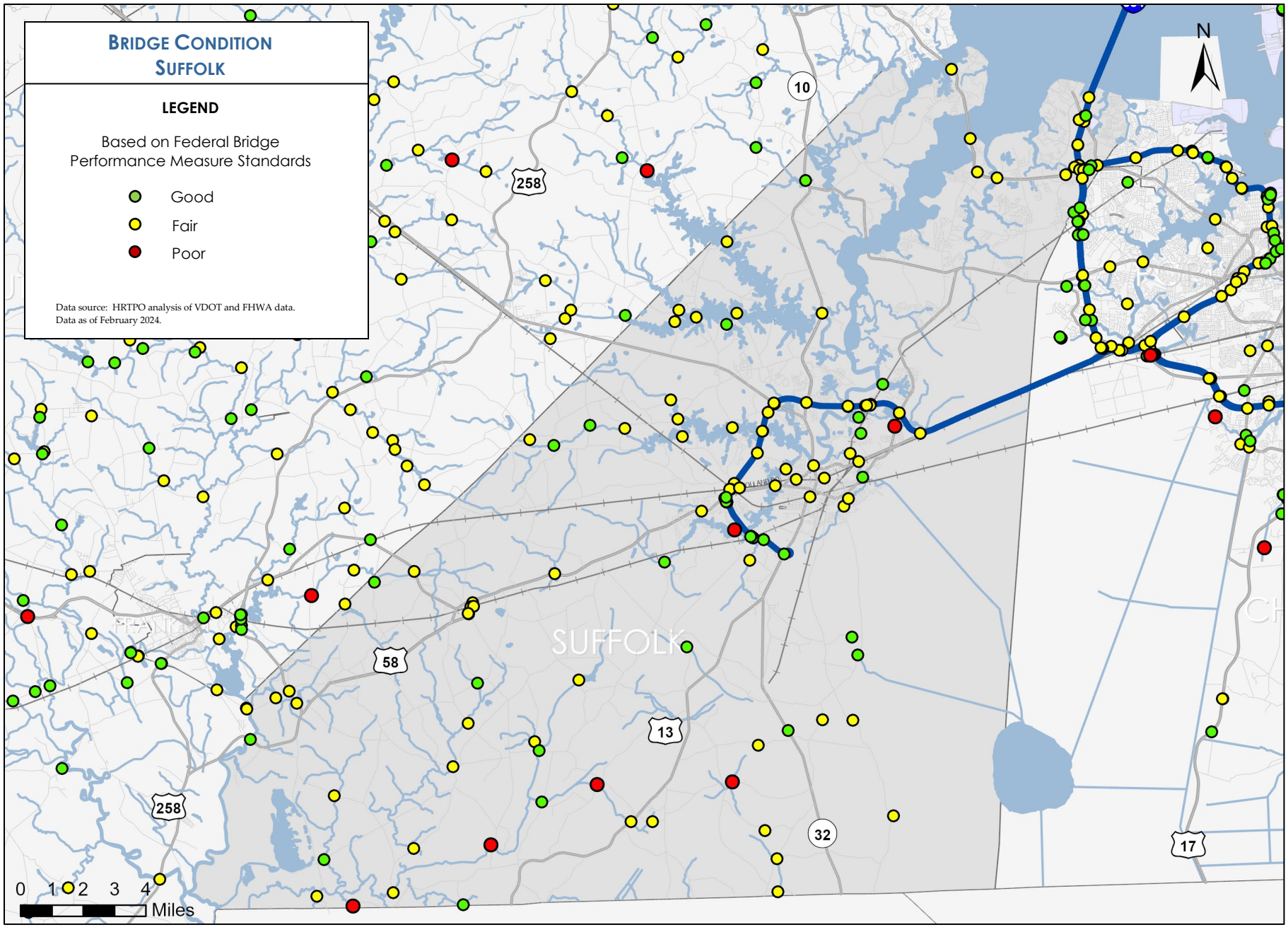
Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SH	17749	58	Route 58 EB	Nottoway River	1984	-	VDOT	-	7	6	6	N	Fair	-	-
SH	23647	58	Route 58 EB	Armory Dr	1993	-	VDOT	-	7	7	7	N	Good	-	-
SH	23648	58	Route 58 EB	Route 258	1993	-	VDOT	-	7	7	7	N	Good	-	-
SH	23715	58	Route 58 EB	CSX R/R	1993	-	VDOT	-	7	7	6	N	Fair	-	-
SH	17730	58	Route 58 WB	Angelico Creek	1948	1981	VDOT	-	5	5	5	N	Fair	-	-
SH	17739	58	Route 58 WB	Nottoway Swamp	1966	-	VDOT	-	6	6	5	N	Fair	-	-
SH	17740	58	Route 58 WB	Armory Dr	1979	-	VDOT	-	6	6	5	N	Fair	-	-
SH	17742	58	Route 58 WB	CSX R/R	1979	-	VDOT	-	6	5	5	N	Fair	-	-
SH	17744	58	Route 58 WB	Route 258	1980	-	VDOT	-	7	5	6	N	Fair	-	-
SH	23609	58	Route 58 WB	Nottoway River	1993	-	VDOT	-	8	6	5	N	Fair	-	-
SH	29989	742	Route 742	Wetlands	2018	-	VDOT	-	8	8	8	N	Good	-	-
SH	29988	742	Route 742	Route 58	2018	-	VDOT	-	8	8	8	N	Good	-	-
SH	17795	618	Sadler Rd	Bar B Q Run	1932	2010	VDOT	-	8	8	6	N	Fair	-	-
SH	17811	633	Saint Lukes Rd	Horse Pen Run	1962	2023	VDOT	-	8	8	5	N	Fair	-	-
SH	17874	674	Sands Rd	Darden Mill Run	1932	2000	VDOT	-	7	8	7	N	Good	-	-/27/40
SH	17887	686	Sandy Ridge Rd	Mill Creek	1970	-	VDOT	-	7	7	6	N	Fair	-	-
SH	17781	614	Seacock Chapel Rd	Seacock Swamp	1953	-	VDOT	Yes	5	4	4	N	Poor	-	-/20/32
SH	17782	614	Seacock Chapel Rd	Branch Round Hill Swamp	1932	2015	VDOT	-	8	8	7	N	Good	-	-
SH	17783	614	Seacock Chapel Rd	Round Hill Swamp	1967	-	VDOT	-	7	7	7	N	Good	-	-
SH	17784	614	Seacock Chapel Rd	Blackwater River	1971	-	VDOT	-	7	7	5	N	Fair	-	-
SH	17756	258	Smiths Ferry Rd	Nottoway River	1960	-	VDOT	-	6	6	6	N	Fair	-	-
SH	29861	189	South Quay Rd	Blackwater River	2023	-	VDOT	-	9	9	9	N	Good	-	-
SH	17775	611	Storys Station Rd	Nottoway Swamp	1966	2008	VDOT	-	7	8	7	N	Good	-	-/27/40
SH	17833	650	Storys Station Rd	Flaggy Run	1932	2005	VDOT	-	7	7	7	N	Good	-	-
SH	26972	680	Sunbeam Rd	Cokemoke Mill	2002	-	VDOT	-	6	7	7	N	Fair	Yes	-
SH	17810	632	Sycamore Ave	Branch Darden Millpond	1974	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17859	667	Sykes Farm Rd	Tarrara Creek	1972	-	VDOT	-	8	8	7	N	Good	-	-
SH	17853	663	The Hall Rd	Flat Swamp	1968	-	VDOT	-	6	7	6	N	Fair	-	-
SH	30286	308	Three Creek Rd	Three Creek	2019	-	VDOT	-	9	9	9	N	Good	-	-
SH	17900	735	Three Creek Rd	Hornet Swamp	1985	-	VDOT	-	7	7	7	N	Good	-	-
SH	17826	645	Trinity Church Rd	Indian Branch	1932	2010	VDOT	-	8	8	7	N	Good	-	-
SH	30445	635	Tucker Swamp Rd	Norfolk Southern R/R	2019	-	VDOT	-	7	7	7	N	Good	-	-
SH	17814	635	Tucker Swamp Rd	Seacock Swamp	1956	-	VDOT	-	5	5	7	N	Fair	-	-
SH	17817	635	Tucker Swamp Rd	Tucker Swamp	1960	2003	VDOT	-	7	7	7	N	Good	-	-
SH	17764	603	Unity Rd	Whitefield Mill	1966	2005	VDOT	-	7	7	6	N	Fair	-	-
SH	17848	659	Vicks Millpond Rd	Vicks Creek	1932	2004	VDOT	-	7	7	7	N	Good	-	-
SH	30444	659	Vicks Millpond Rd	Flat Swamp	2016	-	VDOT	-	8	8	8	N	Good	-	-
SH	17855	665	White Meadow Rd	Tarrara Creek	1974	-	VDOT	-	7	7	5	N	Fair	-	-
SH	17898	730	Whitehead Rd	Flat Swamp	1988	-	VDOT	-	6	6	7	N	Fair	-	-
SH	17805	626	Womble Mill Rd	Wade Branch	1999	-	VDOT	-	N	N	N	5	Fair	-	-
SH	17806	626	Womble Mill Rd	Wade Mill Pond	1968	-	VDOT	-	N	N	N	7	Good	-	-
SH	17881	682	Woodland Rd	Branch Darden Mill Run	1932	2018	VDOT	-	7	8	7	N	Good	-	-

SOUTHAMPTON COUNTY/FRANKLIN BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


SUFFOLK BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024.
N
10
258
58
13
32
17
SUFFOLK
0 1 2 3 4
Miles


