SMART SCALE

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

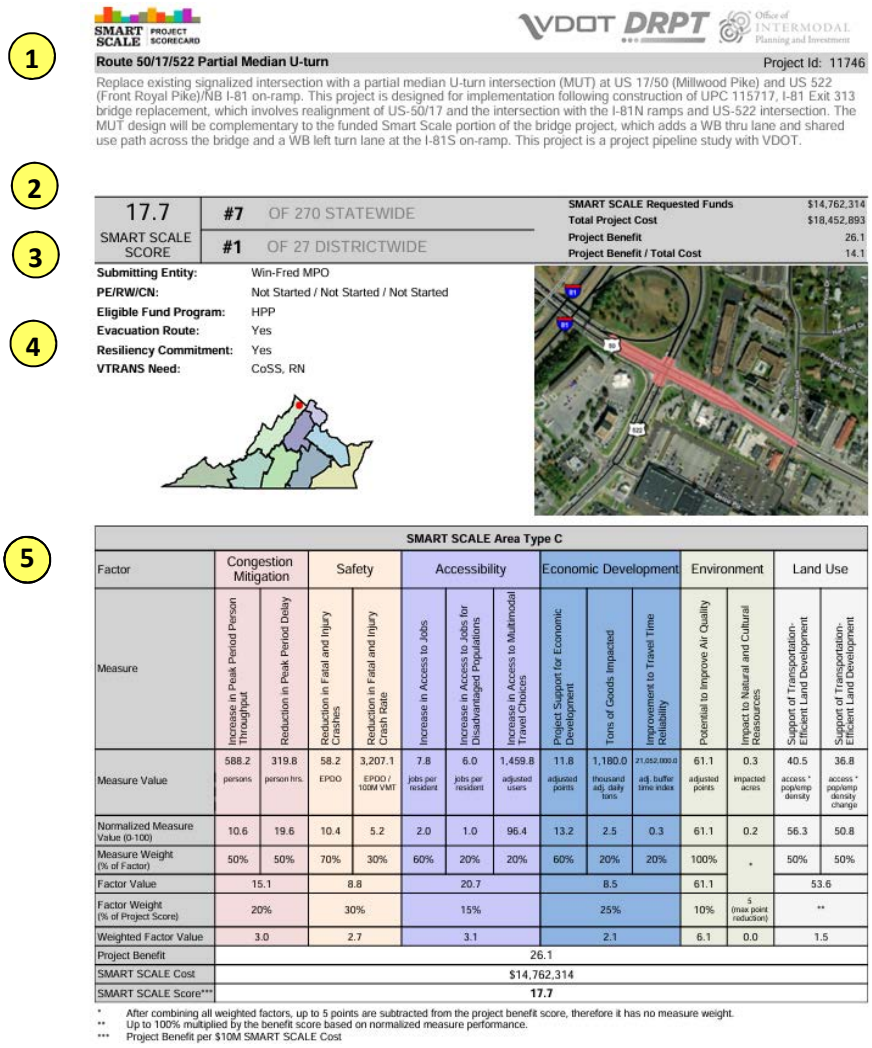
This Page Is Intentionally Left Blank

SMART SCALE — *Funding the Right Transportation Projects in Virginia*

VDOT DRPT — Office of INTERMODAL Planning and Investment

HOW TO READ A SCORECARD

A project scorecard is prepared for each project that is evaluated and scored. The scorecard is a snapshot of project information and scoring. The following provides a brief overview of the information contained in the scorecard.



SMART SCALE PROJECT SCORECARD

Route 50/17/522 Partial Median U-turn — Project Id: 11746

Replace existing signalized intersection with a partial median U-turn intersection (MUT) at US 17/50 (Millwood Pike) and US 522 (Front Royal Pike)/NB I-81 on-ramp. This project is designed for implementation following construction of UPC 115717, I-81 Exit 313 bridge replacement, which involves realignment of US-50/17 and the intersection with the I-81N ramps and US-522 intersection. The MUT design will be complementary to the funded Smart Scale portion of the bridge project, which adds a WB thru lane and shared use path across the bridge and a WB left turn lane at the I-81S on-ramp. This project is a project pipeline study with VDOT.

17.7	#7	OF 270 STATEWIDE	SMART SCALE Requested Funds: $14,762,314
SMART SCALE SCORE	#1	OF 27 DISTRICTWIDE	Total Project Cost: $18,452,893
			Project Benefit: 26.1
			Project Benefit / Total Cost: 14.1

Submitting Entity: Win-Fred MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN

SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	588.2 persons	319.8 person hrs.	58.2 EPDO	3,207.1 EPDO / 100M VMT	7.8 jobs per resident	6.0 jobs per resident	1,459.8 adjusted users	11.8 adjusted points	1,180.0 thousand adj. daily tons	21,052,000.0 adj. buffer time index	61.1 adjusted points	0.3 impacted acres	40.5 access * pop/emp density	36.8 access * pop/emp density change
Normalized Measure Value (0-100)	10.6	19.6	10.4	5.2	2.0	1.0	96.4	13.2	2.5	0.3	61.1	0.2	56.3	50.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	15.1		8.8		20.7			8.5			61.1		53.6	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.0		2.7		3.1			2.1			6.1	0.0	1.5	
Project Benefit	26.1													
SMART SCALE Cost	$14,762,314													
SMART SCALE Score***	17.7													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

1. **Project Overview:** Includes the project name, a short description of the project, and the application ID.
2. **Score Summary:** Provides the SMART SCALE score, rank, project cost, and benefit.
3. **Project Information:** Provides information about the project, applicant, delivery status, requested funding, and project need.
4. **Evacuation Route and Resiliency Commitment:** Per Virginia Code § 33.2-214.1 B. (ii), it is identified for the applicant whether such projects are located on a primary evacuation route. Per Virginia Code § 33.2-214.1 B. (iii), the applicant self-identifies, whether a project has been designed to be or the project sponsor has committed that the design will be resilient.

5 How to calculate the SMART SCALE Score using the Scoring Table:

1. The *Measure Value* is determined by assessing the data and characteristics of the project and is then normalized as a percentage of the highest *Measure Value* in that year's cohort of projects.
2. The *Normalized Measure Value* is then multiplied by the *Measure Weight*.
3. *Normalized Measure Values* are then summed to equal the *Factor Value*.
4. The *Factor Value* is then multiplied by the appropriate *Factor Weight* for the area type of the project.
5. *Project Benefit* is then calculated from the sum of the *Weighted Factor Values*.
6. The *SMART SCALE Score* is calculated by taking the *Project Benefit* and dividing by the *SMART SCALE Cost* (in tens of millions).

*The *Land Use Factor Value* is not weighted by a typology-based value. The *Factor Value* is converted to a *Land Use Multiplier* by dividing the value by 100 and adding 1. This multiplier is applied to the *Project Benefit* sum to return the *Final Project Benefit.*

Explanations of Measures Values:

- Congestion Mitigation
  - Person throughput is the projected increase in persons moving through the project limits during the peak period for current year.
  - Delay is the projected reduction in cumulative time for all persons to move through the project limits for current year.
- Safety
  - Reduction of fatal and injury crashes and crash rate is calculated using the Equivalent Property Damage Only (EPDO) methodology used by FHWA. This equates all crash severities on the same scale by assigning a higher weight to fatal and injury crashes than those that are property damage only.
  - Crash rate reduction is determined by the number of crashes per 100 Million Vehicle Miles Traveled (VMT). This measure also uses the EPDO methodology stated in the first safety measure.
- Accessibility
  - Access to jobs is the number of jobs to which each person has access within 45 minutes (60 minutes for transit; bike/ped projects). The total number of jobs divided by the population equates to jobs per person.
  - Access to jobs for disadvantaged populations is calculated in the same manner as the first Accessibility measure, only for a particular subset of the population.
  - Increase to multimodal travel choices is determined by how the project supports travel choices and the connections between modes. Points are assigned based on project characteristics, and are then multiplied by the number of non-single occupancy vehicle users.
- Economic Development
  - Project support for economic development evaluates the support of sites that will attract growth industries using an inventory captured in VEDP's VirginiaScan real estate database that will include evaluation of job creation potential, capital investments in sites, and estimation of the potential market demand of sites by including site visits.
  - Tons of goods impacted determines the amount of daily freight tons impacted by the project and multiplies the tonnage by a point value based on certain criteria.
  - Improvement to travel time reliability uses weather event frequency and impact as well as incident frequency and impact along with a buffer index to evaluate the improvement in travel time reliability. This value is multiplied by corridor Vehicle Miles Traveled (VMT) to scale the results.
- Environment
  - Potential to improve air quality based on project benefits to non-single occupancy vehicle (SOV) users and reduced delay for freight movement.
  - Evaluates potential natural and cultural acreage impacted using a tiered buffer around the project limits, and is a subtractive measure based on the total potential sensitive acreage impacted.
- Land Use
  - Future Transportation Efficient Land Use measure reports a project's non-work accessibility scaled by the surrounding area's 2040 population and employment density.
  - Increase in Transportation Efficient Land Use measure reports a project's non-work accessibility scaled by the surrounding area's 2010 to 2040 increase in population and employment density.

BRISTOL DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11745	US 23 at Wise-Norton Road (Route 757) Turn Lane Improvement	Wise County	1	13	01-01
11589	Route 75 at Green Springs Church Road Turn Lane Improvements	Washington County	2	30	01-02
11735	Cummings St at US 11 and Remsburg Dr Improvements	Abingdon Town	3	69	01-03
11722	US 11 (Main Street) Corridor Improvements	Bristol MPO	4	104	01-04
11744	US 19 at Route 80 Offset Left-Turn Lanes	Russell County	5	108	01-05
11606	Park Avenue Reconfiguration	Norton City	6	124	01-06
11586	French Moore Blvd Extension	Bristol MPO	7	126	01-07
11609	Route 89 at Mount Vale Road Right-Turn Lane	Grayson County	8	140	01-08
11550	Coeburn Mountain Road Turn Lane Improvements	Wise County	9	146	01-09
11748	Bonham Road at Suncrest Drive Turn Lane Improvements	Bristol City	10	190	01-10
11587	US 23 at Natural Tunnel Parkway Intersection Realignment	Scott County	11	199	01-11
11752	N 4th Street Pedestrian Improvements	Wytheville Town	12	220	01-12
11737	US 23 at Norton Road (BUS 23) Turn Lane Improvements	Wise Town	13	235	01-13
11747	Old Airport Road at Bonham Road Intersection Improvements	Bristol City	14	251	01-14
11594	US 11 at Route 91 Intersection Improvements	Washington County	15	252	01-15
11535	BUS 19 at Bulldog Lane Intersection Improvement	Tazewell Town	16	253	01-16
11749	ALT US 58 at N Combs Road Corridor Improvements	Lee County	17	255	01-17
11713	US 19/460 Corridor Shoulder Improvements	Tazewell County	18	256	01-18
11536	BUS 19 at Ben Bolt Avenue Pedestrian Improvements	Tazewell Town	19	267	01-19
11601	Route 58 Truck Climbing Lane Phase III	Lee County	20	270	01-20

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 23 at Wise-Norton Road (Route 757) Turn Lane Improvement

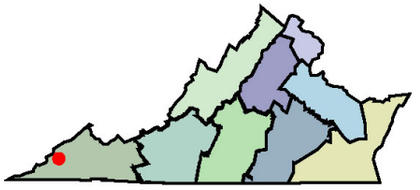
Project Id: 11745

This project will convert a shared through/right-turn lane on westbound Wise-Norton Road (Route 757) to a dedicated through lane and a signalized right-turn lane onto northbound US 23 with approximately 270ft of storage and 100ft of taper.

12.1 SMART SCALE SCORE			
	#13	OF 270 STATEWIDE	
	#1	OF 20 DISTRICTWIDE	

SMART SCALE Requested Funds	$5,315,212
Total Project Cost	$5,315,212
Project Benefit	6.4
Project Benefit / Total Cost	12.1

Submitting Entity: Wise County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	3.3 person hrs.	1.2 EPDO	1,013.0 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	0.0 adjusted users	25.8 adjusted points	1,136.3 thousand adj. daily tons	270,471.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	9.2 access * pop/emp density	11.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.2	0.2	1.7	0.0	0.0	0.0	28.9	2.4	0.0	0.0	0.0	12.8	15.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.6		0.0			17.8			0.0		14.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			5.4			0.0	0.0	1.1	
Project Benefit	6.4													
SMART SCALE Cost	$5,315,212													
SMART SCALE Score***	**12.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

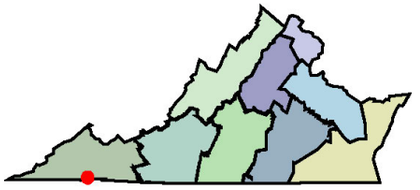
Route 75 at Green Springs Church Road Turn Lane Improvements

Project Id: 11589

Project will extend one existing northbound right-turn lane on Route 75 to 150ft of storage and 150ft of taper, and one existing southbound right-turn lane on Route 75 to 100ft of storage and 100ft of taper. The project will add one southbound left-turn lane on Route 75 to Green Springs Church Road with 200ft of storage and approximately 580ft of taper. Sight distance will be improved by regrading approximately 450ft of the cut slope in the northeast quadrant of the intersection due to 12ft wide lane shift.

7.5 SMART SCALE SCORE	#30 OF 270 STATEWIDE	SMART SCALE Requested Funds	$11,456,597
	#2 OF 20 DISTRICTWIDE	Total Project Cost	$11,456,597
		Project Benefit	8.6
		Project Benefit / Total Cost	7.5

Submitting Entity: Washington County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	20.2 EPDO	38,880.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	93,333.2 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.2 access * pop/emp density	0.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	3.6	63.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		21.5		0.0			0.0			0.0		0.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		8.6		0.0			0.0			0.0	0.0	1.0	
Project Benefit	8.6													
SMART SCALE Cost	$11,456,597													
SMART SCALE Score***	**7.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

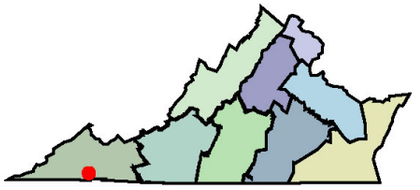
Cummings St at US 11 and Remsburg Dr Improvements

Project Id: 11735

Reconfigure Cummings Street and Main Street (US 11) to improve signal phasing optimization at the signalized intersection; rebuild traffic signal. Add signalized pedestrian accommodations at Wall Street. Convert Remsburg Drive to three-quarters access with a right-in/right-out/left-in configuration. Reconfigure US 11 by improving thru lane alignment between Russell Road and Cummings Street (see sketch and features for further details). Install curb bump outs, four unsignalized crosswalks, and ten signalized crosswalks along the corridor.