BRIDGE CONDITION
SUFFOLK
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
SUFFOLK
10
258
58
13
32
17
258
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SUF	22123	642	Adams Swamp Rd	Adams Swamp	1970	-	City	-	N	N	N	6	Fair	-	-
SUF	21996	810	Armistead Rd	I-664	1988	-	VDOT	-	6	6	7	N	Fair	-	-
SUF	30826	643	Arthur Dr	Spivey Swamp	2017	-	City	-	7	7	7	N	Good	-	-
SUF	30827	643	Arthur Dr	Langston Swamp	2017	-	City	-	7	7	8	N	Good	-	-
SUF	31290	674	Badger Rd	Washington Ditch	2019	-	City	-	8	8	8	N	Good	-	-
SUF	22139	662	Box Elder Rd	Norfleets Swamp	1958	-	City	-	7	5	5	N	Fair	-	-/13/18
SUF	22024	17	Bridge Rd	Nansemond River	1981	-	City	-	6	5	5	N	Fair	-	-
SUF	28594	17	Bridge Rd	Commonwealth Railway	2009	-	City	-	7	8	8	N	Good	-	-
SUF	22023	17	Bridge Rd EB	Bennetts Creek	1969	-	City	-	5	7	6	N	Fair	-	-
SUF	22025	17	Bridge Rd WB	Bennetts Creek	1969	-	City	-	5	7	6	N	Fair	-	-
SUF	24841		Broad St	SBD & Norfolk Southern R/R	1997	-	City	-	6	6	7	N	Fair	-	-
SUF	22161	745	Camp Pond Rd	Somerton Creek	1988	-	City	-	6	6	7	N	Fair	-	-
SUF	31728	32	Carolina Rd	Cypress Swamp	2022	-	City	-	8	9	8	N	Good	-	-
SUF	22026	17	Carrollton Blvd	Chuckatuck Creek	1988	-	VDOT	-	6	5	6	N	Fair	-	-
SUF	22157	678	Cherry Grove Rd	Stream	1971	-	City	-	N	N	N	6	Fair	-	-
SUF	22080	135	College Dr	Route 164	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	22082	135	College Dr	I-664	1991	-	VDOT	-	6	7	6	N	Fair	-	-
SUF	29441	667	Corinth Chapel Rd	March Swamp	2010	-	City	-	N	N	N	7	Good	-	-
SUF	22155	675	Cypress Chapel Rd	Tributary to Cypress Swamp	1991	-	City	-	N	N	N	5	Fair	-	-
SUF	22095	604	Desert Rd	Moss Swamp	1975	-	City	-	N	N	N	6	Fair	-	-
SUF	22096	604	Desert Rd	Cypress Swamp	1981	-	City	-	6	7	7	N	Fair	-	-
SUF	31763	613	Elwood Rd	Kingsale Swamp	2023	-	City	-	9	9	9	N	Good	-	-
SUF	22093	603	Everetts Rd	W Branch Nansemond River	1963	-	City	-	6	6	5	N	Fair	-	-
SUF	22104	606	Exeter Dr	Lake Prince	1967	-	City	-	7	7	6	N	Fair	-	-
SUF	22148	668	Freeman Mill Rd	Spivey Swamp	1954	-	City	Yes	5	4	5	N	Poor	-	-/9/12
SUF	22108	611	Gardner Ln	Lake Prince	1967	-	City	-	5	5	6	N	Fair	-	-
SUF	22162	759	Gates Rd	Somerton Creek	1985	-	City	-	6	6	7	N	Fair	-	-
SUF	24215	666	Gates Rd	March Swamp	1995	-	City	-	N	N	N	5	Fair	-	-
SUF	22153	673	Gates Run Rd	Adams Swamp	1970	-	City	-	5	5	5	N	Fair	-	-
SUF	22102	605	Girl Scout Rd	Exchange Creek	1962	-	City	-	5	5	7	N	Fair	-	-
SUF	22103	605	Girl Scout Rd	Branch Lake Prince	1990	-	City	-	7	7	7	N	Good	-	-
SUF	22001	10	Godwin Blvd	W Branch Nansemond River	1984	-	City	-	5	6	6	N	Fair	-	-
SUF	22004	10	Godwin Blvd	Suffolk Bypass	1973	-	City	-	6	6	6	N	Fair	-	-
SUF	26220	10	Godwin Blvd	Chuckatuck Creek	1999	-	City	-	7	7	7	N	Good	-	-
SUF	29212	641	Harvest Dr	Kingsale Swamp	2009	-	City	-	N	N	N	6	Fair	-	-
SUF	22136	653	Holland Corner Rd	Stream	1987	-	City	-	N	N	N	6	Fair	-	-
SUF	22030	58	Holland Rd	Lake Meade	1942	-	City	-	5	5	5	N	Fair	-	-/22/40
SUF	22112	616	Holy Neck Rd	Chapel Swamp	1967	-	City	-	N	N	N	6	Fair	-	-
SUF	22142	664	I-664	Streeter Creek	1990	-	VDOT	-	N	N	N	6	Fair	-	-
SUF	23091	664	I-664 NB	Route 164	1991	-	VDOT	-	6	5	6	N	Fair	-	-
SUF	23095	664	I-664 NB	Routes 17 & 164 EB Ramp	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	23099	664	I-664 NB	Commonwealth Railway	1991	-	VDOT	-	6	7	6	N	Fair	-	-
SUF	22144	664	I-664 Ramp	Streeter Creek	1990	-	VDOT	-	N	N	N	7	Good	-	-
SUF	23093	664	I-664 Ramp	Route 164	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	23097	664	I-664 Ramp	Route 17	1991	-	VDOT	-	6	6	7	N	Fair	-	-
SUF	23092	664	I-664 SB	Route 164	1991	-	VDOT	-	7	5	6	N	Fair	-	-
SUF	23096	664	I-664 SB	Routes 17 & 164 EB Ramp	1991	-	VDOT	-	6	6	6	N	Fair	-	-

SUFFOLK BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SUF	22160	736	Joshua Ln	Lake Cahoon	1967	-	City	-	N	N	N	6	Fair	-	-
SUF	22116	634	Kings Fork Rd	Lake Cohoon	1961	-	City	-	5	5	6	N	Fair	-	-
SUF	22117	634	Kings Fork Rd	Cohoon Creek	1968	-	City	-	7	6	7	N	Fair	-	-
SUF	22121	639	Lake Cahoon Rd	SBD System & Norfolk Southern R/R	1962	-	City	-	9	6	7	N	Fair	-	-
SUF	22118	637	Lake Meade Dr	Lake Cohoon	1961	-	City	-	5	5	6	N	Fair	-	-
SUF	22099	604	Lake Prince Dr	Lake Prince	1954	-	City	-	5	5	5	N	Fair	-	18/-/-
SUF	22152	673	Liberty Spring Rd	Cypress Swamp	1970	-	City	-	N	N	N	7	Good	-	-
SUF	22137	660	Longstreet Ln	Somerton Creek	1968	-	City	Yes	7	8	4	N	Poor	-	18/-/-
SUF	22002	10	Main St	Nansemond River	1935	-	City	-	5	7	5	N	Fair	-	-
SUF	22018	13	Main St	Hall Ave, Poplar Ave, & Norfolk Southern R/R	1978	-	City	-	5	6	5	N	Fair	-	-
SUF	30517	643	Manning Bridge Rd	Speights Run	2014	-	City	-	7	7	7	N	Good	-	-
SUF	31288	616	Mineral Springs Rd	Jones Swamp	2020	-	City	-	8	8	8	N	Good	-	-
SUF	22114	616	Mineral Springs Rd	Spivey Swamp	1975	-	City	-	N	N	N	5	Fair	-	-
SUF	22119	638	Murphy's Mill Rd	Suffolk Bypass	1974	-	City	-	5	5	6	N	Fair	-	-
SUF	22091	337	Nansemond Pkwy	Beamons Mill Pond	1920	-	City	Yes	5	4	5	N	Poor	-	-/23/30
SUF	22109	612	O'Kelly Dr	Chapel Swamp	1989	-	City	-	N	N	N	5	Fair	-	-
SUF	31431	607	Old Mill Rd	Cohoon Creek	2020	-	City	-	8	8	7	N	Good	-	-
SUF	22115	632	Old Myrtle Rd	Cohoon Creek	1949	-	City	-	7	6	6	N	Fair	-	-
SUF	22163	759	Pineview Rd	Chapel Swamp	1949	-	City	-	5	5	5	N	Fair	-	-/27/38
SUF	21998		Pinner St	Norfolk Southern, SBD, & CNW R/R	1984	-	City	-	6	6	5	N	Fair	-	-
SUF	22097	604	Pitchkettle Rd	Lake Meade	1973	-	City	-	5	5	5	N	Fair	-	-
SUF	22098	604	Pitchkettle Rd	Lake Meade	1969	-	City	-	5	5	5	N	Fair	-	-
SUF	22100	604	Pitchkettle Rd	Suffolk Bypass	1974	-	City	-	5	5	6	N	Fair	-	-
SUF	22150	668	Pittmantown Rd	Mill Swamp	1950	-	City	Yes	5	4	5	N	Poor	-	-/7/10
SUF	22012	13	Portsmouth Blvd	Shingle Creek	1963	-	City	-	6	6	6	N	Fair	-	-
SUF	22143	664	Ramp To SB I-664	Streeter Creek	1990	-	VDOT	-	N	N	N	5	Fair	-	-
SUF	30570		Redgate Dr	Branch Nansemond River	2006	-	City	-	7	7	7	N	Good	-	-
SUF	30571	669	Robbie Rd	Mill Swamp	2015	-	City	-	7	7	7	N	Good	-	-
SUF	22113	616	Rountree Crescent	Cypress Swamp	1980	-	City	Yes	N	N	N	4	Poor	-	-
SUF	23094	164	Route 164 EB	Commonwealth Railway	1991	-	VDOT	-	7	7	7	N	Good	-	-
SUF	23098	164	Route 164 EB	Route 17	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	22085	189	Route 189	Ducks Creek	1986	-	City	-	N	N	N	6	Fair	-	-
SUF	23300	189	Route 189	Route 58	1992	-	City	-	6	7	6	N	Fair	-	-
SUF	22032	58	Route 58	Lake Kilby	1932	-	City	-	N	N	N	6	Fair	-	-
SUF	22077	58	Route 58	Tributary of Blackwater River	1981	-	City	-	N	N	N	6	Fair	-	-
SUF	22034	58	Route 58 EB	Quaker Swamp	1939	-	City	-	5	5	5	N	Fair	-	-
SUF	22071	58	Route 58 EB	Norfolk Southern R/R	1976	-	City	-	6	6	6	N	Fair	-	-
SUF	22072	58	Route 58 EB	Old Dutch Rd	1976	-	City	-	6	6	6	N	Fair	-	-
SUF	23301	58	Route 58 EB	Blackwater River	1992	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	22029	58	Route 58 WB	Blackwater River	1981	-	VDOT	-	6	5	5	N	Fair	-	-
SUF	22068	58	Route 58 WB	Bus Route 58 EB	1976	-	City	-	6	5	6	N	Fair	-	-
SUF	22070	58	Route 58 WB	Norfolk Southern R/R	1976	-	City	-	6	6	6	N	Fair	-	-
SUF	22074	58	Route 58 WB	Old Dutch Rd	1976	-	City	-	6	6	6	N	Fair	-	-
SUF	22037	58	Ruritan Blvd	Kingsale Swamp	1923	-	City	-	6	5	5	N	Fair	-	-
SUF	31169	608	Simons Dr	Cohoon Creek	2019	-	City	-	8	8	8	N	Good	-	-
SUF	22166	1310	South 6th St	Shingle Creek	1960	-	City	-	N	N	N	5	Fair	-	-
SUF	27252	13	Southwest Suffolk Bypass	Stream	2002	-	City	-	N	N	N	7	Good	-	-
SUF	25658	13	Southwest Suffolk Bypass NB	Carolina Rd	2002	-	City	-	7	8	7	N	Good	-	-

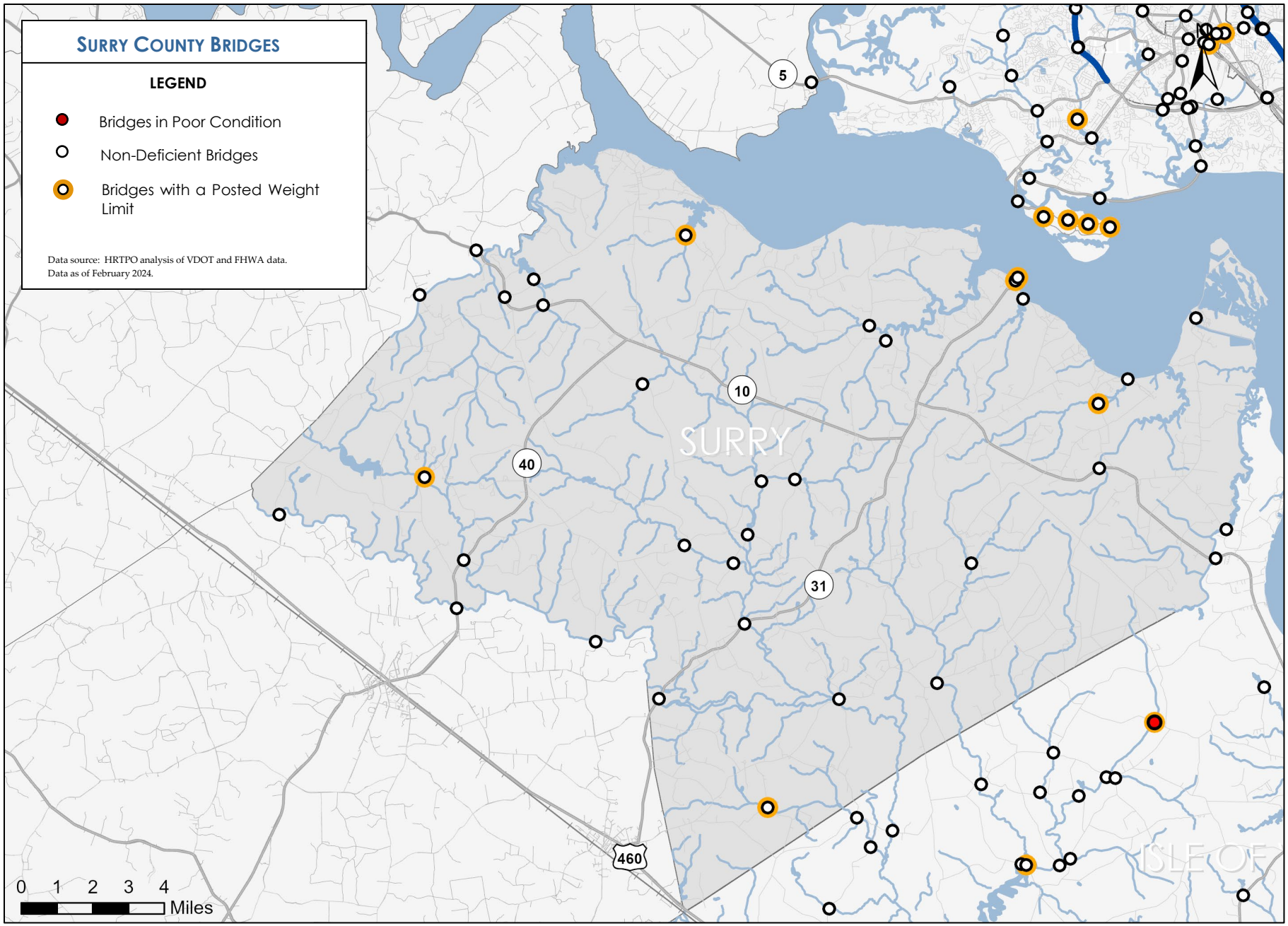
SUFFOLK BRIDGES

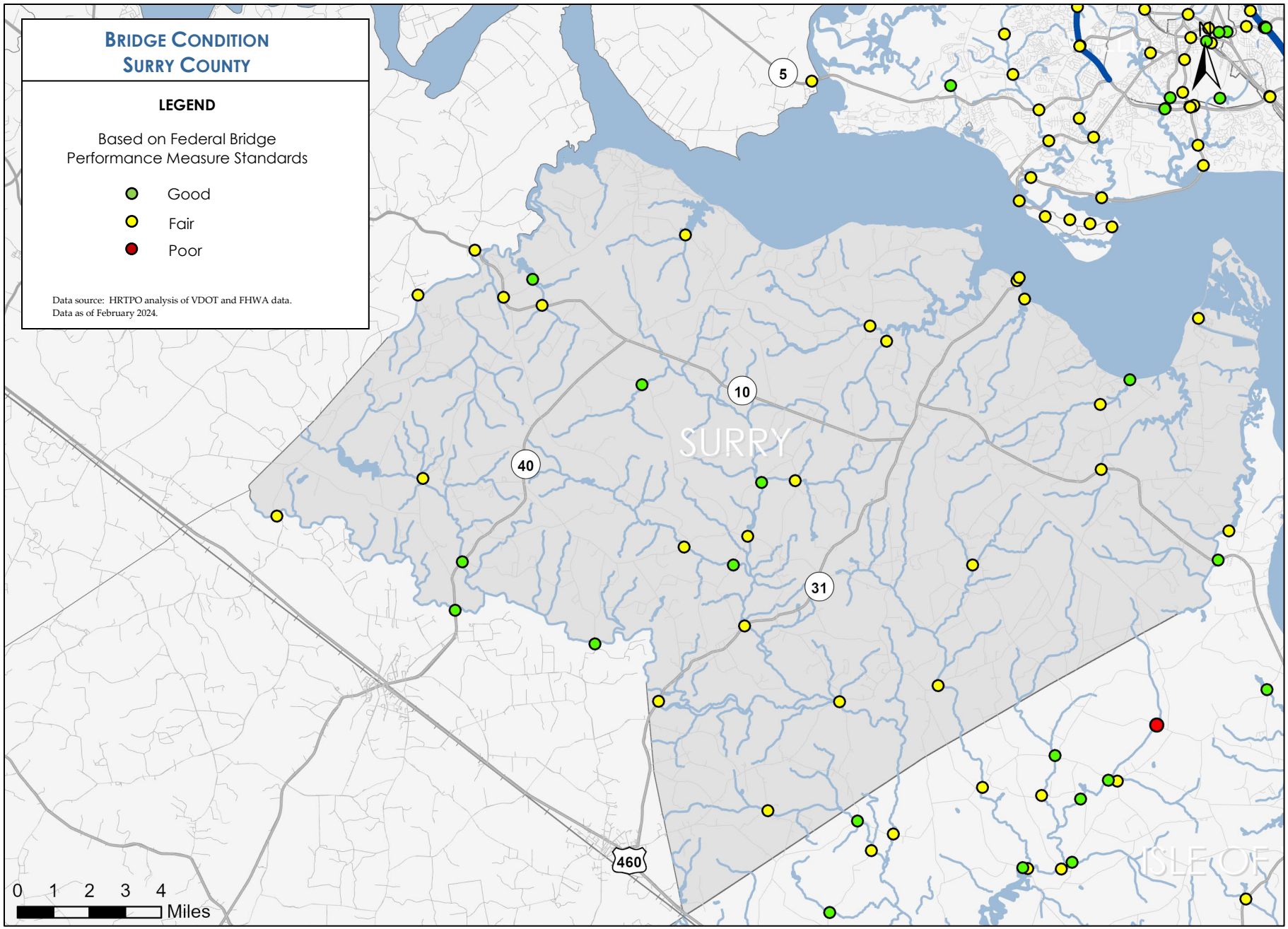
Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SUF	25661	13	Southwest Suffolk Bypass NB	Norfolk Southern R/R	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25663	13	Southwest Suffolk Bypass NB	Lake Kilby	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25668	13	Southwest Suffolk Bypass NB	Turlington Rd	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25670	13	Southwest Suffolk Bypass Ramp	Turlington Rd	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25671	13	Southwest Suffolk Bypass Ramp	Holland Rd	2002	-	City	-	7	7	7	N	Good	-	-
SUF	27256	58	Southwest Suffolk Bypass Ramp	Route 58	2002	-	City	-	6	7	7	N	Fair	-	-
SUF	25662	13	Southwest Suffolk Bypass SB	Norfolk Southern R/R	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25664	13	Southwest Suffolk Bypass SB	Lake Kilby	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25667	13	Southwest Suffolk Bypass SB	Route 58	2002	-	City	-	7	7	7	N	Good	-	-
SUF	25669	13	Southwest Suffolk Bypass SB	Turlington Rd	2002	-	City	-	7	7	7	N	Good	-	-
SUF	31289	661	Southwestern Blvd	Chapel Swamp	2019	-	City	-	8	8	8	N	Good	-	-
SUF	22039	13	Suffolk Bypass EB	Nansemond River	1972	-	City	-	6	5	6	N	Fair	-	-
SUF	22043	13	Suffolk Bypass EB	Nansemond Pkwy	1973	-	City	-	6	5	5	N	Fair	-	-
SUF	22047	13	Suffolk Bypass EB	N.F.& D. R/R	1974	-	City	-	6	6	5	N	Fair	-	-
SUF	22049	13	Suffolk Bypass EB	Wilroy Rd	1973	-	City	-	5	5	5	N	Fair	-	-
SUF	22053	13	Suffolk Bypass EB	Pruden Blvd	1973	-	City	-	6	5	5	N	Fair	-	-
SUF	22055	13	Suffolk Bypass EB	Lake Cohoon Rd	1974	-	City	-	6	5	6	N	Fair	-	-
SUF	22059	13	Suffolk Bypass EB	Lake Meade	1974	-	City	-	6	6	6	N	Fair	-	-
SUF	22061	13	Suffolk Bypass EB	Norfolk Southern R/R	1974	-	City	-	6	5	7	N	Fair	-	-
SUF	22016	13	Suffolk Bypass Ramp to Portsmouth Blvd	Suffolk Bypass	1973	-	City	-	5	5	6	N	Fair	-	-
SUF	22040	13	Suffolk Bypass WB	Nansemond River	1972	-	City	-	6	5	5	N	Fair	-	-
SUF	22045	13	Suffolk Bypass WB	Nansemond Pkwy	1973	-	City	-	6	5	5	N	Fair	-	-
SUF	22048	13	Suffolk Bypass WB	N.F.& D. R/R	1973	-	City	-	6	5	5	N	Fair	-	-
SUF	22051	13	Suffolk Bypass WB	Wilroy Rd	1973	-	City	-	5	5	5	N	Fair	-	-
SUF	22057	13	Suffolk Bypass WB	Lake Cohoon Rd	1974	-	City	-	6	6	5	N	Fair	-	-
SUF	22060	13	Suffolk Bypass WB	Lake Meade	1974	-	City	-	6	6	6	N	Fair	-	-
SUF	22062	13	Suffolk Bypass WB	Norfolk Southern R/R	1974	2001	City	-	6	6	6	N	Fair	-	-
SUF	22063	13	Suffolk Bypass WB	Pruden Blvd	1974	-	City	-	6	6	6	N	Fair	-	-
SUF	23086	658	Town Point Rd EB	I-664	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	23087	658	Town Point Rd WB	I-664	1991	-	VDOT	-	6	6	6	N	Fair	-	-
SUF	22158	688	Turlington Rd	Kilby Creek	1973	-	City	-	N	N	N	5	Fair	-	-
SUF	22159	688	Turlington Rd	Branch Kilby Creek-Spillway	1957	-	City	Yes	5	4	5	N	Poor	-	19/-/-
SUF	22088	337	Washington St	Jerico Canal	1932	2023	City	-	8	8	7	N	Good	-	-/15/32
SUF	22008	13	Whaleyville Blvd	Spivey Swamp	1945	-	City	-	6	6	6	N	Fair	-	-
SUF	22128	642	White Marsh Rd	Cypress Swamp	1959	-	City	-	7	7	6	N	Fair	-	-
SUF	22129	642	White Marsh Rd	Shingle Creek	1972	-	City	-	N	N	N	5	Fair	-	-
SUF	23524	642	White Marsh Rd	Washington Ditch	1992	-	City	-	7	8	7	N	Good	-	-
SUF	22125	642	Wilroy Rd	Shingle Creek	1958	-	City	-	6	6	6	N	Fair	-	-
SUF	31470	642	Wilroy Rd	Burnetts Mill Creek	2020	-	City	-	8	9	9	N	Good	-	-
SUF	30980	642	Wilroy Rd	Magnolia Creek	2017	-	City	-	N	N	N	7	Good	-	-