4.2 SMART SCALE SCORE	#69 OF 270 STATEWIDE	SMART SCALE Requested Funds	$10,411,602
	#3 OF 20 DISTRICTWIDE	Total Project Cost	$10,411,602
		Project Benefit	4.4
		Project Benefit / Total Cost	4.2

Submitting Entity: Abingdon Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	55.3 persons	0.4 person hrs.	33.3 EPDO	2,517.7 EPDO / 100M VMT	0.6 jobs per resident	0.9 jobs per resident	83.0 adjusted users	0.0 adjusted points	22.9 thousand adj. daily tons	3,474,940.0 adj. buffer time index	7.3 adjusted points	0.0 impacted acres	26.7 access * pop/emp density	35.5 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.0	5.9	4.1	0.2	0.1	5.5	0.0	0.0	0.0	7.3	0.0	37.1	48.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		5.4		1.2			0.0			7.3		43.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.2		0.1			0.0			0.7	0.0	1.4	
Project Benefit	4.4													
SMART SCALE Cost	$10,411,602													
SMART SCALE Score***	**4.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 11 (Main Street) Corridor Improvements

Project Id: 11722

Reconfigure Cummings Street and US 11 to improve lane transitions and lane configurations within the corridor. Convert Remsburg Drive to three-quarters access to right-in/right-out/left-in. Realign US 11 by dropping the second eastbound thru lane west of Fuller St, add left-turn lane onto Fuller St, remove left-turn lane to Wall St, and improve thru alignment between Russell Rd and Cummings St. Install bump outs, seven unsignalized crosswalks, and ten high visibility crosswalks along the corridor. Repurpose lane configuration on eastbound US 11 at Church St with a combined left/thru/right-turn movement and four additional on-street parking spaces. Install raised medians, with turn lanes, at two locations along US 11 (on the far eastern and western end of the corridor). Convert northbound Court St to one-way with on-street parking; all existing approaches within the Valley St and Court St intersection will be updated accordingly to accommodate the new northbound Court St typical.

2.9 SMART SCALE SCORE	#104 OF 270 STATEWIDE	SMART SCALE Requested Funds	$17,963,221
	#4 OF 20 DISTRICTWIDE	Total Project Cost	$17,963,221
		Project Benefit	5.3
		Project Benefit / Total Cost	2.9

Submitting Entity: Bristol MPO

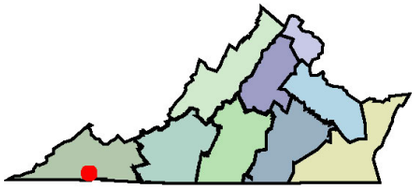
PE/RW/CN: Not Started / Not Started / Not Started

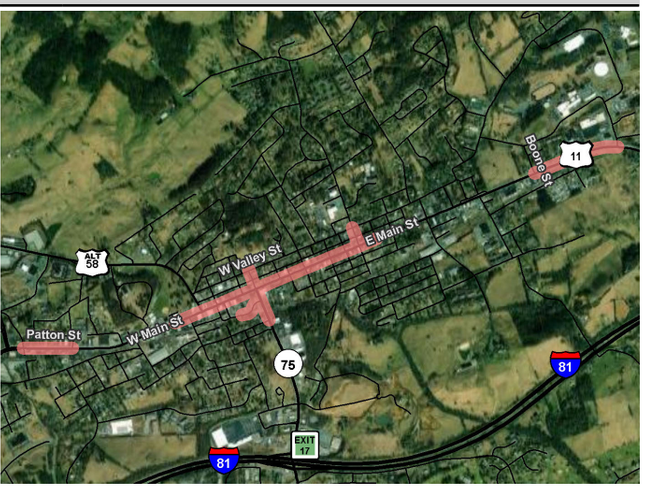
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	59.0 persons	0.3 person hrs.	49.0 EPDO	1,171.3 EPDO / 100M VMT	1.1 jobs per resident	1.5 jobs per resident	88.5 adjusted users	0.2 adjusted points	125.4 thousand adj. daily tons	11,673,300.0 adj. buffer time index	7.8 adjusted points	0.0 impacted acres	25.4 access * pop/emp density	34.7 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	0.0	8.8	1.9	0.3	0.2	5.8	0.2	0.3	0.2	7.8	0.0	35.4	47.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		6.7		1.4			0.2			7.8		41.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.7		0.1			0.1			0.8	0.0	1.4	
Project Benefit	5.3													
SMART SCALE Cost	$17,963,221													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

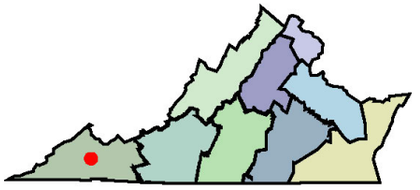
US 19 at Route 80 Offset Left-Turn Lanes

Project Id: 11744

The project will convert the existing northbound and southbound left-turn lanes at the intersection of US 19 and Route 80 into offset left-turn lanes. The northbound left-turn lane will have 420ft of storage; the southbound left-turn lane will have 400ft of storage. The project will eliminate the existing eastbound right-turn channelization on Route 80 and restripe the existing receiving southbound acceleration lane on US 19 into a right-turn lane with approximately 175ft of storage and 90ft of taper. The existing driveway immediately west of the intersection will be closed. The south leg will be consolidated to a single point entrance at the Valero/Post Office. The existing mast arm signal poles will be relocated; signal infrastructure will be updated to accommodate the offset left-turn lanes.

2.9 SMART SCALE SCORE	#108 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,477,354
	#5 OF 20 DISTRICTWIDE	Total Project Cost	$15,477,354
		Project Benefit	4.5
		Project Benefit / Total Cost	2.9

Submitting Entity: Russell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	68.9 EPDO	5,115.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	5,554,030.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.3 access * pop/emp density	0.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	12.3	8.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.4	0.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		11.1		0.0			0.0			0.0		0.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.4		0.0			0.0			0.0	0.0	1.0	
Project Benefit	4.5													
SMART SCALE Cost	$15,477,354													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

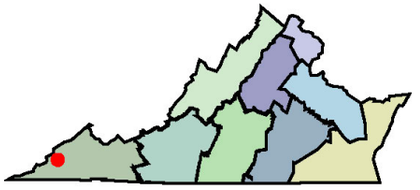
Park Avenue Reconfiguration

Project Id: 11606

Project will convert the existing typical section on Park Avenue from a four-lane roadway to a two-lane roadway consisting of two thru lanes between each block with left-turn lanes provided at each intersection (right-turn lanes will be shared with thru movements at all intersections) from Coeburn Avenue SW to 11th Street. The project will maintain on street parking spaces, provide two loading zones for trucks, have a 10ft wide shared use path along eastbound Park Avenue, and two mid-block pedestrian crossings with bump outs.

2.4 SMART SCALE SCORE			
	#124 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$32,039,143
	#6 OF 20 DISTRICTWIDE	**Total Project Cost**	$32,039,143
		Project Benefit	7.8
		Project Benefit / Total Cost	2.4

Submitting Entity: Norton City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	27.9 persons	0.0 person hrs.	15.6 EPDO	869.5 EPDO / 100M VMT	0.5 jobs per resident	0.5 jobs per resident	83.6 adjusted users	25.8 adjusted points	0.0 thousand adj. daily tons	3,057,090.0 adj. buffer time index	4.5 adjusted points	0.0 impacted acres	9.8 access * pop/emp density	12.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.0	2.8	1.4	0.1	0.1	5.5	28.9	0.0	0.0	4.5	0.0	13.6	17.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		2.4		1.2			17.4			4.5		15.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.1			5.2			0.4	0.0	1.2	
Project Benefit	7.8													
SMART SCALE Cost	$32,039,143													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

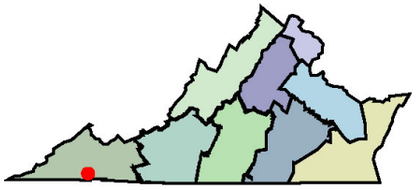
French Moore Blvd Extension

Project Id: 11586

Extend French Moore Blvd eastward to connect to Stone Mill Rd. Project includes a new 150ft bridge and approximately 1300ft of new roadway with sidewalk and curb/gutter. Project will restripe a portion of Stone Mill Rd at the proposed intersection with French Moore for the northbound and southbound turn lanes on Stone Mill Road. Construct approximately 1280ft of sidewalk along the south side of the proposed alignment that will provide direct connection to the Wolf Creek Trail. Reconstruct cul-de-sac and associated parking on French Moore Blvd.

2.4 SMART SCALE SCORE	#126 OF 270 STATEWIDE	SMART SCALE Requested Funds	$28,534,087
	#7 OF 20 DISTRICTWIDE	Total Project Cost	$28,534,087
		Project Benefit	6.8
		Project Benefit / Total Cost	2.4

Submitting Entity: Bristol MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1.7 persons	2.3 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	6.4 jobs per resident	9.0 jobs per resident	2.5 adjusted users	0.2 adjusted points	21,622.9 thousand adj. daily tons	1,034.0 adj. buffer time index	18.7 adjusted points	2.5 impacted acres	28.2 access * pop/emp density	34.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	0.0	0.0	1.7	1.5	0.2	0.2	46.0	0.0	18.7	1.7	39.2	48.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.0		1.3			9.3			18.7		43.6	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.1			2.8			1.9	-0.1	1.4	
Project Benefit	6.8													
SMART SCALE Cost	$28,534,087													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

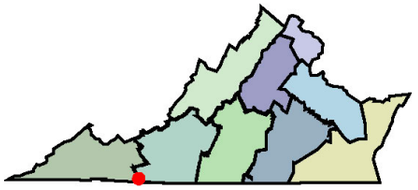
Route 89 at Mount Vale Road Right-Turn Lane

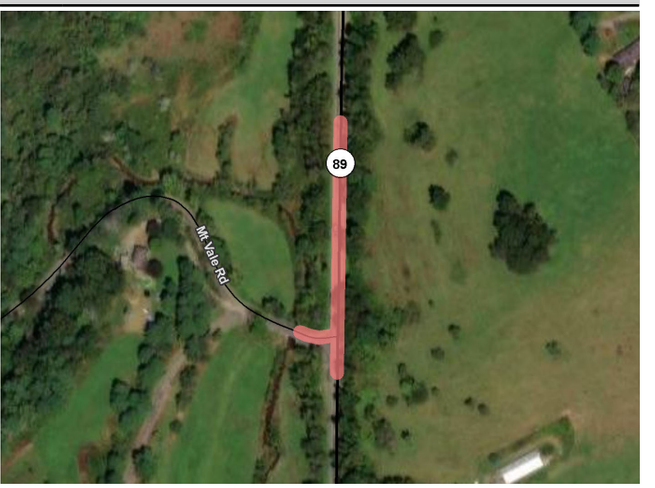
Project Id: 11609

This project will construct a southbound right-turn lane on Route 89 onto Mount Vale Road with a storage length of 200ft and a taper length of 200ft. All shoulders in the project extents will be constructed to have a minimum of 4ft paved shoulder width, with the installation of guardrail adjacent to the right-turn lane.

2.1 SMART SCALE SCORE			
	#140 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$6,583,246
	#8 OF 20 DISTRICTWIDE	**Total Project Cost**	$6,583,246
		Project Benefit	1.4
		Project Benefit / Total Cost	2.1

Submitting Entity: Grayson County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	6.4 EPDO	3,610.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	214,036.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	22.6 access * pop/emp density	24.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.4	34.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.6		0.0			0.0			0.0		32.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.0		0.0			0.0			0.0	0.0	1.3	
Project Benefit	1.4													
SMART SCALE Cost	$6,583,246													
SMART SCALE Score***	**2.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

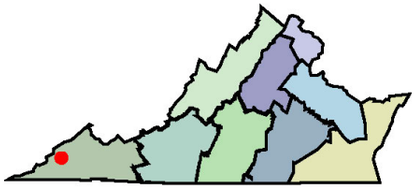
Coeburn Mountain Road Turn Lane Improvements

Project Id: 11550

Construct a westbound right-turn lane on Coeburn Mountain Road (Route 646) onto Campus Ridge Drive with 200ft of storage and 200ft of taper, and eastbound left-turn lane with 200ft storage and 200ft taper by widening to the north. Install approximately 1300ft of curb and gutter along the westbound lane of Coeburn Mountain Road. Approximately 200ft of existing guardrail will be relocated and replaced 450ft west of Campus Ridge Drive.

2.0 SMART SCALE SCORE	#146 OF 270 STATEWIDE	SMART SCALE Requested Funds	$11,520,398
	#9 OF 20 DISTRICTWIDE	Total Project Cost	$11,520,398
		Project Benefit	2.3
		Project Benefit / Total Cost	2.0

Submitting Entity: Wise County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	14.4 EPDO	6,753.1 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.1 adjusted points	0.0 thousand adj. daily tons	242,077.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	8.1 access * pop/emp density	10.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.6	11.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.3	14.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		5.1		0.0			0.0			0.0		12.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.0		0.0			0.0			0.0	0.0	1.1	
Project Benefit	2.3													
SMART SCALE Cost	$11,520,398													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Bonham Road at Suncrest Drive Turn Lane Improvements

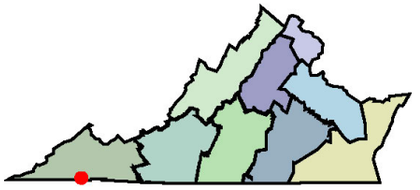
Project Id: 11748

Project will convert the existing eastbound shared right/left lane on Suncrest Drive to Bonham Road to include a dedicated right-turn lane and a dedicated left-turn lane with 100ft of storage and 210ft of taper. Construct northbound left-turn lane on Bonham Road to Suncrest Drive with approximately 200ft of storage and 200ft of taper requiring widening of the northbound travel lane to the east by approximately 10ft. Convert the entrances of McArthur Circle and the northern gas station entrance to a right-in / right-out configuration.

1.3 SMART SCALE SCORE			
	#190	OF 270 STATEWIDE	
	#10	OF 20 DISTRICTWIDE	

SMART SCALE Requested Funds	$7,955,409
Total Project Cost	$7,955,409
Project Benefit	1.0
Project Benefit / Total Cost	1.3

Submitting Entity: Bristol City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.1 person hrs.	4.8 EPDO	3,193.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	157,428.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	8.7 access * pop/emp density	10.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.9	5.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	12.1	14.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.2		0.0			0.1			0.0		13.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.0			0.0			0.0	0.0	1.1	
Project Benefit	1.0													
SMART SCALE Cost	$7,955,409													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

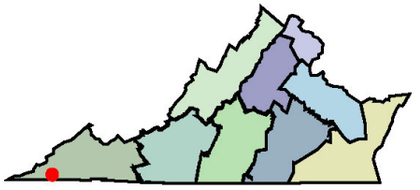
US 23 at Natural Tunnel Parkway Intersection Realignment

Project Id: 11587

Project will realign the existing intersection of US 23 and Natural Tunnel Parkway (Route 871) and will shift it approximately 100ft to the north to improve sight distance. Reconstruct a northbound right-turn lane on US 23 with 150ft of storage and 150ft of taper and a southbound left-turn lane with 400ft of storage and 200ft of taper. Construct a westbound right-turn lane on Natural Tunnel Parkway with 100ft of storage and 100ft of taper.

1.1 SMART SCALE SCORE			
	#199 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,000,645
	#11 OF 20 DISTRICTWIDE	**Total Project Cost**	$12,000,645
		Project Benefit	1.4
		Project Benefit / Total Cost	1.1

Submitting Entity: Scott County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	16.0 EPDO	2,974.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	903,938.0 adj. buffer time index	0.0 adjusted points	0.5 impacted acres	0.1 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		3.5		0.0			0.0			0.0		0.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.4		0.0			0.0			0.0	0.0	1.0	
Project Benefit	1.4													
SMART SCALE Cost	$12,000,645													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

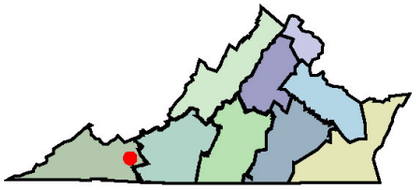
N 4th Street Pedestrian Improvements

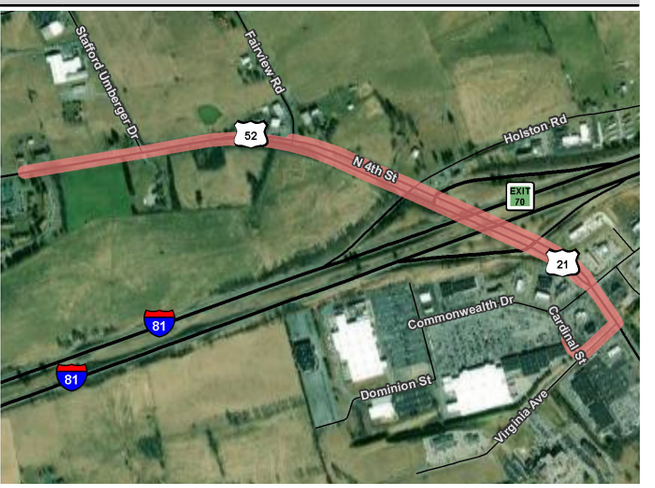
Project Id: 11752

Install approximately 2,350ft of new 5ft wide sidewalk along the south side of N 4th Street from Northwinds Apartments to Fairview Road, approximately 2,800ft on the north side from Fairview Road to Commonwealth Drive, approximately 320ft on the south side from Commonwealth Drive to Virginia Avenue and approximately 575ft along Virginia Avenue/Cardinal Street to Wytheville Commons existing sidewalk. Construct two signalized high-visibility crossings at the N 4th Street/Commonwealth Drive intersection, and six unsignalized high-visibility crossings throughout project extents.

0.9 SMART SCALE SCORE			
	#220 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$18,762,693
	#12 OF 20 DISTRICTWIDE	**Total Project Cost**	$18,762,693
		Project Benefit	1.6
		Project Benefit / Total Cost	0.9

Submitting Entity: Wytheville Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	22.9 persons	0.0 person hrs.	3.7 EPDO	238.5 EPDO / 100M VMT	6.2 jobs per resident	5.5 jobs per resident	34.3 adjusted users	2.1 adjusted points	0.0 thousand adj. daily tons	842,572.0 adj. buffer time index	3.0 adjusted points	0.0 impacted acres	30.2 access * pop/emp density	32.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	0.7	0.4	1.6	0.9	2.3	2.4	0.0	0.0	3.0	0.0	42.0	44.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.6		1.6			1.4			3.0		43.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.2		0.2			0.4			0.3	0.0	1.4	
Project Benefit	1.6													
SMART SCALE Cost	$18,762,693													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

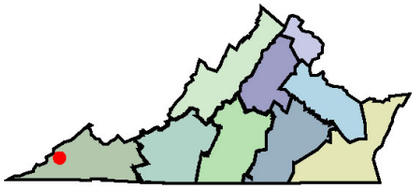
US 23 at Norton Road (BUS 23) Turn Lane Improvements

Project Id: 11737

Project will modify the lane configuration from a left-turn, shared left-turn/through and right-turn lane on westbound Norton Road (BUS 23) to two left-turn lanes, a dedicated through lane, and a dedicated right-turn lane with 150ft of storage and 100ft of taper by widening to the north.

0.6 SMART SCALE SCORE			
	#235 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$6,423,527
		Total Project Cost	$6,423,527
	#13 OF 20 DISTRICTWIDE	**Project Benefit**	0.4
		Project Benefit / Total Cost	0.6

Submitting Entity: Wise Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	3.9 person hrs.	4.8 EPDO	317.9 EPDO / 100M VMT	1.5 jobs per resident	1.7 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	7,228,380.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	6.8 access * pop/emp density	8.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.2	0.9	0.5	0.4	0.3	0.0	0.0	0.0	0.1	0.0	0.0	9.5	11.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.8		0.3			0.0			0.0		10.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.4													
SMART SCALE Cost	$6,423,527													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Old Airport Road at Bonham Road Intersection Improvements

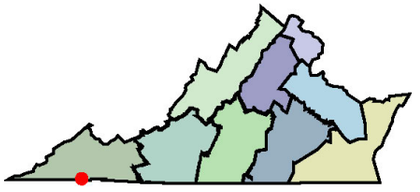
Project Id: 11747

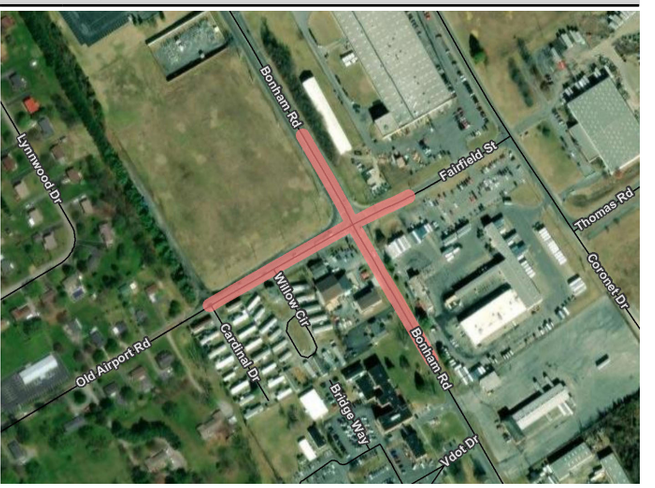
The project will improve the intersection by eliminating the channelization of the southbound right-turn lane, westbound right-turn lane, and eastbound right-turn lane. A second eastbound left-turn lane will be added with 170ft of storage and 245ft of taper. The eastbound channelization will be converted to a signalized right-turn lane with 250ft of storage and 140ft of taper. The westbound approach will be reconstructed to a shared left/through/right lane and will be realigned to accommodate the additional eastbound left-turn lane. Northbound Bonham Road will be extended to have a left-turn lane with 200ft of storage and 245ft of taper. This project will close one driveway on the eastbound approach, one driveway on the northbound approach, and two driveways on the westbound approach. Entire signal infrastructure will be replaced as part of this project.

0.4 SMART SCALE SCORE	**#251** OF 270 STATEWIDE
	#14 OF 20 DISTRICTWIDE

SMART SCALE Requested Funds	$9,879,808
Total Project Cost	$9,879,808
Project Benefit	0.4
Project Benefit / Total Cost	0.4

Submitting Entity: Bristol City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.8 EPDO	1,320.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	58,144.6 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	8.8 access * pop/emp density	10.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.1	2.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	12.2	13.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.7		0.0			0.1			0.0		13.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.4													
SMART SCALE Cost	$9,879,808													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

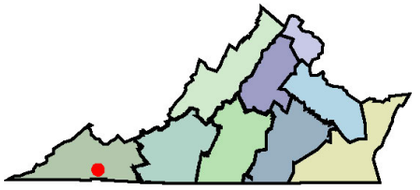
US 11 at Route 91 Intersection Improvements

Project Id: 11594

Convert existing northbound shared thru/right-turn lane on Monroe Street into a dedicated thru lane and dedicated right-turn lane (100ft storage/100ft taper). Reconstruct westbound US 11 to one dedicated thru lane, one shared thru/right-turn lane, and one dedicated left-turn lane (150ft storage/150ft taper) by shifting the lanes approximately 12ft to the south. Construct additional eastbound thru lane on US 11, shift existing right-turn lane (150ft storage/150ft taper) approximately 8ft to the south and existing left-turn lane (150ft storage/150ft taper) approximately 6ft to the north. Modify traffic signal to accommodate laneage.

0.3 SMART SCALE SCORE	**#252** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$11,371,998
	#15 OF 20 DISTRICTWIDE	**Total Project Cost**	$11,371,998
		Project Benefit	0.4
		Project Benefit / Total Cost	0.3

Submitting Entity: Washington County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.2 person hrs.	2.3 EPDO	1,056.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	292.3 thousand adj. daily tons	405,429.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	5.5 access * pop/emp density	4.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.4	1.7	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	7.6	6.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.8		0.0			0.1			0.0		7.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.4													
SMART SCALE Cost	$11,371,998													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

BUS 19 at Bulldog Lane Intersection Improvement

Project Id: 11535

Construct northbound left-turn lane on BUS 19 with 150ft of storage and 150ft of taper, and a southbound right-turn lane on BUS 19 with 150ft of storage and 150ft of taper. Construct curb and gutter along southbound BUS 19 for approximately 700ft. Approximately 700ft of 5ft wide existing sidewalk on southbound BUS 19 will be relocated. The existing crosswalk at the intersection will be moved approximately 20ft to the north on Bulldog Lane and will be upgraded to high visibility.

0.3 SMART SCALE SCORE			
	#253 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,992,422
		Total Project Cost	$7,992,422
	#16 OF 20 DISTRICTWIDE	**Project Benefit**	0.3
		Project Benefit / Total Cost	0.3

Submitting Entity: Tazewell Town

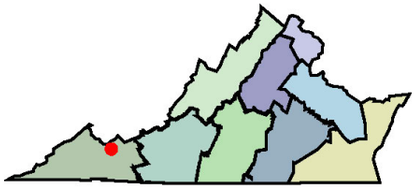
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.1 person hrs.	2.1 EPDO	769.1 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	124,709.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	3.7 access * pop/emp density	4.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.6		0.0			0.0			0.0		5.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.3													
SMART SCALE Cost	$7,992,422													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

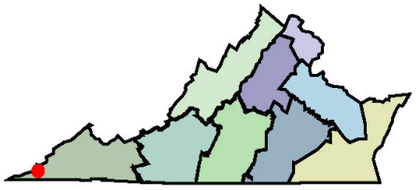
ALT US 58 at N Combs Road Corridor Improvements

Project Id: 11749

Construct approximately 2,750ft of new 5ft sidewalk with two high visibility crossings on ALT US 58; one signalized crossing at the N Combs Road intersection and one unsignalized mid-block crossing in front of Sunoco Gas Station. Install one high visibility unsignalized crossing on Calvary Street. Install approximately 365ft landscaped median on ALT US 58 at the intersection of N Combs Road. Modify existing right-turn lane on ALT US 58 to N Combs Road to be 100ft storage and 100ft taper. Construct a two-way left-turn lane on ALT US 58 from approximately 350ft west of the Sunoco mid-block crossing to approximately 275ft east of Sunoco mid-block crossing.