SUFFOLK BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

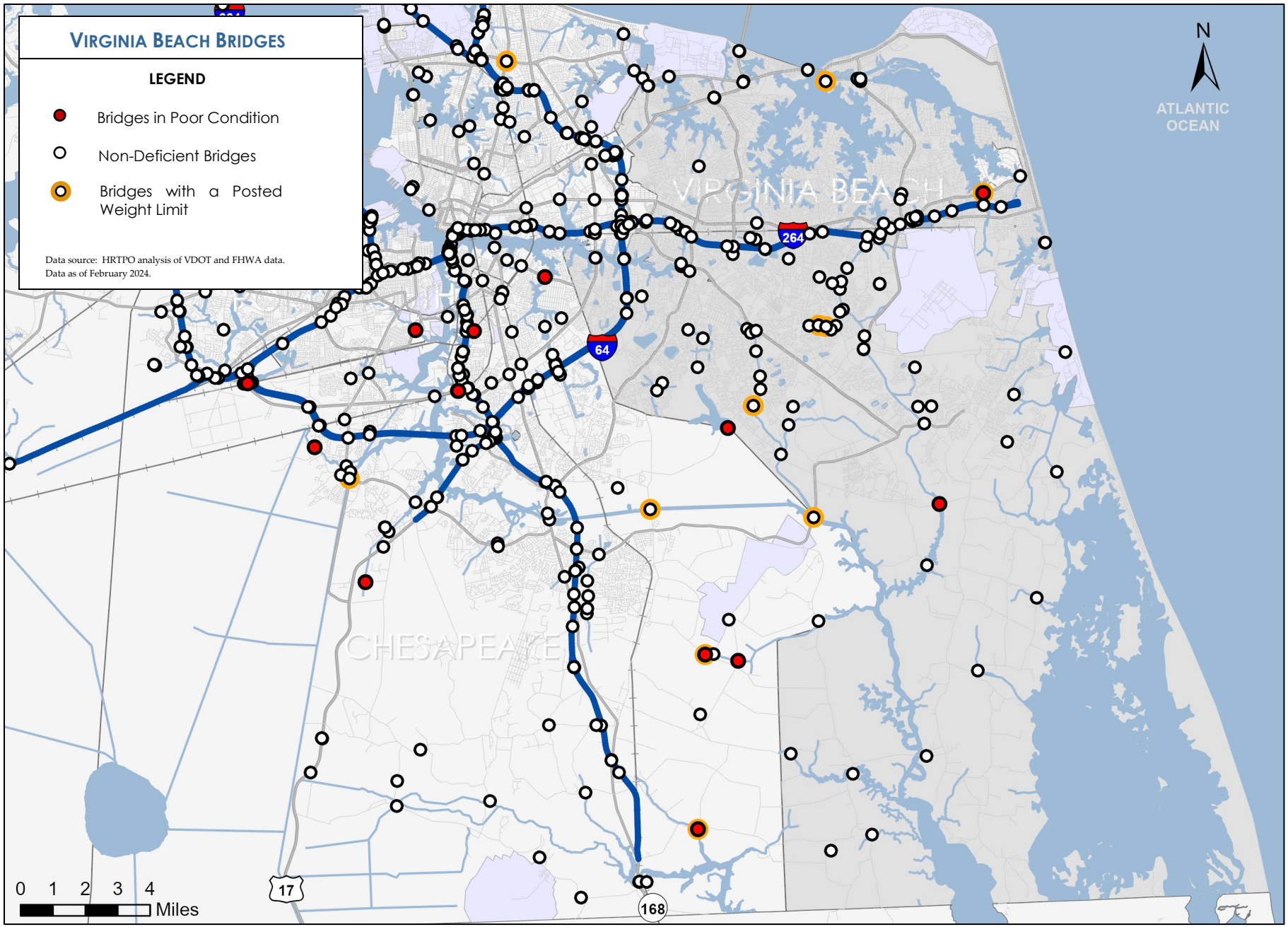

SURRY COUNTY BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
5
10
40
31
460
SURRY
ISLE OF
0 1 2 3 4
Miles