0.3 SMART SCALE SCORE			
	#255 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$16,622,625
	#17 OF 20 DISTRICTWIDE	**Total Project Cost**	$16,622,625
		Project Benefit	0.6
		Project Benefit / Total Cost	0.3

Submitting Entity: Lee County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	7.1 persons	0.0 person hrs.	4.6 EPDO	624.9 EPDO / 100M VMT	0.7 jobs per resident	0.8 jobs per resident	10.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	683,079.0 adj. buffer time index	0.9 adjusted points	0.0 impacted acres	9.3 access * pop/emp density	11.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.8	1.0	0.2	0.1	0.7	0.0	0.0	0.0	0.9	0.0	12.9	15.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.9		0.3			0.0			0.9		14.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.4		0.0			0.0			0.1	0.0	1.1	
Project Benefit	0.6													
SMART SCALE Cost	$16,622,625													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 19/460 Corridor Shoulder Improvements

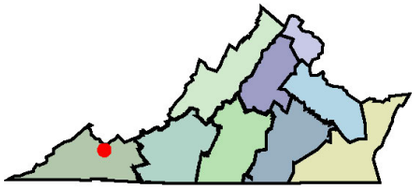
Project Id: 11713

The project will upgrade the outside and inside shoulder width along portions of eastbound US19/460 for approximately 3,300ft. The existing 1ft wide inside shoulders will be upgraded to a total of 10ft shoulders, with 4ft paved and 6ft graded, for approximately 2,280ft; a total of 14ft shoulders, with 4ft paved and 10ft graded, for approximately 576ft; and a total of 7ft shoulders, with 4ft paved and 3ft graded, for approximately 301ft. The existing 2ft wide outside shoulder width will be upgraded to a total of 6ft, with 4ft paved and 2ft graded for approximately 1,974ft; a total of 4ft, with 4ft paved and 0ft graded for approximately 438ft, and approximately 831 ft of existing 2ft paved outside shoulder width will be milled and overlaid. A total of approximately 1,315ft of new guardrail is proposed along the inside shoulder in two locations. Project will include the addition of signs, markings, and inside shoulder rumble strips.

0.3 SMART SCALE SCORE			
	#256	OF 270 STATEWIDE	
	#18	OF 20 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,552,947
Total Project Cost	$10,552,947
Project Benefit	0.3
Project Benefit / Total Cost	0.3

Submitting Entity: Tazewell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	5.0 EPDO	462.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.2 access * pop/emp density	3.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	4.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.8		0.0			0.0			0.0		2.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.3													
SMART SCALE Cost	$10,552,947													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

BUS 19 at Ben Bolt Avenue Pedestrian Improvements

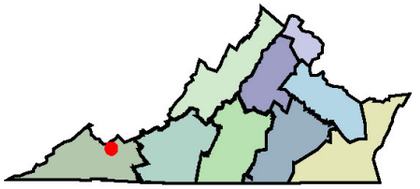
Project Id: 11536

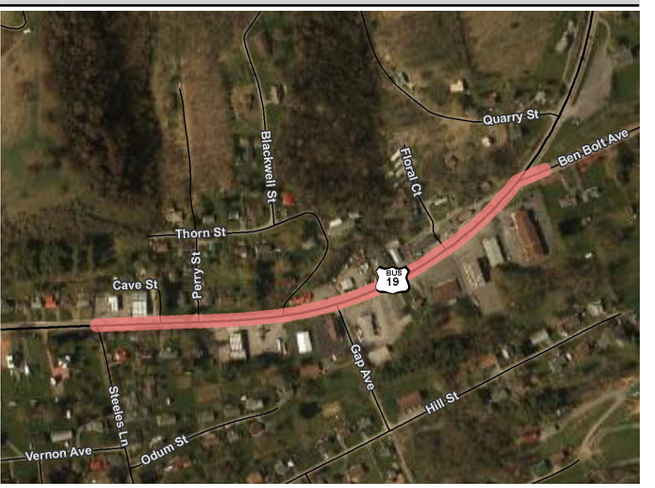
Install approximately 1600ft of 5ft wide sidewalk along northbound BUS 19 from Ben Bolt Avenue to Steeles Lane. Due to the installation of sidewalk, one signalized, one stop controlled, and one existing unsignalized crosswalk will be upgraded to high visibility. Pedestrian signal infrastructure and curb ramps will be brought up to ADA standards, where applicable. Approximately twenty (20) driveways will be redefined to improve access management and accommodate the proposed sidewalk.

0.2 SMART SCALE SCORE			
	#267	OF 270 STATEWIDE	
	#19	OF 20 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,700,728
Total Project Cost	$10,700,728
Project Benefit	0.2
Project Benefit / Total Cost	0.2

Submitting Entity: Tazewell Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	2.9 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	6.2 jobs per resident	5.8 jobs per resident	4.4 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.4 adjusted points	0.0 impacted acres	3.7 access * pop/emp density	4.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.0	0.0	1.6	1.0	0.3	0.0	0.0	0.0	0.4	0.0	5.2	5.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.0		1.2			0.0			0.4		5.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.1			0.0			0.0	0.0	1.1	
Project Benefit	0.2													
SMART SCALE Cost	$10,700,728													
SMART SCALE Score***	**0.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

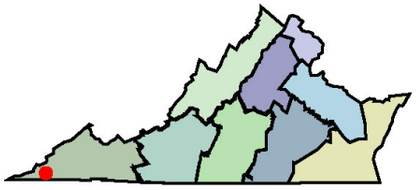
Route 58 Truck Climbing Lane Phase III

Project Id: 11601

Construct approximately 1,500ft of a truck climbing lane on eastbound Route 58. Eastern project limits will tie in at the end of the completed Phase II truck climbing lane approximately 2,800ft west of the Scott County/Lee County line (Powell Mountain). Western end of the project will terminate approximately 1,000ft east of Big Bend Drive. Proposed truck climbing lane will consist of a 12ft travel lane and an 8ft paved shoulder over a distance of 1,500ft with approximately 1,500ft of retaining wall.

0.0 SMART SCALE SCORE			
	#270 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$39,339,660
	#20 OF 20 DISTRICTWIDE	**Total Project Cost**	$39,339,660
		Project Benefit	0.0
		Project Benefit / Total Cost	0.0

Submitting Entity: Lee County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	17.6 impacted acres	0.4 access * pop/emp density	1.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.5	1.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.0		0.0			0.0			0.0		1.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.0			0.0			0.0	-0.6	1.0	
Project Benefit	0.0													
SMART SCALE Cost	$39,339,660													
SMART SCALE Score***	**0.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

CULPEPER DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11573	Rt. 229, Rt.694 Double Lane Roundabout	Culpeper County	1	31	02-01
11794	Ira Hoffman Roundabout	Culpeper Town	2	37	02-02
11487	US250/Peter Jeff. Pkway and Rolkin Road Pipeline Bundle	Charlottesville-Albemarle MPO	3	38	02-03
11732	Lee Highway and Branch Avenue Intersection Improvement	Warrenton Town	4	47	02-04
11457	Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout	Fauquier County	5	52	02-05
11733	US Business 17 Corridor Improvement/Fletcher Intersection	Warrenton Town	6	56	02-06
11800	US Bus 15/Walmart Entrance Roundabout	Culpeper Town	7	57	02-07
11771	US33-743 (Advance Mills) & 1050 (Greenecroft) Intersections	Greene County	8	70	02-08
11600	Old Trail Drive and US 250 West Intersection Improvements	Albemarle County	9	74	02-09
11772	Barracks Road and Georgetown Road Improvements	Albemarle County	10	80	02-10
11462	Business 17 (Lee Highway) Corridor Safety Improvement	Warrenton Town	11	81	02-11
11459	Route 28 & Old Dumfries Road (Route 667) - Roundabout	Fauquier County	12	82	02-12
11801	US Bus 15 Bicycle/Pedestrian Improvements	Culpeper Town	13	84	02-13
11455	Route 20 / Route 611 Roundabout	Orange County	14	86	02-14
11650	RT29-616 RCUT Project	Greene County	15	100	02-15
11448	Route 15-22 Intersection Improvements	Louisa County	16	103	02-16
11715	US 29 and Plank Road Intersection Improvements	Albemarle County	17	106	02-17
11447	Route 208 & Route 250 - Intersection Improvement	Louisa County	18	123	02-18
11675	I64/Fifth Street Interchange Improvement (Exit 120)	Charlottesville-Albemarle MPO	19	139	02-19
11678	Barracks Road Pipeline US 29/250 Interchange and SUP	Charlottesville-Albemarle MPO	20	142	02-20
11679	Barracks Road Pipeline Corridor Improvements	Charlottesville-Albemarle MPO	21	153	02-21
11442	Route 250 and Route 15 - Intersection Improvement	Louisa County	22	158	02-22
11795	Madison/Germanna Roundabout	Culpeper Town	23	168	02-23
11721	Rio Road and Hillsdale/Northfield/Old Brook Improvements	Albemarle County	24	174	02-24

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

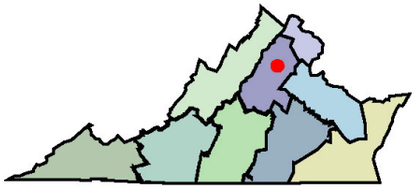
Rt. 229, Rt.694 Double Lane Roundabout

Project Id: 11573

Replace 4-way signalized intersection at Rte. 229/694 (Ira Hoffman Dr. with 2-1 (N/S-E/W) hybrid roundabout to include maintaining existing right turn lanes on Rt. 694 while reducing the length to ~200' EB and ~300' WB. The project will include relocating the existing shared use path on the east side of Rte. 229 south of the intersection from Achievement Dr. to the roundabout (~800 ft.) and widening the existing substandard buffer to meet the minimum 4' width requirement. Access to private properties will not be impacted by the improvements; existing medians will be maintained or improved.

7.5 SMART SCALE SCORE	#31 OF 270 STATEWIDE	SMART SCALE Requested Funds	$22,963,251
	#1 OF 24 DISTRICTWIDE	Total Project Cost	$22,963,251
		Project Benefit	17.2
		Project Benefit / Total Cost	7.5

Submitting Entity: Culpeper County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	11.7 persons	10.3 person hrs.	187.2 EPDO	12,614.4 EPDO / 100M VMT	1.3 jobs per resident	1.0 jobs per resident	35.0 adjusted users	0.0 adjusted points	447.7 thousand adj. daily tons	13,549,100.0 adj. buffer time index	1.9 adjusted points	0.0 impacted acres	29.2 access * pop/emp density	29.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.6	33.4	20.6	0.3	0.2	2.3	0.0	1.0	0.2	1.9	0.0	40.6	40.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		29.6		0.7			0.2			1.9		40.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		11.8		0.1			0.1			0.2	0.0	1.4	
Project Benefit	17.2													
SMART SCALE Cost	$22,963,251													
SMART SCALE Score***	**7.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

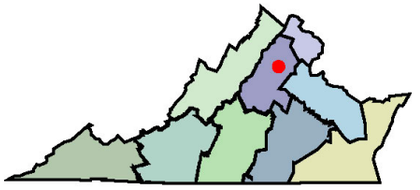
Ira Hoffman Roundabout

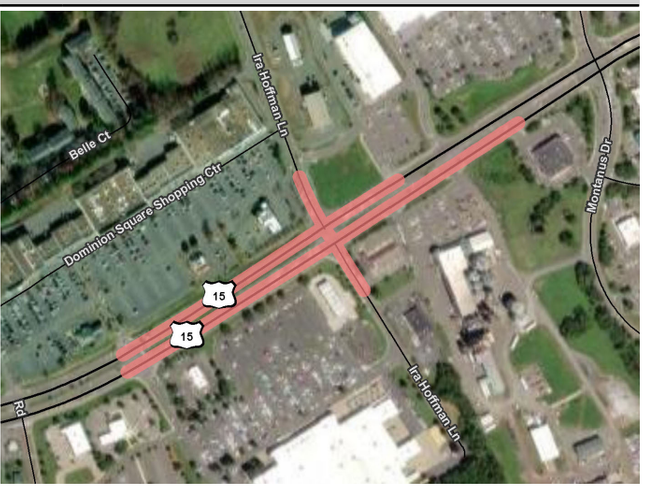
Project Id: 11794

The project converts the Ira Hoffman Ln/Brandy Rd signalized intersection to a hybrid roundabout; adds a shared use path on the northside of U.S. Business 15 (James Madison Highway) extending west to the Walmart Entrance and east to the Lidl entrance; and includes crosswalks across each approach to the RDBT and improves the crosswalks on the east and north legs of the US 15/Walmart Entrance intersection. Extensions of the existing sidewalk are proposed from the roundabout east along the southern side of US Business 15 to connect to the crosswalks. Existing sidewalk on the south side of US Business 15 and along the southern leg of Ira Hoffman Road that will be impacted by construction will be replaced/maintained.

6.7 SMART SCALE SCORE	#37 OF 270 STATEWIDE	SMART SCALE Requested Funds	$20,941,406
	#2 OF 24 DISTRICTWIDE	Total Project Cost	$20,941,406
		Project Benefit	14.0
		Project Benefit / Total Cost	6.7

Submitting Entity: Culpeper Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	205.3 persons	90.6 person hrs.	80.3 EPDO	5,444.1 EPDO / 100M VMT	1.8 jobs per resident	1.7 jobs per resident	616.0 adjusted users	1.5 adjusted points	542.6 thousand adj. daily tons	21,102,100.0 adj. buffer time index	32.7 adjusted points	0.0 impacted acres	28.5 access * pop/emp density	28.9 access * pop/emp density change
Normalized Measure Value (0-100)	3.7	5.6	14.3	8.9	0.5	0.3	40.7	1.6	1.2	0.3	32.7	0.0	39.6	39.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	4.6		12.7		8.5			1.3			32.7		39.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		5.1		0.8			0.4			3.3	0.0	1.4	
Project Benefit	14.0													
SMART SCALE Cost	$20,941,406													
SMART SCALE Score***	**6.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

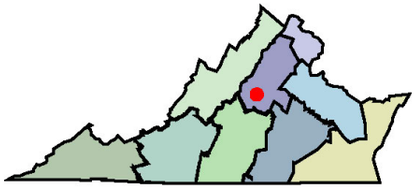
US250/Peter Jeff. Pkway and Rolkin Road Pipeline Bundle

Project Id: 11487

The project includes access management treatments to US250 at Peter Jeff. Pkwy and pedestrian improvements at US250 and Rolkin Rd. US250/Peter Jeff. Pkwy improvements include: 1) Close median crossing on US 250 at the Hilton Garden Inn. 2) Convert existing eastbound shared right-turn/thru-lane to thru-only. 3) Add a 220' right-turn only for eastbound traffic on US250. 4) Implement a Thru-cut at the US250/Peter Jeff. Pkwy intersection, 5) Construct a 50-space park & ride lot on the NW corner of the US250/Peter Jeff. Pkwy intersection. Improvements at US250/Rolkin Rd. include, 1) An at-grade pedestrian crossing for the northern, eastern, and southern legs with a pedestrian island located in the NE quadrant. 2) Add 800' sidewalk on the southern side of US250 from Rolkin Rd. to State Farm Blvd.