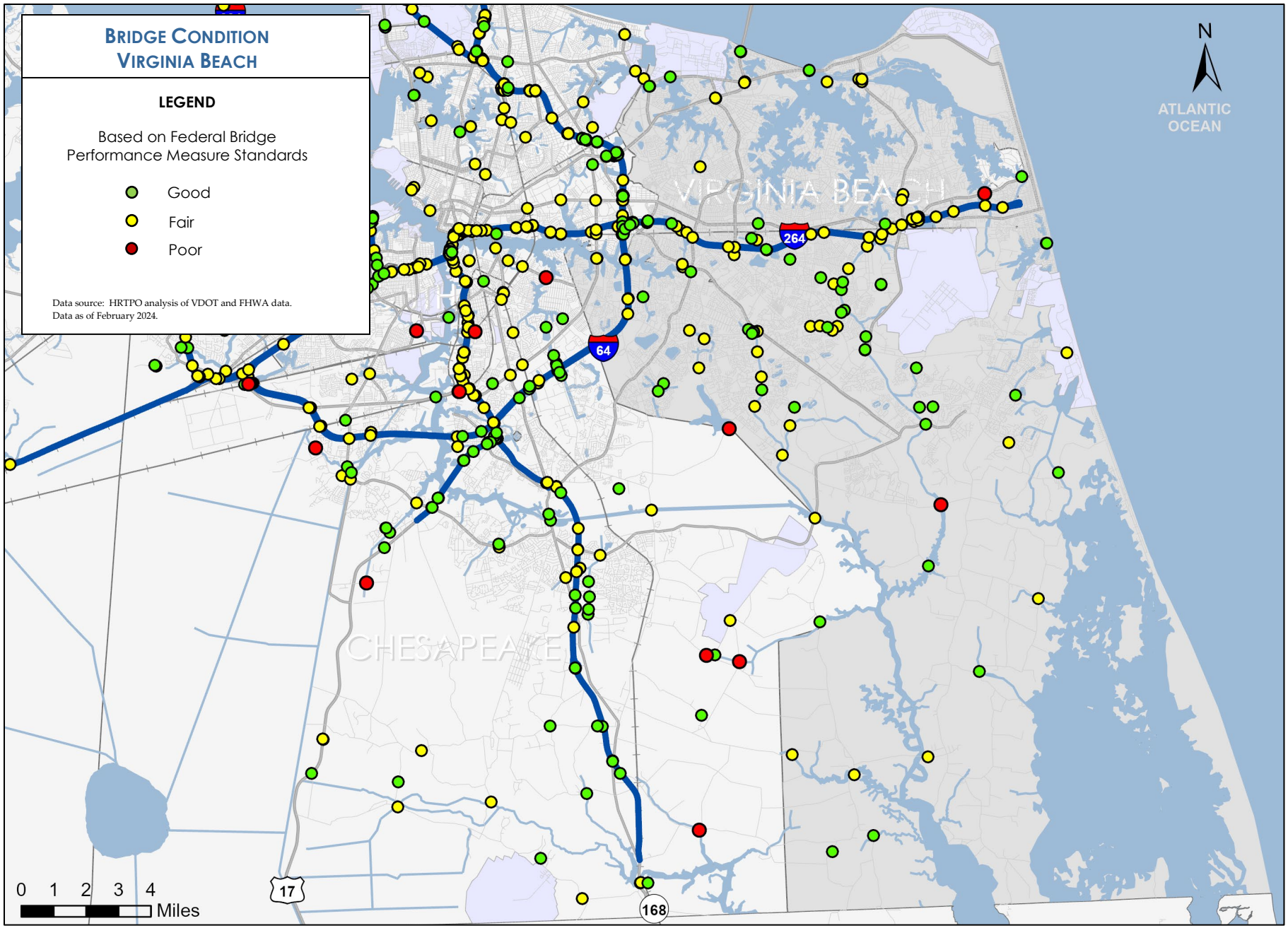

BRIDGE CONDITION
SURRY COUNTY
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
5
10
40
31
460
SURRY
ISLE OF
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
SUR	18216	634	Alliance Rd	College Run	1932	2003	VDOT	-	6	8	5	N	Fair	-	-/27/40
SUR	18206	626	Beaverdam Rd	Sunken Meadow Creek	1932	-	VDOT	-	6	7	5	N	Fair	-	15/-/-
SUR	18208	626	Beechland Rd	Tributary Moores Swamp	1956	-	VDOT	-	6	6	5	N	Fair	-	-
SUR	23585	613	Cabin Point Rd	Upper Chippokes Creek	1993	-	VDOT	-	N	N	N	7	Good	-	-
SUR	18221	783	Chippokes Park Rd	College Run Creek	1982	2019	VDOT	-	7	8	7	N	Good	-	-
SUR	18173	10	Colonial Trail	Mill Run	1920	-	VDOT	-	7	5	6	N	Fair	-	-
SUR	18178	10	Colonial Trail	Tributary Chippokes Creek	1932	-	VDOT	-	6	6	6	N	Fair	-	-
SUR	18179	10	Colonial Trail	Lower Chippokes Creek	1932	1950	VDOT	-	6	6	5	N	Fair	-	-
SUR	18181	10	Colonial Trail	Upper Chippokes Creek	1932	-	VDOT	-	5	5	6	N	Fair	-	-
SUR	26713	647	Cypress Swamp Ln	Cypress Swamp	2001	-	VDOT	-	N	N	N	7	Good	-	-
SUR	18187	604	Goodrich Fork Rd	Terrapin Swamp	1932	-	VDOT	-	7	5	5	N	Fair	-	17/-/-
SUR	18220	650	Hog Island Rd	Vepco Discharge Canal	1969	-	VDOT	-	6	6	6	N	Fair	-	-
SUR	18205	618	Holly Bush Rd	Branch Cypress Swamp	1974	-	VDOT	-	N	N	N	6	Fair	-	-
SUR	18189	607	Huntington Rd	Otterdam Swamp	1953	-	VDOT	-	6	6	5	N	Fair	-	-/27/40
SUR	18301	602	Laurel Springs Rd	Blackwater River	1974	-	VDOT	-	7	6	5	N	Fair	-	-
SUR	18212	628	Lawnes Dr	Lawnes Creek	1975	-	VDOT	-	7	6	6	N	Fair	-	-
SUR	18209	626	Lebanon Rd	Grays Creek	1954	-	VDOT	-	N	N	N	6	Fair	-	-
SUR	29857	630	Loafers Oak Rd	Cypress Swamp	2014	-	VDOT	-	8	8	8	N	Good	-	-
SUR	31000	40	MLK Hwy	Otterdam Swamp	2024	-	VDOT	-	9	9	9	N	Good	-	-
SUR	28616	40	MLK Hwy	Blackwater River	2008	-	VDOT	-	7	7	7	N	Good	-	-
SUR	14080	600	Montpelier Rd	Upper Chippokes Creek	1977	-	VDOT	-	N	N	N	5	Fair	-	-
SUR	18197	616	New Design Rd	Johnchecohunk Creek	1968	-	VDOT	-	N	N	N	5	Fair	-	-
SUR	18199	616	New Design Rd	Cypress Swamp	1965	-	VDOT	-	5	5	6	N	Fair	-	-
SUR	18218	637	Pleasant Point Rd	Crouches Creek	1964	-	VDOT	-	6	6	6	N	Fair	-	-
SUR	18182	31	Rolfe Hwy	Blackwater River	1958	-	VDOT	-	5	5	5	N	Fair	-	-
SUR	18184	31	Rolfe Hwy	Cypress Swamp	1969	-	VDOT	-	6	6	7	N	Fair	-	-
SUR	23137	31	Scotland Wharf	James River	1991	1995	VDOT	-	5	5	5	N	Fair	Yes	-/16/28
SUR	18204	618	Southwark Rd	Grays Creek	1954	-	VDOT	-	6	6	5	N	Fair	-	-
SUR	18214	630	Sprately Mill Rd	Johnchecohunk Swamp	1970	2007	VDOT	-	8	7	8	N	Good	-	-
SUR	30319	603	Three Bridges Rd	Blackwater River	2019	-	VDOT	-	8	8	8	N	Good	-	-
SUR	18200	617	White Marsh Rd	Blackwater River	1979	-	VDOT	-	7	6	6	N	Fair	-	-
SUR	18201	617	White Marsh Rd	Mill Swamp	1959	-	VDOT	-	7	6	5	N	Fair	-	-

SURRY COUNTY BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


VIRGINIA BEACH BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
ATLANTIC OCEAN
VIRGINIA BEACH
CHESAPEAKE
264
64
17
168
0 1 2 3 4
Miles
SEE INSET


BRIDGE CONDITION
VIRGINIA BEACH
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
N
ATLANTIC
OCEAN
VIRGINIA BEACH
CHESAPEAKE
264
64
17
168
0 1 2 3 4
Miles
SEE INSET

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
VB	22178		Blackwater Rd	Blackwater Creek	1975	-	City	-	6	6	7	N	Fair	-	-
VB	23523		Blackwater Rd	Milldam Creek	1992	-	City	-	7	7	7	N	Good	-	-
VB	22189		Bonney Rd	Thalia Creek	1982	-	City	-	N	N	N	6	Fair	-	-
VB	24508		Bow Creek Blvd	London Bridge Creek	1996	-	City	-	7	7	7	N	Good	-	-
VB	28047		Bow Creek Blvd	Drainage Canal	2000	-	City	-	N	N	N	7	Good	-	-
VB	28049		Bow Creek Blvd	Drainage Canal	2000	-	City	-	N	N	N	6	Fair	-	-
VB	12747	13	CBBT NB	Chesapeake Bay & Lookout Rd	1964	-	Private	-	7	7	7	N	Good	-	-
VB	12750	13	CBBT NB	Chesapeake Bay	1964	-	Private	Yes	7	7	4	N	Poor	-	-
VB	12752	13	CBBT NB	Chesapeake Bay	1964	-	Private	-	8	7	7	N	Good	Yes	-
VB	12754	13	CBBT NB	Chesapeake Bay	1964	-	Private	-	7	7	7	N	Good	-	-
VB	12755	13	CBBT NB	Chesapeake Bay	1964	-	Private	-	7	7	7	N	Good	-	-
VB	26631	13	CBBT NB	Fisherman's Inlet	1998	-	Private	-	8	8	8	N	Good	-	-
VB	12753	13	CBBT SB	Fisherman's Inlet	1964	-	Private	-	8	7	7	N	Good	-	-
VB	26056	13	CBBT SB	Chesapeake Bay & Lookout Rd	1998	-	Private	-	8	8	8	N	Good	-	-
VB	26075	13	CBBT SB	Chesapeake Bay	1998	-	Private	-	7	8	8	N	Good	-	-
VB	26628	13	CBBT SB	Chesapeake Bay	1998	-	Private	-	8	7	7	N	Good	-	-
VB	26630	13	CBBT SB	Chesapeake Bay	1998	-	Private	-	7	8	7	N	Good	-	-
VB	26721	13	CBBT SB	Chesapeake Bay	1999	-	Private	-	8	7	7	N	Good	-	-
VB	28045		Club House Rd	Drainage Canal	2000	-	City	-	N	N	N	7	Good	-	-
VB	29370		Constitution Dr	Thalia Creek	2010	-	City	-	7	7	7	N	Good	-	-
VB	30676		Crags Causeway	Mill Dam Creek	2015	-	City	-	N	N	N	7	Good	-	-
VB	28050		Culver Ln	Drainage Canal	1989	-	City	-	N	7	7	N	Good	-	-
VB	22167		Dam Neck Rd	Drainage Canal	1991	-	City	-	6	6	6	N	Fair	-	-
VB	28472		Dam Neck Rd	Canal 4	2006	-	City	-	N	8	8	N	Good	-	-
VB	23548		Dam Neck Rd EB	West Neck Creek	1992	-	City	-	7	7	7	N	Good	-	-
VB	23549		Dam Neck Rd WB	West Neck Creek	1992	-	City	-	7	7	7	N	Good	-	-
VB	29371	166	Diamond Springs Rd NB	Waterworks Canal	2009	-	City	-	7	7	7	N	Good	-	-
VB	29367	166	Diamond Springs Rd SB	Waterworks Canal	2010	-	City	-	7	7	7	N	Good	-	-
VB	22210		Dorchester Ln	Drainage Canal	1986	-	City	-	7	7	7	N	Good	-	-
VB	22202		E Green Garden Cir	Sunset Canal	1973	-	City	-	7	7	7	N	Good	-	-/27/40
VB	22176		Elbow Rd	North Landing River	1960	-	City	-	7	8	6	N	Fair	-	-/27/40
VB	22211		Ferrell Pkwy	Drainage Canal	1976	1989	City	-	N	N	N	6	Fair	-	-
VB	23668		Ferrell Pkwy	Drainage Canal	1993	-	City	-	7	7	7	N	Good	-	-
VB	23694		Ferrell Pkwy	Princess Anne Rd	1993	-	City	-	7	7	6	N	Fair	-	-
VB	23667		Ferrell Pkwy EB	Salem Rd	1993	-	City	-	7	7	7	N	Good	-	-
VB	23666		Ferrell Pkwy WB	Salem Rd	1993	-	City	-	7	7	7	N	Good	-	-
VB	24173		General Booth Blvd NB	Rudee Inlet	1995	-	City	-	7	7	7	N	Good	-	-
VB	22191		General Booth Blvd SB	Rudee Inlet	1968	-	City	-	5	6	6	N	Fair	-	-
VB	22282	279	Great Neck Rd	Wolfsnare Creek	1979	-	City	-	N	N	N	6	Fair	-	-
VB	22280	279	Great Neck Rd NB	Broad Bay Rd & Long Creek	1988	-	City	-	5	6	7	N	Fair	-	-
VB	22278	279	Great Neck Rd SB	Broad Bay Rd & Long Creek	1988	-	City	-	5	6	7	N	Fair	-	-
VB	22196		Greenwich Rd	Drainage Canal	1932	-	City	-	N	N	N	5	Fair	-	-
VB	22177		Head Of River Rd	Blackwater River	1979	-	City	-	N	N	N	6	Fair	-	-
VB	22169		Holland Rd	Drainage Canal	1985	-	City	-	N	N	N	6	Fair	-	-
VB	22219	264	I-264	Norfolk Southern R/R	1967	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22220	264	I-264	Witchduck Rd	1967	-	VDOT	-	6	5	5	N	Fair	-	-
VB	22222	264	I-264	Independence Blvd	1967	-	VDOT	-	6	5	5	N	Fair	-	-