6.7 SMART SCALE SCORE	#38 OF 270 STATEWIDE	SMART SCALE Requested Funds	$36,406,798
	#3 OF 24 DISTRICTWIDE	Total Project Cost	$36,406,798
		Project Benefit	24.4
		Project Benefit / Total Cost	6.7

Submitting Entity: Charlottesville-Albemarle MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	46.0 persons	20.5 person hrs.	111.0 EPDO	1,707.8 EPDO / 100M VMT	4.8 jobs per resident	5.4 jobs per resident	229.8 adjusted users	0.5 adjusted points	97.0 thousand adj. daily tons	7,242,690,000.0 adj. buffer time index	48.0 adjusted points	0.1 impacted acres	60.7 access * pop/emp density	64.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	1.3	19.8	2.8	1.3	0.9	15.2	0.6	0.2	100.0	48.0	0.1	84.3	89.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.0		14.7		4.0			20.4			48.0		86.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		2.9		1.0			4.1			4.8	0.0	1.9	
Project Benefit	24.4													
SMART SCALE Cost	$36,406,798													
SMART SCALE Score***	**6.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

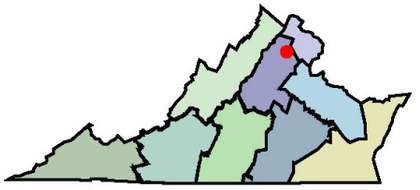
Lee Highway and Branch Avenue Intersection Improvement

Project Id: 11732

This project includes implementing a restricted crossing island at Village Center Drive and a through cut at Branch Street. There will be a shared use path on the south side of Lee Highway from the private entrance to the Truist Bank and across the intersection of Branch Drive where there will be a crosswalk across Lee Highway. The SUP will resume along the north side of Lee Highway between Branch Street and Village Center Drive, including a crosswalk through the intersection. The sidewalk on the south side of Lee Highway between Branch Drive and directly across from Village Center Drive will be improved to meet minimum standards. The project will include reconstruction of a failing box culvert just east of the Branch Drive intersection.

5.6 SMART SCALE SCORE	#47 OF 270 STATEWIDE	SMART SCALE Requested Funds	$13,140,255
	#4 OF 24 DISTRICTWIDE	Total Project Cost	$13,140,255
		Project Benefit	7.4
		Project Benefit / Total Cost	5.6

Submitting Entity: Warrenton Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	158.8 persons	5.2 person hrs.	28.9 EPDO	1,456.4 EPDO / 100M VMT	1.5 jobs per resident	1.6 jobs per resident	476.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	16,776,900.0 adj. buffer time index	24.8 adjusted points	0.0 impacted acres	32.6 access * pop/emp density	33.8 access * pop/emp density change
Normalized Measure Value (0-100)	2.8	0.3	5.2	2.4	0.4	0.3	31.5	0.0	0.0	0.2	24.8	0.0	45.4	46.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.6		4.3		6.6			0.0			24.8		46.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		1.7		0.7			0.0			2.5	0.0	1.5	
Project Benefit	7.4													
SMART SCALE Cost	$13,140,255													
SMART SCALE Score***	**5.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

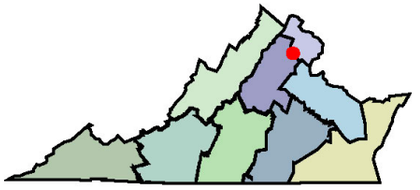
Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout

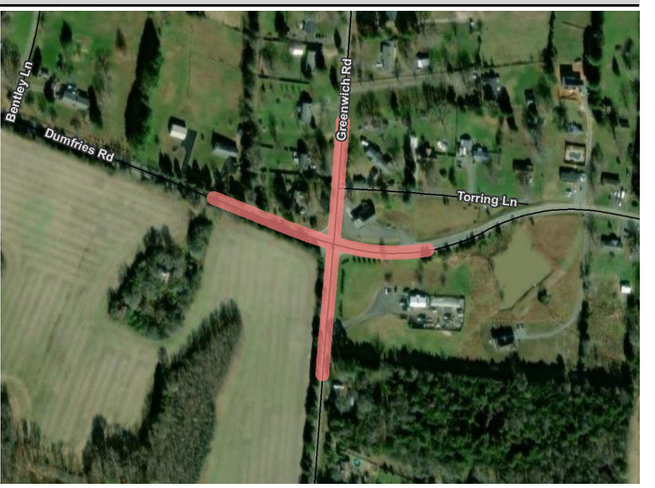
Project Id: 11457

The project will convert the intersection of Dumfries Road (Route 605) and Greenwich Road (Route 603) into a single-lane roundabout. Includes restricting the private entrance on Rte.603 south of the Roundabout to a Rt. in/out

5.1 SMART SCALE SCORE	#52 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,128,758
	#5 OF 24 DISTRICTWIDE	Total Project Cost	$15,128,758
		Project Benefit	7.7
		Project Benefit / Total Cost	5.1

Submitting Entity: Fauquier County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	2.2 person hrs.	36.1 EPDO	28,991.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	261,665.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.2 access * pop/emp density	2.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	6.4	47.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		18.7		0.0			0.0			0.0		3.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		7.5		0.0			0.0			0.0	0.0	1.0	
Project Benefit	7.7													
SMART SCALE Cost	$15,128,758													
SMART SCALE Score***	**5.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US Business 17 Corridor Improvement/Fletcher Intersection

Project Id: 11733

This project reconfigures the intersection at Fletcher with a two lane hybrid roundabout and a restricted crossing island at Village Center Drive. There will be a shared use path on the north side of Lee Highway between Village Center Drive and the shopping center entrance located ~465 ft. east of Fletcher Drive tying into the SUP funded as part of the Blackwell Road roundabout project (ID#9159). The existing sidewalks on both sides of Fletcher Drive on the northern leg of the roundabout will be maintained. The sidewalk on the south side of Lee Highway from approximately 145 ft. east of Branch Drive to Fletcher Drive will be improved, and the connecting sidewalk that continues south along the west side of Fletcher Drive will be maintained. The project will include new sidewalks on the east side of Fletcher Drive from the entrance to Capital One Bank to the intersection with Lee Highway, tying into the existing sidewalks on the south side of Lee Highway east of the intersection.

4.8 SMART SCALE SCORE	#56 OF 270 STATEWIDE #6 OF 24 DISTRICTWIDE		
		SMART SCALE Requested Funds	$18,468,646
		Total Project Cost	$18,468,646
		Project Benefit	8.9
		Project Benefit / Total Cost	4.8

Submitting Entity: Warrenton Town

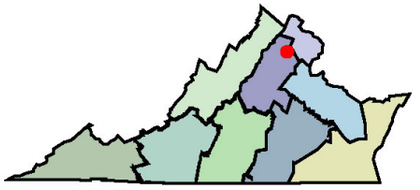
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	158.7 persons	65.4 person hrs.	42.0 EPDO	2,124.5 EPDO / 100M VMT	4.4 jobs per resident	3.9 jobs per resident	476.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	15,621,600.0 adj. buffer time index	25.1 adjusted points	0.0 impacted acres	32.7 access * pop/emp density	33.8 access * pop/emp density change
Normalized Measure Value (0-100)	2.8	4.0	7.5	3.5	1.1	0.6	31.5	0.0	0.0	0.2	25.1	0.0	45.4	46.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		6.3		7.1			0.0			25.1		46.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		2.5		0.7			0.0			2.5	0.0	1.5	
Project Benefit	8.9													
SMART SCALE Cost	$18,468,646													
SMART SCALE Score***	**4.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US Bus 15/Walmart Entrance Roundabout

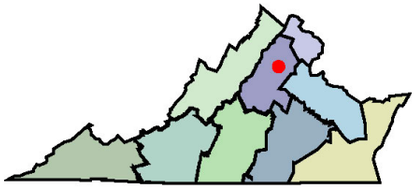
Project Id: 11800

The project converts the US Bus 15/Walmart Entrance/Dominion Square Entrance signalized intersection to a 2-1 hybrid roundabout; includes a section of shared use path on the north side of U.S. Business 15 (James Madison Highway) extending west to Nalles Mill Road and connecting to a crosswalk on the east leg of the roundabout; and includes crosswalks across each approach to the RDBT. The sidewalk on the east side of the southern leg will be extended to connect to the proposed crosswalk. Existing sidewalks will be tied into the crosswalks and will be maintained/replaced.

4.8 SMART SCALE SCORE			
	#57	OF 270 STATEWIDE	
	#7	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$17,542,801
Total Project Cost	$17,542,801
Project Benefit	8.4
Project Benefit / Total Cost	4.8

Submitting Entity: Culpeper Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	151.7 persons	65.2 person hrs.	29.8 EPDO	4,546.7 EPDO / 100M VMT	1.2 jobs per resident	1.2 jobs per resident	455.0 adjusted users	1.5 adjusted points	164.5 thousand adj. daily tons	11,973,400.0 adj. buffer time index	23.8 adjusted points	0.0 impacted acres	28.3 access * pop/emp density	28.7 access * pop/emp density change
Normalized Measure Value (0-100)	2.7	4.0	5.3	7.4	0.3	0.2	30.1	1.6	0.3	0.2	23.8	0.0	39.3	39.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		5.9		6.2			1.1			23.8		39.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		2.4		0.6			0.3			2.4	0.0	1.4	
Project Benefit	8.4													
SMART SCALE Cost	$17,542,801													
SMART SCALE Score***	**4.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

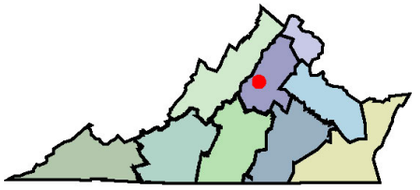
US33-743 (Advance Mills) & 1050 (Greenecroft) Intersections

Project Id: 11771

Project will modify a 0.4 mi. US 33 corridor by closing existing median crossovers. The existing full access crossovers for Rt 743 and Rt 1050 will be closed and the connection converted to right in/right out intersections. A new U-turn median crossing will be constructed at the east end of the project and an existing median crossing at the west end of the project will be modified in order to accommodate the U-turn movements.

4.1 SMART SCALE SCORE	#70 OF 270 STATEWIDE #8 OF 24 DISTRICTWIDE		
		SMART SCALE Requested Funds	$14,759,609
		Total Project Cost	$14,759,609
		Project Benefit	6.0
		Project Benefit / Total Cost	4.1

Submitting Entity: Greene County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	131.5 EPDO	4,312.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	1.9 adjusted points	0.0 thousand adj. daily tons	7,321,500.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.9 access * pop/emp density	2.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	23.5	7.0	0.0	0.0	0.0	2.1	0.0	0.1	0.0	0.0	2.7	2.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		18.5		0.0			1.3			0.0		2.7	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		5.6		0.0			0.3			0.0	0.0	1.0	
Project Benefit	6.0													
SMART SCALE Cost	$14,759,609													
SMART SCALE Score***	**4.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

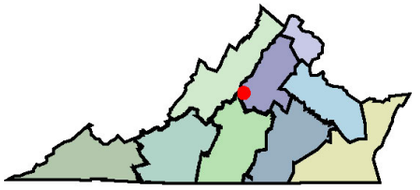
Old Trail Drive and US 250 West Intersection Improvements

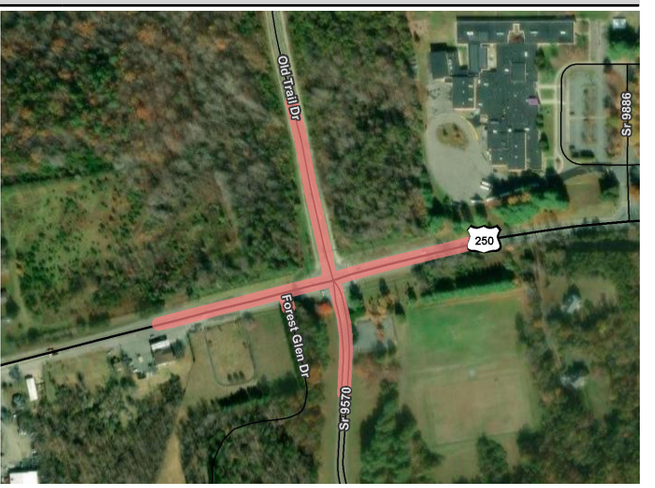
Project Id: 11600

This project would construct a 2 and 1 hybrid roundabout at the Old Trail Drive/250 intersection with high visibility crosswalks and active pedestrian controls on the northern, eastern, and southern legs of the roundabout. There are existing crosswalks on the north and east legs of the intersection that will be replaced in-kind. The existing substandard Shared Use Path along the westbound side of US 250 from the crosswalk on the north leg of the intersection to the east to connect to Henley Middle School will be improved to meet existing standards; on the east side of Old Trail Drive, the existing 8' sidewalk will be maintained/replaced in-kind starting at the crosswalk on the north leg of the intersection and extending north.

4.0 SMART SCALE SCORE	#74 OF 270 STATEWIDE	SMART SCALE Requested Funds	$16,702,821
	#9 OF 24 DISTRICTWIDE	Total Project Cost	$16,702,821
		Project Benefit	6.7
		Project Benefit / Total Cost	4.0

Submitting Entity: Albemarle County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	26.9 persons	43.6 person hrs.	45.2 EPDO	4,341.0 EPDO / 100M VMT	68.1 jobs per resident	47.9 jobs per resident	80.6 adjusted users	0.1 adjusted points	144.4 thousand adj. daily tons	4,793,870.0 adj. buffer time index	4.4 adjusted points	0.1 impacted acres	11.2 access * pop/emp density	11.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	2.7	8.1	7.1	17.7	7.9	5.3	0.1	0.3	0.1	4.4	0.1	15.6	16.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.6		7.8		13.3			0.1			4.4		16.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		1.6		3.3			0.0			0.4	0.0	1.2	
Project Benefit	6.7													
SMART SCALE Cost	$16,702,821													
SMART SCALE Score***	**4.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Barracks Road and Georgetown Road Improvements

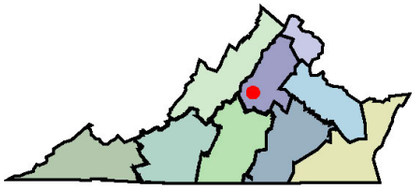
Project Id: 11772

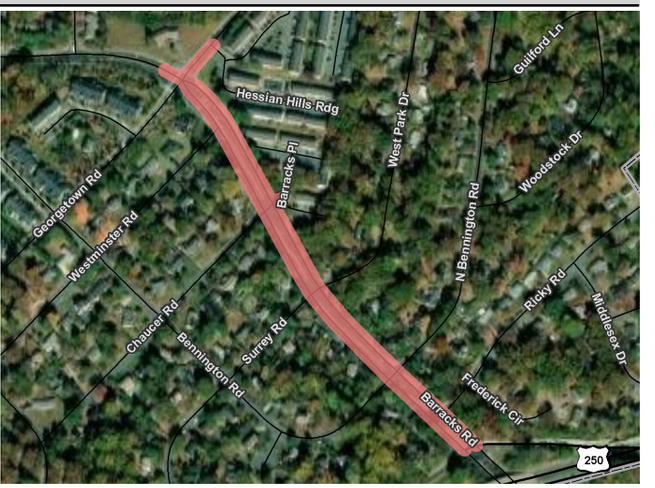
Reconstruct the existing signalized intersection of Georgetown and Barracks Roads as a hybrid roundabout with at-grade pedestrian crossings on all legs of the intersection. Close all median crossings along Barracks Road between Georgetown Road and westbound on- and off-ramps to US29/250. Construct a SUP along the west side of Barracks Road between Georgetown Road and the WB on-ramp. Upgrade CG-12 ramps along the east side of Barracks in the project area. Install 2 concrete boarding platforms at existing stops (end of Surrey Road off of Barracks Road and north side of Georgetown Road east of the proposed roundabout). The Georgetown Road location will include a bus shelter pad to accommodate future installation of a bus shelter. Add SB right-turn lane starting at Bennington Road onto US 29/250 westbound.

3.8 SMART SCALE SCORE			
	#80	OF 270 STATEWIDE	
	#10	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$37,645,909
Total Project Cost	$37,645,909
Project Benefit	14.5
Project Benefit / Total Cost	3.8

Submitting Entity: Albemarle County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	98.9 persons	40.0 person hrs.	99.1 EPDO	2,939.8 EPDO / 100M VMT	32.2 jobs per resident	39.5 jobs per resident	494.5 adjusted users	0.0 adjusted points	163.9 thousand adj. daily tons	12,005,100.0 adj. buffer time index	14.8 adjusted points	0.0 impacted acres	56.8 access * pop/emp density	59.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.8	2.5	17.7	4.8	8.4	6.5	32.7	0.0	0.3	0.2	14.8	0.0	79.0	82.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.1		13.8		12.9			0.1			14.8		80.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		2.8		3.2			0.0			1.5	0.0	1.8	
Project Benefit	14.5													
SMART SCALE Cost	$37,645,909													
SMART SCALE Score***	**3.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Business 17 (Lee Highway) Corridor Safety Improvement

Project Id: 11462

This project includes reconfiguring the intersection at Fletcher with a two lane hybrid roundabout; a restricted crossing island at Village Center Drive; and thru cut at Branch Street. There will be a shared use path on the south side of Lee Highway from the private entrance to the Truist Bank and across the intersection of Branch Drive where there will be a crosswalk across Lee Highway. The SUP will resume along the north side of Lee Highway between Branch Street and the shopping center entrance between Fletcher Drive and Blackwell Road tying into the SUP funded as part of the Blackwell Road roundabout project (ID#9159). The project will include new sidewalks on the east side of Fletcher Drive from the entrance to Capital One Bank to the intersection with Lee Highway, tying into the existing sidewalks on the south side of Lee Highway east of the intersection. The project will include reconstruction of a failing box culvert just east of the Branch Drive intersection.

3.8 SMART SCALE SCORE			**SMART SCALE Requested Funds**	$33,587,459
	#81	OF 270 STATEWIDE	**Total Project Cost**	$33,587,459
	#11	OF 24 DISTRICTWIDE	**Project Benefit**	12.9
			Project Benefit / Total Cost	3.8

Submitting Entity: Warrenton Town

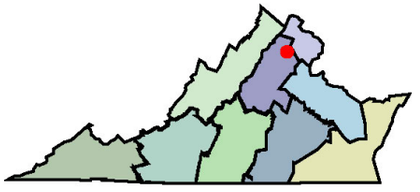
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	171.7 persons	70.1 person hrs.	89.1 EPDO	2,640.8 EPDO / 100M VMT	3.9 jobs per resident	3.5 jobs per resident	515.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	32,821,400.0 adj. buffer time index	27.1 adjusted points	0.0 impacted acres	32.7 access * pop/emp density	33.8 access * pop/emp density change
Normalized Measure Value (0-100)	3.1	4.3	15.9	4.3	1.0	0.6	34.0	0.0	0.0	0.5	27.1	0.0	45.4	46.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.7		12.4		7.5			0.1			27.1		46.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		5.0		0.8			0.0			2.7	0.0	1.5	
Project Benefit	12.9													
SMART SCALE Cost	$33,587,459													
SMART SCALE Score***	**3.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

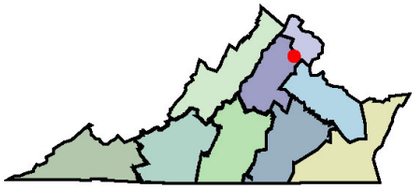
Route 28 & Old Dumfries Road (Route 667) - Roundabout

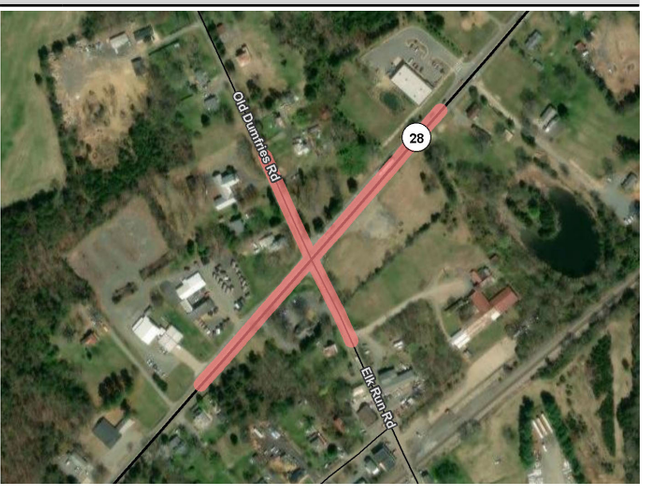
Project Id: 11459

The project will convert the existing signalized intersection of Catlett Road (Route 28) and Old Dumfries Road (Route 667)/Elk Run Road (Route 806) into a single-lane roundabout and restricts the entrances on the eastbound side of Catlett Road (Route 28) both west and east of the roundabout to right in/out. Includes 5' wide sidewalk on the north side of Catlett Road (Route 28) from Old Dumfries Road (Route 667) east to the existing sidewalk on the adjacent parcel (~200 Ft), in the southeast quadrant between the crosswalks (~200 Ft) and on the west side of Elk Run Road (Route 806) from the crosswalk south to the terminus on the adjacent parcel (~200 Ft). Crosswalks are also planned on the east side across Catlett Road (Route 28) and south side across Elk Run Road (Route 806).

3.7 SMART SCALE SCORE	#82 OF 270 STATEWIDE	SMART SCALE Requested Funds	$19,101,925
	#12 OF 24 DISTRICTWIDE	Total Project Cost	$19,101,925
		Project Benefit	7.1
		Project Benefit / Total Cost	3.7

Submitting Entity: Fauquier County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	13.6 persons	1.7 person hrs.	39.0 EPDO	4,086.8 EPDO / 100M VMT	0.3 jobs per resident	0.2 jobs per resident	20.4 adjusted users	20.3 adjusted points	0.0 thousand adj. daily tons	3,530,890.0 adj. buffer time index	1.8 adjusted points	0.3 impacted acres	0.8 access * pop/emp density	0.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.1	7.0	6.7	0.1	0.0	1.3	22.7	0.0	0.0	1.8	0.2	1.1	1.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		6.9		0.3			13.6			1.8		1.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.7		0.0			4.1			0.2	0.0	1.0	
Project Benefit	7.1													
SMART SCALE Cost	$19,101,925													
SMART SCALE Score***	**3.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US Bus 15 Bicycle/Pedestrian Improvements

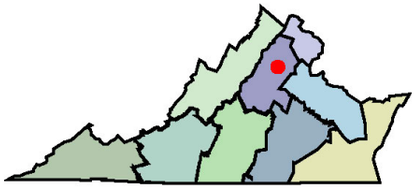
Project Id: 11801

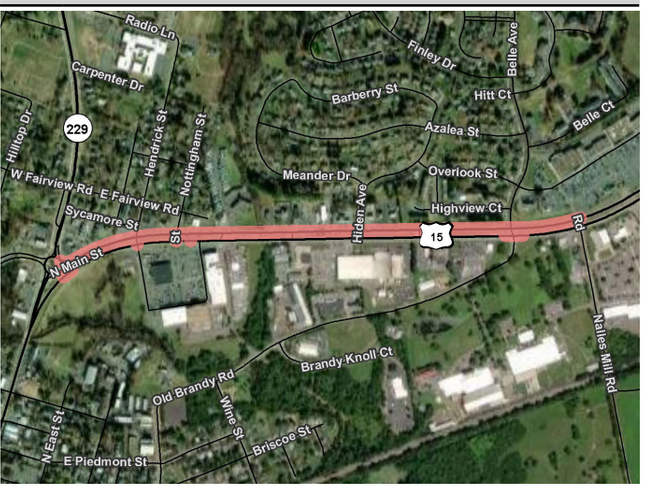
The project includes a shared use path along the north side of US Bus 15 stretching from Hendrick St. to Nalles Mill Road; the installation of a crosswalk on the east leg of the existing US Bus 15/North Main St roundabout (connecting the proposed SUP to an existing section of SUP between North Main St and Hendrick St.) and improvements to the existing pedestrian crossing on the northern and southern legs. Two crosswalks will be added across US 15 east of Nottingham Street and on the west leg of the Belle Avenue/US 15 intersection, and crosswalks will be added along the north side of US 15 at Hendrick Street and Belle Avenue. The existing crossover at the US Bus 15 intersection will be converted to an RCUT, and the existing median crossing at US 15 and Nottingham Street will be closed.

3.7 SMART SCALE SCORE			
	#84	OF 270 STATEWIDE	
	#13	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$33,935,367
Total Project Cost	$33,935,367
Project Benefit	12.4
Project Benefit / Total Cost	3.7

Submitting Entity: Culpeper Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	47.7 persons	0.3 person hrs.	138.0 EPDO	1,807.5 EPDO / 100M VMT	19.0 jobs per resident	24.6 jobs per resident	143.1 adjusted users	1.5 adjusted points	0.0 thousand adj. daily tons	131,627,000.0 adj. buffer time index	7.4 adjusted points	0.0 impacted acres	27.0 access * pop/emp density	27.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.0	24.6	2.9	4.9	4.1	9.5	1.6	0.0	1.8	7.4	0.0	37.5	37.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		18.1		5.7			1.3			7.4		37.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		7.2		0.6			0.4			0.7	0.0	1.4	
Project Benefit	12.4													
SMART SCALE Cost	$33,935,367													
SMART SCALE Score***	**3.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

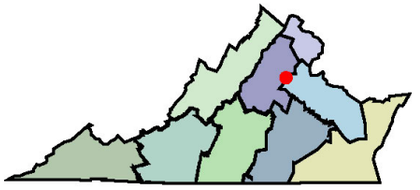
Route 20 / Route 611 Roundabout

Project Id: 11455

This project would convert the existing 4-way signalized intersection of Route 20 and Route 611 in Locust Grove into a 4-leg single-lane roundabout. The entrances to the property on the northwest quadrant of the project site will be consolidated from two to one and the entrance to the commercial property on the northeast quadrant from Rt. 611 northbound will be converted to right-in/right-out. The existing right in/right out access to the commercial property from Rt. 20 westbound will be maintained

3.5 SMART SCALE SCORE				
	#86	OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$14,968,033
	#14	OF 24 DISTRICTWIDE	**Total Project Cost**	$14,968,033
			Project Benefit	5.2
			Project Benefit / Total Cost	3.5

Submitting Entity: Orange County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	5.2 person hrs.	68.6 EPDO	8,328.5 EPDO / 100M VMT	2.9 jobs per resident	1.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,977,970.0 adj. buffer time index	0.0 adjusted points	0.2 impacted acres	1.4 access * pop/emp density	1.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.3	12.2	13.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.1	1.9	1.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		12.6		0.5			0.0			0.0		1.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		5.1		0.1			0.0			0.0	0.0	1.0	
Project Benefit	5.2													
SMART SCALE Cost	$14,968,033													
SMART SCALE Score***	**3.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

RT29-616 RCUT Project

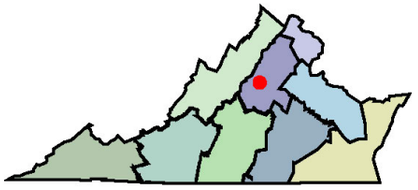
Project Id: 11650

The Project will convert the segment of US 29 from Starks Ln to just south of the US29/33 intersection (~3500 Ft. Section) to a "Super Street" by converting the existing crossovers at US 29/Commerce Dr. and US 29/Rte. 616 to R-Cuts with a SB U-turn crossover at Starks Ln. and a new NB U-turn crossover at the Commercial Entrance (~980 Ft South of the US 33 Intersection) The project closes an existing crossover at the commercial entrances to the Motel/El Agave (~1400 Ft south of the US 33 Intersection). Existing turn lanes will be extended to accommodate the turning restrictions, and a new left turn lane will be constructed on NB 29 to accommodate Uturn movements at the new crossover.