VIRGINIA BEACH BRIDGES

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Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
VB	22224	264	I-264	Rosemont Rd	1967	-	VDOT	-	6	5	5	N	Fair	-	-
VB	22226	264	I-264	Plaza Trail	1967	-	VDOT	-	6	5	6	N	Fair	-	-
VB	22228	264	I-264	Lynnhaven Pkwy	1967	-	VDOT	-	7	5	5	N	Fair	-	-
VB	22230	264	I-264	London Bridge Creek	1967	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22231	264	I-264	Norfolk Southern R/R	1967	-	VDOT	-	7	6	6	N	Fair	-	-
VB	22232	264	I-264	London Bridge Rd	1967	-	VDOT	-	6	5	5	N	Fair	-	-
VB	22236	264	I-264	Tributary to Wolfsnare Creek	1967	-	VDOT	-	N	N	N	6	Fair	-	-
VB	22237	264	I-264	Va Beach Blvd	1967	-	VDOT	-	7	7	5	N	Fair	-	-
VB	22239	264	I-264	First Colonial Rd	1967	-	VDOT	-	7	6	5	N	Fair	-	-
VB	22241	264	I-264	Thalia Creek	1967	-	VDOT	-	N	N	N	7	Good	-	-
VB	22242	264	I-264	Great Neck Creek	1967	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22243	264	I-264	Birdneck Rd	1967	-	VDOT	-	6	5	5	N	Fair	-	-
VB	22249	264	I-264	Tributary E Branch Elizabeth River	1967	2021	VDOT	-	N	N	N	6	Fair	-	-
VB	22251	264	I-264	Tributary Thalia Creek	1967	-	VDOT	-	N	N	N	6	Fair	-	-
VB	22217	264	I-264 EB Ramp	Baxter Rd	1990	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22234	264	I-264 EB Ramp To Laskin Rd	I-264	1967	-	VDOT	-	7	6	6	N	Fair	-	-
VB	22267	64	I-64 EB	E Branch Elizabeth River	1967	1992	VDOT	-	6	6	5	N	Fair	-	-
VB	22265	64	I-64 WB	E Branch Elizabeth River	1967	1992	VDOT	-	6	6	5	N	Fair	-	-
VB	22194		Independence Blvd	Drainage Canal	1990	-	City	-	6	6	6	N	Fair	-	-
VB	22274	225	Independence Blvd NB	Northampton Blvd	1969	-	City	-	6	7	7	N	Fair	-	-
VB	22276	225	Independence Blvd SB	Northampton Blvd	1969	-	City	-	6	7	7	N	Fair	-	-
VB	22209		Indian Lakes Blvd	Drainage Canal	1974	-	City	-	N	N	N	6	Fair	-	-
VB	22170		Indian River Rd	West Neck Creek	1975	-	City	Yes	4	5	5	N	Poor	-	-
VB	22172		Indian River Rd	Drainage Canal	1987	-	City	-	N	N	N	6	Fair	-	-
VB	23579		Indian River Rd	I-64	1993	-	VDOT	-	6	7	6	N	Fair	-	-
VB	25101		Indian River Rd	North Landing River	1997	-	City	-	6	7	7	N	Fair	-	-
VB	25480		Inlet Rd	Inlet of Lynnhaven River	1982	-	City	-	6	5	5	N	Fair	-	-/27/40
VB	22212		International Pkwy EB	Drainage Canal #2	1987	-	City	-	7	7	7	N	Good	-	-
VB	26138		International Pkwy WB	Drainage Canal #2	1997	-	City	-	7	7	7	N	Good	-	-
VB	29394	190	Kempsville Rd	Fox Run	2014	-	City	-	8	8	8	N	Good	-	-
VB	22252	58	Laskin Rd	Linkhorn Bay	1938	1956	City	Yes	5	4	4	N	Poor	-	-/27/40
VB	25189		London Bridge Rd	Drainage Canal	1996	-	City	-	N	N	N	7	Good	-	-
VB	22206		Lord Dunmore Dr	Drainage Ditch	1932	-	City	-	N	N	N	6	Fair	-	-
VB	28706		Lynnhaven Pkwy	Drainage Canal	2010	-	City	-	7	7	7	N	Good	-	-
VB	22195		Lynnhaven Pkwy	Green Run Drainage Canal	1982	-	City	-	N	N	N	6	Fair	-	-
VB	22203		Lynnhaven Pkwy	Drainage Canal	1989	-	City	-	7	7	6	N	Fair	-	-
VB	29369		Lynnhaven Pkwy	Drainage Canal	2010	-	City	-	N	N	N	7	Good	-	-
VB	30128		Lynnhaven Pkwy	Charlestown Lakes N Canal	2016	-	City	-	7	8	8	N	Good	-	-
VB	30326		Lynnhaven Pkwy	Stream	2016	-	City	-	N	N	N	8	Good	-	-
VB	22198		Lynnhaven Pkwy NB	London Bridge Creek	1974	1982	City	-	7	7	6	N	Fair	-	-
VB	22199		Lynnhaven Pkwy SB	London Bridge Creek	1974	1982	City	-	7	7	6	N	Fair	-	-
VB	22174		Muddy Creek Rd	Branch North Bay	1985	-	City	-	6	6	7	N	Fair	-	-
VB	22171		Nanneys Creek Rd	Nanney Creek	1982	-	City	-	7	7	7	N	Good	-	-
VB	27067	165	Nimmo Pkwy	West Neck Creek	2014	-	City	-	7	8	7	N	Good	-	-
VB	27513	165	Nimmo Pkwy	Hunt Club Tributary	2014	-	City	-	8	8	8	N	Good	-	-
VB	22213	13	Northampton Blvd NB	Shore Dr	1963	-	City	-	5	5	5	N	Fair	-	-
VB	22215	13	Northampton Blvd SB	Shore Dr	1963	-	City	-	6	6	6	N	Fair	-	-
VB	30052		Pinewood Rd	Little Neck Creek	2013	-	City	-	8	8	7	N	Good	-	-
VB	22186		Potters Rd	London Bridge Creek	1977	-	City	-	7	6	7	N	Fair	-	-
VB	22270	165	Princess Anne Rd	Tidal Stream	1969	-	City	-	N	N	N	6	Fair	-	-