3.0 SMART SCALE SCORE			
	#100	OF 270 STATEWIDE	
	#15	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$25,449,154
Total Project Cost	$25,449,154
Project Benefit	7.7
Project Benefit / Total Cost	3.0

Submitting Entity: Greene County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.1 person hrs.	173.5 EPDO	4,607.3 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	1.9 adjusted points	0.0 thousand adj. daily tons	6,327,300.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.9 access * pop/emp density	2.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	31.0	7.5	0.0	0.0	0.0	2.1	0.0	0.1	0.0	0.0	2.6	2.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		23.9		0.0			1.3			0.0		2.7	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		7.2		0.0			0.3			0.0	0.0	1.0	
Project Benefit	7.7													
SMART SCALE Cost	$25,449,154													
SMART SCALE Score***	**3.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

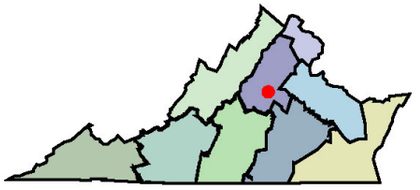
Route 15-22 Intersection Improvements

Project Id: 11448

The project will reconstruct the signalized intersection of Route US 15 and US 22 as a roundabout. This project will include a five (5) foot wide sidewalk, between the crosswalks on all four (4) quadrants and crosswalks on all approaches. The entrances to Holly's Market on the SW quadrant, the former assisted living facility on the NE quadrant, the farm on the SE quadrant and the residential property on the NW quadrant will be converted to right in/right out with a raised median added to separate lanes.

2.9 SMART SCALE SCORE	**#103** OF 270 STATEWIDE **#16** OF 24 DISTRICTWIDE	**SMART SCALE Requested Funds**	$20,671,889
		Total Project Cost	$20,671,889
		Project Benefit	6.1
		Project Benefit / Total Cost	2.9

Submitting Entity: Louisa County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.7 persons	4.3 person hrs.	78.0 EPDO	13,105.9 EPDO / 100M VMT	3.0 jobs per resident	2.7 jobs per resident	13.0 adjusted users	0.0 adjusted points	4,812.0 thousand adj. daily tons	1,999,720.0 adj. buffer time index	5.7 adjusted points	0.2 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.3	13.9	21.4	0.8	0.4	0.9	0.0	10.2	0.0	5.7	0.1	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		16.2		0.7			2.1			5.7		0.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.8		0.1			0.5			0.6	0.0	1.0	
Project Benefit	6.1													
SMART SCALE Cost	$20,671,889													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 29 and Plank Road Intersection Improvements

Project Id: 11715

Construct Restricted Crossing U-Turns (R-cut) at US 29 and Plank Road, Sutherland Road/Rabbit Valley Road; and near Woodson Store Lane. Extend the northbound and southbound left-turn lanes at all three intersections: the US 29 crossover near Woodson Store Lane, US 29/Plank Road, and US 29/Sutherland Rd/Rabbit Valley Rd. The project will include extending the substandard right turn lane along US 29 northbound onto Plank Road which will impact an existing box culvert which will potentially need to be replaced as part of the improvement.

2.9 SMART SCALE SCORE			
	#106 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$22,489,063
	#17 OF 24 DISTRICTWIDE	**Total Project Cost**	$22,489,063
		Project Benefit	6.5
		Project Benefit / Total Cost	2.9

Submitting Entity: Albemarle County

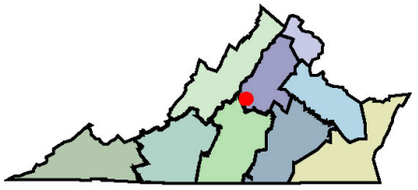
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	141.3 EPDO	8,091.3 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.1 adjusted points	0.0 thousand adj. daily tons	3,170,580.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.4 access * pop/emp density	0.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	25.2	13.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		21.6		0.0			0.1			0.0		0.5	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		6.5		0.0			0.0			0.0	0.0	1.0	
Project Benefit	6.5													
SMART SCALE Cost	$22,489,063													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

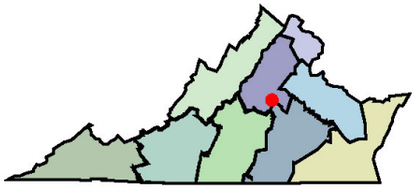
Route 208 & Route 250 - Intersection Improvement

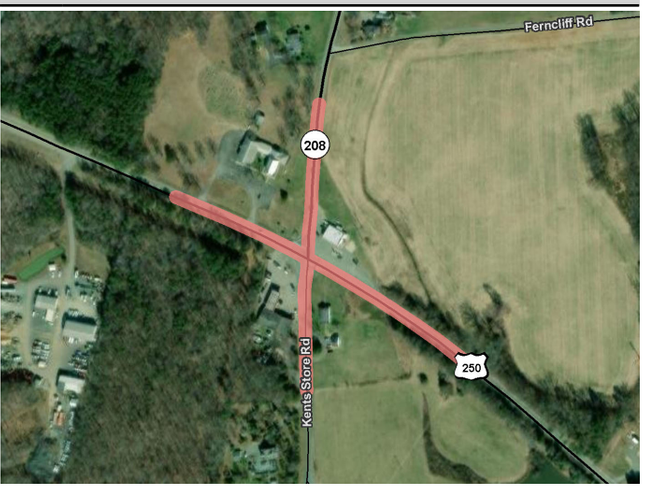
Project Id: 11447

This project will convert the existing intersection of US 250 and Rte. 208 to a single lane roundabout. Existing entrances near the intersection will be modified.

2.5 SMART SCALE SCORE			
	#123 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$15,624,429
	#18 OF 24 DISTRICTWIDE	**Total Project Cost**	$15,624,429
		Project Benefit	3.8
		Project Benefit / Total Cost	2.5

Submitting Entity: Louisa County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: Safety





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	4.4 persons	1.5 person hrs.	32.8 EPDO	15,721.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	6.6 adjusted users	0.9 adjusted points	0.0 thousand adj. daily tons	480,434.0 adj. buffer time index	0.6 adjusted points	0.0 impacted acres	0.9 access * pop/emp density	0.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.1	5.9	25.6	0.0	0.0	0.4	1.0	0.0	0.0	0.6	0.0	1.2	1.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		11.8		0.1			0.6			0.6		1.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.5		0.0			0.2			0.1	0.0	1.0	
Project Benefit	3.8													
SMART SCALE Cost	$15,624,429													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I64/Fifth Street Interchange Improvement (Exit 120)

Project Id: 11675

Convert existing signalized diamond interchange to a diverging diamond interchange at the connection of I-64 and 5th Street (Exit 120). Includes a shared use path between the NB and SB lanes with crosswalks to the NE and SW. On the northern end of the DDI, the shared use path will be extended on the east side of 5th St to the entrance to Holiday Inn (including crossing 5th Street Landing) and on the SW side from the interchange to Pinehurst Court. A bike ramp will be included on the SW leg to provide a transition for bicyclists traveling south on 5th Street to share the roadway.

2.1 SMART SCALE SCORE			
	#139 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$79,010,129
	#19 OF 24 DISTRICTWIDE	**Total Project Cost**	$79,010,129
		Project Benefit	16.9
		Project Benefit / Total Cost	2.1

Submitting Entity: Charlottesville-Albemarle MPO

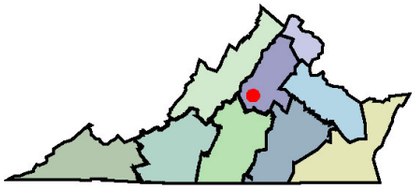
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	57.9 persons	22.3 person hrs.	121.3 EPDO	4,201.6 EPDO / 100M VMT	77.9 jobs per resident	90.4 jobs per resident	173.7 adjusted users	0.3 adjusted points	0.0 thousand adj. daily tons	2,968,400.0 adj. buffer time index	8.8 adjusted points	0.2 impacted acres	61.5 access * pop/emp density	64.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	1.4	21.7	6.9	20.3	15.0	11.5	0.4	0.0	0.0	8.8	0.1	85.4	89.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.2		17.2		17.5			0.2			8.8		87.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		3.4		4.4			0.0			0.9	0.0	1.9	
Project Benefit	16.9													
SMART SCALE Cost	$79,010,129													
SMART SCALE Score***	**2.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Barracks Road Pipeline US 29/250 Interchange and SUP

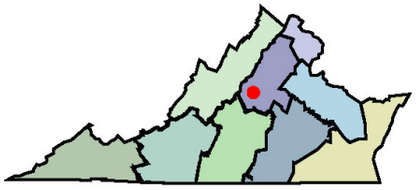
Project Id: 11678

The Barracks Road Pipeline US 29/250 Interchange Project will include hybrid roundabouts at both 29/US250 interchanges and a continuous shared use path along the west side of Barracks Rd from Bennington Road to Emmet St. The project will include improvements to the existing curb ramps and crosswalks at the Millmont St. intersection.

2.0 SMART SCALE SCORE			
	#142	OF 270 STATEWIDE	
	#20	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$93,859,520
Total Project Cost	$93,859,520
Project Benefit	19.2
Project Benefit / Total Cost	2.0

Submitting Entity: Charlottesville-Albemarle MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	79.2 persons	24.0 person hrs.	123.2 EPDO	21,062.1 EPDO / 100M VMT	51.9 jobs per resident	64.8 jobs per resident	395.8 adjusted users	0.0 adjusted points	64.2 thousand adj. daily tons	2,062,640.0 adj. buffer time index	12.0 adjusted points	0.0 impacted acres	57.0 access * pop/emp density	59.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.4	1.5	22.0	34.4	13.5	10.7	26.2	0.0	0.1	0.0	12.0	0.0	79.2	82.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.4		25.7		15.5			0.1			12.0		80.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		5.1		3.9			0.0			1.2	0.0	1.8	
Project Benefit	19.2													
SMART SCALE Cost	$93,859,520													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Barracks Road Pipeline Corridor Improvements

Project Id: 11679

The Barracks Road Pipeline Corridor Improvements Project will include 1) hybrid roundabouts at both 29/US250 interchanges, reducing to a single lane between the roundabouts in the SB direction 2) a continuous shared use path along the west side of Barracks Rd from Georgetown Road to Emmet St. 3) hybrid roundabout at Georgetown Rd and Barracks Rd, 4) Closing all median cuts along Barracks road from Georgetown to the westbound US 29/250 interchange, 5) pedestrian crosswalks at all four legs of the Georgetown/Barracks roundabout, on the west side of the two roundabouts on the US29/250 interchange roundabouts through the interchanges, and across Barracks Rd on either side of the two interchange roundabouts, 6) Reducing the width of the lanes on Barracks Rd between Georgetown and the westbound interchange roundabout to 11 feet, 7) Improving two existing transit stops along Barracks Road and Georgetown Road, and 8) ADA improvements on NB side of Barracks throughout corridor.

1.9 SMART SCALE SCORE			
	#153 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$130,615,775
	#21 OF 24 DISTRICTWIDE	**Total Project Cost**	$130,615,775
		Project Benefit	25.1
		Project Benefit / Total Cost	1.9

Submitting Entity: Charlottesville-Albemarle MPO

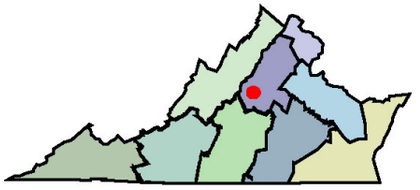
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	122.1 persons	62.7 person hrs.	176.6 EPDO	3,375.4 EPDO / 100M VMT	90.8 jobs per resident	110.7 jobs per resident	610.6 adjusted users	0.0 adjusted points	212.1 thousand adj. daily tons	20,666,100.0 adj. buffer time index	18.5 adjusted points	0.0 impacted acres	57.1 access * pop/emp density	60.1 access * pop/emp density change
Normalized Measure Value (0-100)	2.2	3.8	31.5	5.5	23.7	18.4	40.3	0.0	0.5	0.3	18.5	0.0	79.4	82.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.0		23.7		25.9			0.2			18.5		81.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		4.7		6.5			0.0			1.8	0.0	1.8	
Project Benefit	25.1													
SMART SCALE Cost	$130,615,775													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

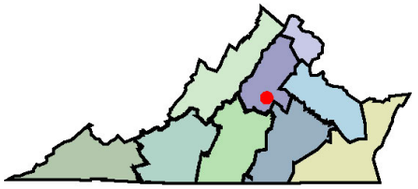
Route 250 and Route 15 - Intersection Improvement

Project Id: 11442

This project will provide innovative Intersection Improvements (i.e. Hybrid Roundabout) to the intersection of US 250 and US 15. The raised median limiting access to private entrances in the vicinity of the intersection to right in/right out will be maintained through the conversion of the intersection. The commercial entrances to the business on the SE quadrant will be consolidated from three entrances to two. The design will account for future installation of bike and pedestrian facilities.