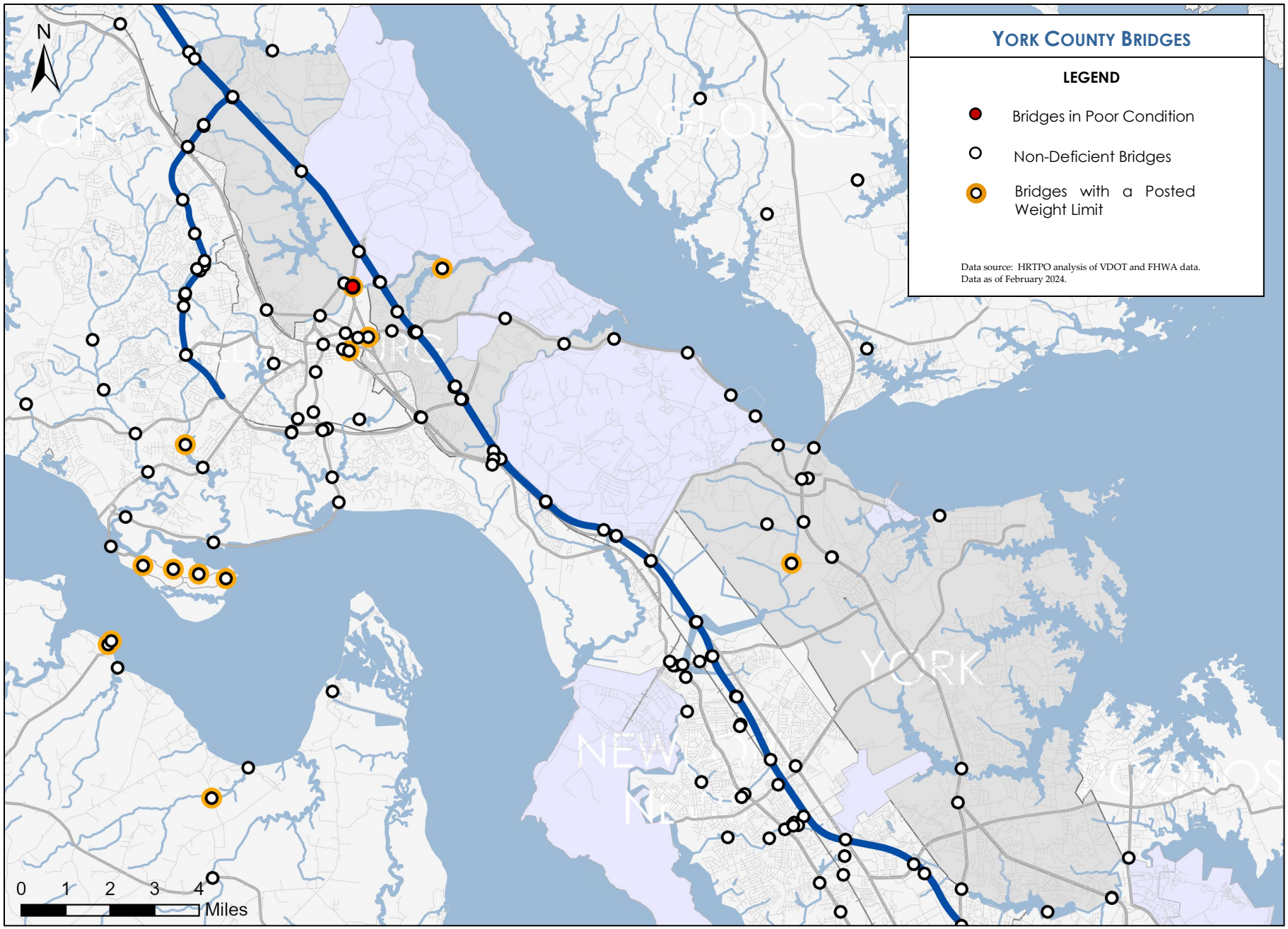
VIRGINIA BEACH BRIDGES

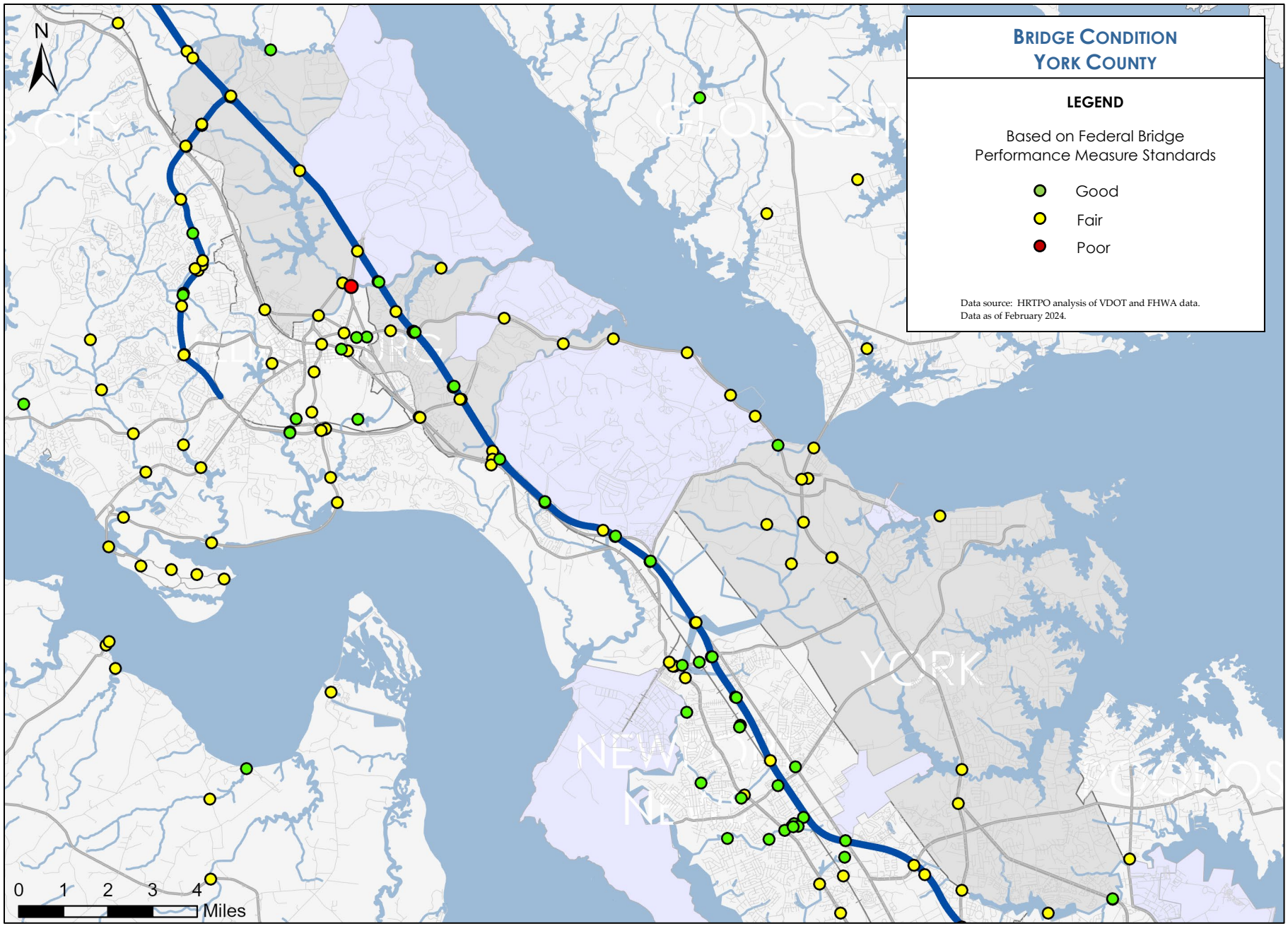
Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
VB	24949	149	Princess Anne Rd	West Neck Creek	1997	-	City	-	7	7	7	N	Good	-	-
VB	30816		Providence Rd	Cedar Hill Canal	2016	-	City	-	N	N	N	7	Good	-	-
VB	22287		Providence Rd EB	I-64	1967	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22285		Providence Rd WB	I-64	1967	-	VDOT	-	6	6	6	N	Fair	-	-
VB	22190		Pungo Ferry Rd	North Landing River	1991	-	City	-	6	6	7	N	Fair	-	-
VB	22256	58	Ramp To Laskin Rd	Va Beach Blvd	1967	-	VDOT	-	6	6	7	N	Fair	-	-
VB	22200		Rosemont Rd	Sunset Canal	1975	1989	City	-	6	6	6	N	Fair	-	-
VB	22185		Salem Rd	Drainage Canal	1980	-	City	-	N	N	N	6	Fair	-	-
VB	31433		Sandbridge Rd	Hells Point Creek	2020	-	City	-	8	8	8	N	Good	-	-
VB	22208		Sandbridge Rd	Drainage Ditch	1984	-	City	-	N	N	N	6	Fair	-	-
VB	28622		Ships Corner Rd	Drainage Lynnhaven Inlet	2006	-	City	-	N	7	7	N	Good	-	-
VB	22261	60	Shore Dr	Lake Smith Spillway	1987	-	City	-	N	N	N	7	Good	-	-
VB	22262	60	Shore Dr	Bay Coast R/R	1986	-	City	-	7	7	6	N	Fair	-	-
VB	30154	60	Shore Dr EB	Lynnhaven Inlet	2018	-	City	-	7	7	7	N	Good	-	-
VB	30155	60	Shore Dr WB	Lynnhaven Inlet	2016	-	City	-	7	7	7	N	Good	-	-
VB	22173		South Blvd	Thalia Creek	1985	-	City	-	N	N	N	6	Fair	-	-
VB	22187		South Lynnhaven Rd	London Bridge Creek	1966	-	City	-	6	6	5	N	Fair	-	-
VB	23693		South Plaza Trail	Drainage Canal	1992	-	City	-	7	7	7	N	Good	-	-
VB	22253	58	Va Beach Blvd	Lynnhaven River	1989	-	City	-	7	7	7	N	Good	-	-
VB	22254	58	Va Beach Blvd	Thalia Creek	1987	-	City	-	7	7	7	N	Good	-	-
VB	22255	58	Va Beach Blvd	I-264 Wb Ramp	1967	-	VDOT	-	6	7	6	N	Fair	-	-
VB	22258	58	Va Beach Blvd	Tributary to Wolfsnare Creek	1967	-	VDOT	-	N	N	N	6	Fair	-	-
VB	22180		W Great Neck Rd	Long Creek & Broad Bay Rd	1961	-	City	-	6	7	6	N	Fair	-	-
VB	22201		W Green Garden Cir	Sunset Canal	1973	-	City	-	6	6	7	N	Fair	-	-/27/40
VB	22168		Ware Neck Dr	North Landing River	1988	-	City	-	N	N	N	7	Good	-	-
VB	22197		Wesleyan Dr	Drainage Canal	1985	-	City	-	N	N	N	6	Fair	-	-
VB	23664		West Neck Rd	West Neck Creek	1993	-	City	-	7	7	7	N	Good	-	-
VB	22204		Wolfsnare Rd	Wolfsnare Creek	1979	-	City	-	N	N	N	6	Fair	-	-

VIRGINIA BEACH BRIDGES

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.


N
YORK COUNTY BRIDGES
LEGEND
Bridges in Poor Condition
Non-Deficient Bridges
Bridges with a Posted Weight Limit
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
YORK
0 1 2 3 4
Miles


N
BRIDGE CONDITION
YORK COUNTY
LEGEND
Based on Federal Bridge
Performance Measure Standards
Good
Fair
Poor
Data source: HRTPO analysis of VDOT and FHWA data.
Data as of February 2024.
YORK
0 1 2 3 4
Miles

Juris	Federal Structure ID	Route	Facility	Crossing	Year Built	Year Reconst	Owner-ship	Poor Condition	Bridge Condition Ratings				Federal PM Bridge Condition	Fracture Critical	Posted Weight Limit (tons)
									Deck	Super-structure	Sub-structure	Culvert			
YC	19871	604	Barlow Rd	I-64	1979	-	VDOT	-	6	6	6	N	Fair	-	-
YC	19870	600	Big Bethel Rd	Big Bethel Reservoir	1931	-	VDOT	-	5	5	5	N	Fair	-	-
YC	19826	60	Bypass Rd	Tributary Queens Creek	1968	2014	VDOT	-	N	N	N	6	Fair	-	-
YC	19824	17	Coleman Bridge	York River	1952	1996	VDOT	-	6	6	5	N	Fair	Yes	-
YC	90004		Colonial Pkwy	Yorktown Creek	1955	-	Federal	-	5	7	6	N	Fair	-	-
YC	90005		Colonial Pkwy	Route 17	1956	-	Federal	-	5	6	5	N	Fair	-	-
YC	90007		Colonial Pkwy	North Pier Access Rd	1962	-	Federal	-	6	6	7	N	Fair	-	-
YC	90008		Colonial Pkwy	Naval Weapons Rd	1931	1981	Federal	-	5	6	7	N	Fair	-	-
YC	90009		Colonial Pkwy	Indian Field Creek	1933	1981	Federal	-	5	5	5	N	Fair	-	-
YC	90010		Colonial Pkwy	Felgate's Creek	1981	-	Federal	-	6	7	7	N	Fair	-	-
YC	90011		Colonial Pkwy	Kings Creek	1933	1981	Federal	-	6	5	6	N	Fair	-	-
YC	90012		Colonial Pkwy	Penniman Rd	1964	-	Federal	-	5	6	6	N	Fair	-	-
YC	90013		Colonial Pkwy	Hubbard's Ln	1964	-	Federal	-	6	7	7	N	Fair	-	-
YC	19883	716	East Queens Dr	Queens Creek - Spillway	1932	1997	VDOT	-	5	7	6	N	Fair	-	11/-/-
YC	27508	17	George Washington Hwy	Poquoson River	2015	-	VDOT	-	6	8	7	N	Fair	-	-
YC	19820	17	George Washington Hwy NB	Yorktown Battlefield Tour Rd	1968	-	VDOT	-	5	5	6	N	Fair	-	-
YC	19822	17	George Washington Hwy SB	Yorktown Battlefield Tour Rd	1968	-	VDOT	-	6	6	6	N	Fair	-	-
YC	25281	64	Grove Interchange	I-64	2002	-	VDOT	-	6	6	6	N	Fair	-	-
YC	25282	64	Grove Interchange	I-64 Ramp	2002	-	VDOT	-	6	7	6	N	Fair	-	-
YC	25283	64	Grove Interchange	Routes 60 & 143 & CSX R/R	2002	-	VDOT	-	6	7	7	N	Fair	-	-
YC	19827	64	I-64	Skimino Creek	1956	-	VDOT	-	N	N	N	6	Fair	-	-
YC	19828	64	I-64 EB	Penniman Rd	1965	-	VDOT	-	7	7	7	N	Good	-	-
YC	19832	64	I-64 EB	WB Ramp To Route 143	1965	2019	VDOT	-	7	7	7	N	Good	-	-
YC	19834	64	I-64 EB	Lakes Head Dr	1965	2020	VDOT	-	7	7	7	N	Good	-	-
YC	19838	64	I-64 EB	Colonial Pkwy	1965	2020	VDOT	-	8	8	8	N	Good	-	-
YC	31199	64	I-64 EB	Queens Creek	2021	-	VDOT	-	8	8	8	N	Good	-	-
YC	19830	64	I-64 WB	Penniman Rd	1965	2019	VDOT	-	7	7	7	N	Good	-	-
YC	19836	64	I-64 WB	Lakes Head Dr	1965	2020	VDOT	-	7	7	6	N	Fair	-	-
YC	19840	64	I-64 WB	Colonial Pkwy	1965	2020	VDOT	-	8	8	8	N	Good	-	-
YC	31200	64	I-64 WB	Queens Creek	2021	-	VDOT	-	8	8	8	N	Good	-	-
YC	31200	64	I-64 WB	Queens Creek	2021	-	VDOT	-	8	8	8	N	Good	-	-
YC	19853	134	Magruder Blvd	Route 17	1965	-	VDOT	-	5	6	6	N	Fair	-	-
YC	19856	134	Magruder Blvd EB	Brick Kiln Creek	1973	-	VDOT	-	6	6	6	N	Fair	-	-
YC	30815	134	Magruder Blvd WB	Brick Kiln Creek	2020	-	VDOT	-	8	8	8	N	Good	-	-
YC	90006		Old Williamsburg Rd	Colonial Pkwy	1956	-	Federal	-	N	7	7	N	Good	-	-
YC	19851	132	Route 132	Queens Creek	1996	-	VDOT	-	7	6	7	N	Fair	-	-
YC	19857	143	Route 143	I-64	1965	-	VDOT	-	5	5	5	N	Fair	-	-
YC	19860	143	Route 143	Queens Creek	1941	-	VDOT	Yes	5	4	5	N	Poor	-	20/-/-
YC	19866	199	Route 199 EB	I-64	1977	-	VDOT	-	6	6	5	N	Fair	-	-
YC	19862	199	Route 199 NB	Routes 60 & 143 & CSX R/R	1977	-	VDOT	-	6	5	6	N	Fair	-	-
YC	25213	199	Route 199 NB	Mooretown Rd	1999	-	VDOT	-	6	6	7	N	Fair	-	-
YC	19864	199	Route 199 SB	Routes 60 & 143 & CSX R/R	1977	-	VDOT	-	7	6	6	N	Fair	-	-
YC	25212	199	Route 199 SB	Mooretown Rd	1999	-	VDOT	-	6	6	6	N	Fair	-	-
YC	19868	199	Route 199 WB	I-64	1977	-	VDOT	-	7	7	5	N	Fair	-	-
YC	19877	646	Route 199/Newman Rd EB	I-64	1979	-	VDOT	-	6	6	5	N	Fair	-	-
YC	19879	646	Route 199/Newman Rd WB	I-64	1979	-	VDOT	-	6	6	5	N	Fair	-	-
YC	19875	631	Waterview Rd	Vepco Intake Canal	1955	-	Private	-	7	6	7	N	Fair	-	-
YC	19884	716	West Queens Dr	I-64	1965	-	VDOT	-	6	7	6	N	Fair	-	-
YC	90001		Yorktown Battlefield Tour Rd	Beaverdam Creek	1975	-	Federal	-	7	6	6	N	Fair	-	-
YC	90002		Yorktown Battlefield Tour Rd	Crawford Rd	1956	-	Federal	-	6	6	7	N	Fair	-	-
YC	19805		Yorktown Battlefield Tour Rd	Route 17	1959	1968	Federal	-	6	6	7	N	Fair	-	-

York County Bridges

Source: HRTPO analysis of VDOT and FHWA data. Data as of February 2024. A description of codes used in this table is included on page 84.

PUBLIC REVIEW AND COMMENT

As part of the Hampton Roads Transportation Planning Organization's (HRTPO) efforts to provide opportunities for the public and stakeholders to review and comment on this draft report prior to the final product being published, a public review period was conducted from May 23, 2025, through June 16, 2025. Public comments that were received are included below.

CHESAPEAKE

Comment 1

Appendix D: Chesapeake area has 190 NBIS structures

One structure was listed twice (Station House Rd Culvert FED ID 23038 and FED ID 30281) – delete 30281 but maintain records

HRTPO Response: In a follow-up phone call, staff from the City of Chesapeake informed HRTPO staff that VDOT and the City of Chesapeake were maintaining records for the same structure under two different Federal Identification numbers. HRTPO staff will maintain the records as is for the 2025 update to the *Hampton Roads Regional Bridge Study*, but we will make sure to omit records for Fed ID 30281 in future updates to the study and updates to our Regional Bridge Inventory/spreadsheet.

Comment 2

One structure had the incorrect substructure condition listed: FED ID 29531 George Washington Hwy over Deep Creek (Long Bridge). It is currently a 7 vice 8.

HRTPO Response: The analysis conducted for the *Hampton Roads Regional Bridge Study – 2025 Update* is based on VDOT's bridge inventory as of February 2024. Because of this, the analysis does not account for any changes to bridge condition following February 2024. The substructure rating for George Washington Highway over Deep Creek was rated at 8. However, the substructure condition rating has changed since then to 7.

Comment 3

One private bridge was not listed (Marina Reach Rd, approximately 112 foot long)

HRTPO Response: Based on a Google Maps Street View image, the Marina Reach Road Bridge is a private property bridge that is not open for use by the general public (see image). HRTPO staff applied the National Bridge Inspection Standards definition of a bridge to help determine which structures in Hampton Roads to include in the analysis (this definition is also used to determine which structures to include in the National Bridge Inventory). That definition requires that bridges be open for use by the public. Since it is not meant to be open to the public, the Marina Reach Road Bridge is not included in the National Bridge Inventory and therefore wasn't included in the HRTPO's regional bridge analysis.

Comment 4

Page 5: Chesapeake has 111 City-owned NBIS (>20') structures (79 Bridges/32 Culverts)

	Chesapeake Area			Other Municipalities	
Owner	City	VDOT	Other	VB	Norfolk
Total	111	75	4	86/125	38/196
Bridges	79				
Culverts	32				
Good	58	21		42	8
Fair	42	54		42	30
Poor	11			2	
Average Age	32			37	45

Bridge Types	
1-Slab Bridges	3
2-Stringer/Multi-Beam or Girder Bridges	54
3-Tee Beam Bridge	1
5/6-Box Beam Bridges	16
11-Deck Arch Bridge	1
12-Through Arch Bridge	1
15-Movable Lift Bridge	1
16-Movable Bascule Bridge	1
17-Movable Swing Bridge	1

HRTPO Response: Figure 1 on page 5 provides a definition for the various bridge types and the number of each within Hampton Roads (not just for one particular city or county).

Comment 5

Page 21: The City has three posted NBIS bridges (one was incorrect & one was left off the list):

> FED ID 21797 Centerville Turnpike SU Trucks is posted at 25T vice 27T
>
> HRTPO Response: The report has been updated to reflect this change, but please note that Centerville Turnpike over the Chesapeake & Albemarle Canal is listed with a 27-ton weight limit for Single Unit Trucks in VDOT's bridge inventory as of June 2025.
>
> FED ID 21798 Land of Promise Rd over Pocaty Creek. Posted at 40T all vehicles. Was left off the list
>
> HRTPO Response: The report has been updated to reflect this change, but please note that Land of Promise Road over Pocaty is listed without any weight limits in VDOT's bridge inventory as of June 2025.

Comment 6

Page 24: The City has two height restricted (<14'6") bridges (one was left off the list):

> FED ID 21797 Centerville Turnpike over C&A Canal. Vert Clearance over is 13'11".

HRTPO Response: Centerville Turnpike over the Chesapeake & Albemarle Canal has been added to the Height-Restricted Bridges table (Figure 14) in the report.

Comment 7

Page 45: The Ramp to Bainbridge Boulevard & Norfolk Southern Railroad in Chesapeake comment is incorrect. The structure (FED ID 21937) has been closed since summer 2023 and is undergoing a complete rehabilitation scheduled to be completed in 2025.

HRTPO Response: The project status of Ramp to Bainbridge Blvd & Norfolk Southern Railroad has been updated in the report.

Comment 8

Page 49: All of City-owned "Poor"-rated structures are listed with the exception of the Bainbridge Ramp which is underway currently with a projected completion date of 2025. Some of the dates of future projects do not align with latest report from Capital Projects.

Facility	Crossing	Type	Poor Cond.	UPC Code	Construction Start | End	Estimated Project Cost	Total Allocations	Funding Sources
Indian River Road	Indian River	Rehabilitation	Yes	113697	Underway | 2025	$7,187,000	$7,186,913	SGR & Other
Military Highway	Bainbridge Blvd & NS R/R	Rehabilitation	Yes	111002 / 111032	Underway | 2025	$8,964,000	$8,964,000	SGR
Number Ten Lane	Lindsey Drainage Canal	Replacement	Yes	113696	Underway | 2025	$2,275,000	$2,274,716	SGR & Other
Elbow Road	Stumpy Lake Spillway	Replacement	Yes	113694	Underway | 2026	$12,135,000	$12,135,448	SGR & Other
Rotunda Avenue	Tributary Goose Creek	Replacement	Yes	113693	2025 | 2026 **Design Start 2026**	$1,228,000	$1,228,479	SGR & Other
Bainbridge Boulevard	Norfolk Southern R/R	Replacement	Yes	118373	2026 | 2028 **Design Start 2026**	$32,251,000	$25,984,274	Revenue Sharing & SGR
Indian Creek Road	Indian Creek	Replacement	Yes	118374	2026 | 2027 **Design Start 2026**	$3,580,000	$3,580,000	SGR
Land Of Promise Road	Pocaty Creek	Replacement	Yes	121634	2026 | 2027 **Design Start 2026**	$2,000,000	$2,000,000	Specialized Federal
Long Ridge Road	Pocaty Creek	Replacement	Yes	119263	2030 | 2031 **Design Start 2027**	$3,374,000	$3,373,764	SGR
Old Mill Road	Deep Creek	Replacement	Yes	113695	2027 | 2028 **Start Delayed to after Deep Creek**	$2,949,000	$2,949,120	SGR & Other

HRTPO Response: In a follow-up correspondence with staff from the City of Chesapeake, HRTPO staff was permitted to use the construction start and end dates originally listed under the Current and Upcoming Bridge Projects in Hampton Roads table (Figure 24). Additionally, the City of Chesapeake staff shared that improvements to Ramp to Bainbridge Blvd & Norfolk Southern Railroad over Bainbridge Blvd (Fed ID: 21937) and Military Hwy over Bainbridge Blvd & Norfolk Southern Railroad (Fed ID: 21827) are happening under the same project. The Current and Upcoming Bridge Projects in Hampton Roads table (Figure 24) has been updated to reflect the addition of Fed ID 21937 to the same line item as Fed ID 21827.

Comment 9

Page 55: Structure Age (for Chesapeake City only):

Bridges by year built:			Bridges by age:	
Pre-1950:	6		70+:	7 (Airline - 1932)
1950-1959:	1		60-69:	1
1960-1969:	3		50-59:	13
1970-1979:	13		40-49:	13
1980-1989:	15		30-39:	19
1990-1999:	25		20-29:	25
2000-2009:	20		10-19:	25
2010-2019:	27		0-9:	8
2020+:	1			

Average Age for 11 Poor Structures is 60 years.

HRTPO Response: Figures 27 and 28 highlight the bridges by year built and the bridges by age for bridges in Hampton Roads (not specific to one city or county).

GLOUCESTER COUNTY

Hi Lee,

Would you are someone in the Saluda/Fredericksburg office have a chance to look at this – the only deficient bridge listed in Gloucester is the Dragon Run Bridge and I know that is on the plan to be upgraded.

Since we don't really do anything with Bridges, we thought we should send it to you to make any comments.

Theresa, the report doesn't include the toll removal on the Coleman Bridge (Page 42). The General Assembly voted to remove the toll on that by the end of 2025.

Thanks,
Anne

HRTPO Response:

Hi Anne,

Thank you for taking the time to review and share your input for the Hampton Roads Regional Bridge Study – 2025 Update. I just wanted to inform you that the Tolls section in the report now includes an additional sentence mentioning the toll removal on the Coleman Bridge.

Thank you,
Theresa