1.9 SMART SCALE SCORE	#158 OF 270 STATEWIDE	SMART SCALE Requested Funds	$25,693,229
	#22 OF 24 DISTRICTWIDE	Total Project Cost	$25,693,229
		Project Benefit	4.8
		Project Benefit / Total Cost	1.9

Submitting Entity: Louisa County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	6.0 person hrs.	40.6 EPDO	5,800.1 EPDO / 100M VMT	3.4 jobs per resident	3.2 jobs per resident	0.0 adjusted users	6.2 adjusted points	2,893.0 thousand adj. daily tons	1,888,110.0 adj. buffer time index	7.6 adjusted points	0.0 impacted acres	2.3 access * pop/emp density	2.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.4	7.2	9.5	0.9	0.5	0.0	7.0	6.1	0.0	7.6	0.0	3.2	3.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		7.9		0.6			5.4			7.6		3.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.4		0.1			1.4			0.8	0.0	1.0	
Project Benefit	4.8													
SMART SCALE Cost	$25,693,229													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

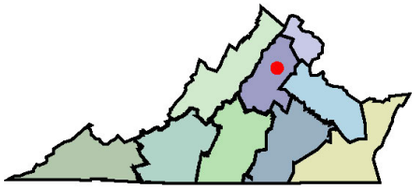
Madison/Germanna Roundabout

Project Id: 11795

The project converts the Madison Rd/South Main St/Germanna Highway signalized intersection to a hybrid roundabout. Business access and access to S. West Street will be modified as part of the project. New crosswalks and sidewalk connections will be included. One vehicle lane on the westbound portion of the Germanna Highway approach is being removed as part of the funded Orange Rd/Fredericksburg Rd Roundabout (UPC 124290). Approximately 125' of new sidewalk will be constructed in the SW quadrant to connect the crosswalks across the southern and western approaches, and approximately 155' of new sidewalk will be constructed in the NE quadrant connect the crosswalks across the northern and eastern approaches. Funded sidewalk extensions along the south side of Germanna Highway (UPC 124290) (eastern approach) will be incorporated into the roundabout design and tied into the crosswalk locations.

1.7 SMART SCALE SCORE			
	#168 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$18,304,355
	#23 OF 24 DISTRICTWIDE	**Total Project Cost**	$18,304,355
		Project Benefit	3.1
		Project Benefit / Total Cost	1.7

Submitting Entity: Culpeper Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	53.3 persons	25.2 person hrs.	17.3 EPDO	1,985.2 EPDO / 100M VMT	1.1 jobs per resident	0.9 jobs per resident	80.0 adjusted users	0.0 adjusted points	262.1 thousand adj. daily tons	3,899,590.0 adj. buffer time index	7.2 adjusted points	0.0 impacted acres	27.2 access * pop/emp density	27.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	1.5	3.1	3.2	0.3	0.2	5.3	0.0	0.6	0.1	7.2	0.0	37.8	38.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.3		3.1		1.3			0.1			7.2		37.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.3		0.1			0.0			0.7	0.0	1.4	
Project Benefit	3.1													
SMART SCALE Cost	$18,304,355													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

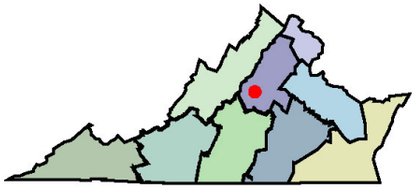
Rio Road and Hillsdale/Northfield/Old Brook Improvements

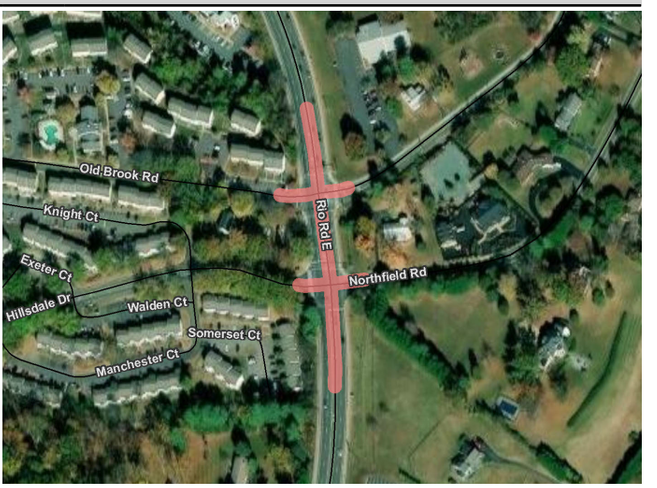
Project Id: 11721

Reconstruct the existing two signalized intersections as a hybrid, multilane double roundabout. Construct shared use path encompassing the double roundabout and tying into existing bicycle lanes and sidewalks on the north and south ends of the roundabout on both sides of Rio Road. The SUP will also tie into existing bicycle lanes on both sides of Hillsdale Drive via added bike ramps and will tie into existing sidewalk on the south side of Hillsdale Drive; existing sidewalk on the east and west sides of Rio Road, Hillsdale Drive, and Old Brook Road will be reconstructed. The project will include pedestrian crossings on all legs of the intersection.

1.6 SMART SCALE SCORE			
	#174 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$45,929,899
	#24 OF 24 DISTRICTWIDE	**Total Project Cost**	$45,929,899
		Project Benefit	7.2
		Project Benefit / Total Cost	1.6

Submitting Entity: Albemarle County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	50.7 persons	9.5 person hrs.	84.2 EPDO	5,721.4 EPDO / 100M VMT	11.8 jobs per resident	11.0 jobs per resident	152.2 adjusted users	0.0 adjusted points	17.6 thousand adj. daily tons	4,593,790.0 adj. buffer time index	7.7 adjusted points	0.0 impacted acres	37.6 access * pop/emp density	40.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.6	15.0	9.3	3.1	1.8	10.1	0.0	0.0	0.1	7.7	0.0	52.3	55.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		13.3		4.2			0.0			7.7		53.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		2.7		1.1			0.0			0.8	0.0	1.5	
Project Benefit	7.2													
SMART SCALE Cost	$45,929,899													
SMART SCALE Score***	**1.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

FREDERICKSBURG DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11663	Paige and Marye Route 1 Intersection	Caroline County	1	1	03-01
11661	Turn Lanes at Lake Caroline	Caroline County	2	16	03-02
11640	Rt 3 Pipeline Old Plank Road to Salem Church Rd	George Washington RC	3	40	03-03
11624	US Rte.1 Southpoint Pkwy Intersection Improvements	Spotsylvania County	4	46	03-04
11664	Rte 207 Sidewalk improvements at Rte 1 and Welcome Way	Caroline County	5	48	03-05
11806	Rte. 3 and Rte. 198 Intersection and Road Segment	Mathews County	6	76	03-06
11769	Rte. 17 and Belroi Road Intersection	Gloucester County	7	90	03-07
11627	Route 639 STARS Study Improvements	Spotsylvania County	8	105	03-08
11552	Route 1 and Foreston Woods Dr / Coal Landing Rd Improvements	Stafford County	9	117	03-09
11662	Route 1 Ladysmith Road	Caroline County	10	129	03-10
11641	Warrenton Road Widening	George Washington RC	11	138	03-11
11756	Rt 17-Rt 616 Town Bridge Road Int. and Segment Improvements	Middlesex County	12	141	03-12
11625	Route 3 (Plank Road) Widening Improvements	Spotsylvania County	13	143	03-13
11817	Venter Road-Rt. 30 Intersection	King William County	14	162	03-14
11780	Rte 17 Widening - Tidemill to Guinea	Gloucester County	15	163	03-15
11620	Rt 208 Pipeline Study Corridor Improvements: Leavells Rd	Fredericksburg Area MPO	16	164	03-16
11556	Garrisonville Road Widening Phase 1	Stafford County	17	167	03-17
11692	Brays Fork Continuous Green-T	Essex County	18	179	03-18
11626	Rte 208 Pipeline Study Corridor Improvements - Smith Station	Fredericksburg Area MPO	19	196	03-19
11554	Route 1 and I-95 / Coachman Circle Safety Improvements	Stafford County	20	204	03-20
11637	Enon Road/Centreport Parkway Connector	George Washington RC	21	205	03-21
11730	Lafayette Blvd Sidewalks	Fredericksburg City	22	214	03-22
11553	Route 1 and Potomac Hills LTL and Route 1 Corridor Safety	Stafford County	23	215	03-23
11804	Route 205 at Longfield Road Intersection – North	Westmoreland County	24	216	03-24
11633	Butler Rd Widening from Castle Rock Dr to Carter St	Fredericksburg Area MPO	25	218	03-25
11623	Harrison Road / Lafayette Blvd Intersection Improvements	Spotsylvania County	26	221	03-26
11634	I-95 four-Lane Widening SB B/T Exit 130 and Exit 126	Fredericksburg Area MPO	27	228	03-27
11821	Rt. 30 Bicycle/Pedestrian Improvements	King William County	28	229	03-28
11639	I-95/ Exit 136 Interchange/Centreport Parkway to Rt 1	George Washington RC	29	234	03-29
11753	Town Bridge Rd Roadway Improvements (RRR)	Middlesex County	30	243	03-30

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11767	Providence Rd-Rte 17 (Turn Lane) and Multimodal Improvements	Gloucester County	31	245	03-31
11820	Rt 3 and Rt 794 Intersection Improvement	Lancaster County	32	249	03-32
11711	Route 3 Intersection Improvements and VCR Trail Bridge	Fredericksburg City	33	257	03-33
11693	White Oak Dr. to Teakwood Dr. Sidewalk and Crosswalks	Essex County	34	259	03-34

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Paige and Marye Route 1 Intersection

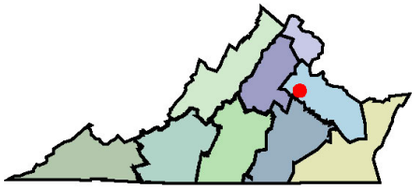
Project Id: 11663

The project will construct left-turn lanes for the northbound and southbound directions along Route 1 for the turning movements at the Route 605 intersection for safer operations. The northbound right-turn radius from Route 1 to Route 605 will be improved for a safer turning movement.

27.7 SMART SCALE SCORE			
	#1	OF 270 STATEWIDE	
	#1	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$7,085,483
Total Project Cost	$7,085,483
Project Benefit	19.6
Project Benefit / Total Cost	27.7

Submitting Entity: Caroline County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	152.7 EPDO	61,313.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	687,163.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	27.2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		49.1		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		19.6		0.0			0.0			0.0	0.0	1.0	
Project Benefit	19.6													
SMART SCALE Cost	$7,085,483													
SMART SCALE Score***	**27.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Turn Lanes at Lake Caroline

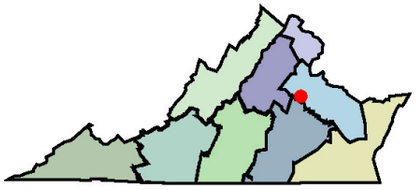
Project Id: 11661

For this project, construct a northbound left-turn lane on Route 1 at the Lake Caroline Drive intersection. Construct a southbound right-turn lane on Route 1 at the Lake Caroline Drive intersection. Provide lane markings on Lake Caroline Drive for the eastbound approach to Route 1 as a separate left and right turn lane. Construct NB right turn lane from Route 1 to the Vision Baptist Church Driveway.

10.2 SMART SCALE SCORE			
	#16	OF 270 STATEWIDE	
	#2	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$9,043,110
Total Project Cost	$9,043,110
Project Benefit	9.2
Project Benefit / Total Cost	10.2

Submitting Entity: Caroline County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.4 person hrs.	27.5 EPDO	15,997.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	22.0 adjusted points	0.0 thousand adj. daily tons	223,213.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.4 access * pop/emp density	2.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.9	26.1	0.0	0.0	0.0	24.7	0.0	0.0	0.0	0.0	3.4	3.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		11.3		0.0			14.8			0.0		3.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.5		0.0			4.4			0.0	0.0	1.0	
Project Benefit	9.2													
SMART SCALE Cost	$9,043,110													
SMART SCALE Score***	**10.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rt 3 Pipeline Old Plank Road to Salem Church Rd

Project Id: 11640

1. Thru-cut at Old Plank Rd/Five Mile Rd Ext. – Under Pipeline Study (JMT) 2. Thru-cut at Chewning Ln/Rutherford Dr – Under Pipeline Study (JMT) 3. Thru-cut at Salem Church Crossing - Under Pipeline Study (JMT) 4. Thru-cut at Salem Church Rd (Rte 639) – Under STARS study (WSP) Pedestrian accommodations to be added at all signalized intersections such that there is a crosswalk across RTE 3 and crosswalks across both side street legs.

6.4 SMART SCALE SCORE			
	#40	OF 270 STATEWIDE	
	#3	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$16,803,447
Total Project Cost	$16,803,447
Project Benefit	10.8
Project Benefit / Total Cost	6.4

Submitting Entity: George Washington RC

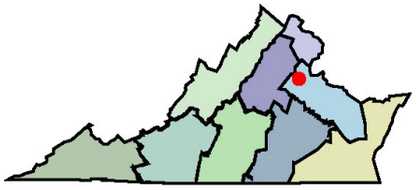
PE/RW/CN: Not Started / Not Started / Not Started

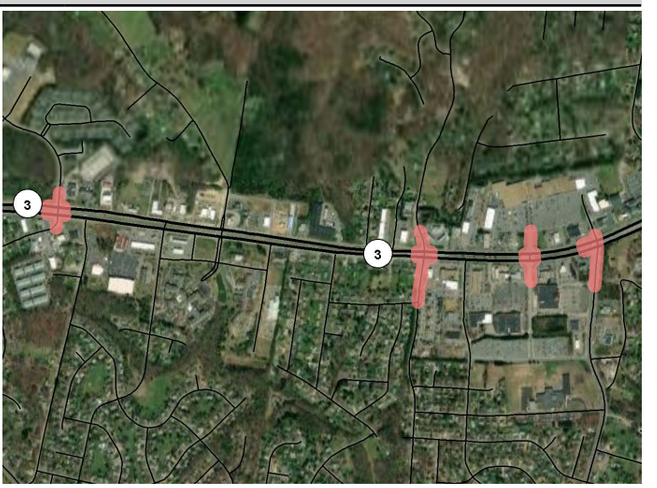
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	123.6 persons	151.3 person hrs.	99.7 EPDO	652.6 EPDO / 100M VMT	33.4 jobs per resident	26.7 jobs per resident	617.9 adjusted users	0.0 adjusted points	3,957.7 thousand adj. daily tons	86,660,400.0 adj. buffer time index	17.5 adjusted points	0.0 impacted acres	7.8 access * pop/emp density	8.8 access * pop/emp density change
Normalized Measure Value (0-100)	2.2	9.3	17.8	1.1	8.7	4.4	40.8	0.0	8.4	1.2	17.5	0.0	10.8	12.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.8		12.8		14.3			1.9			17.5		11.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.4		2.6		3.6			0.4			1.8	0.0	1.1	
Project Benefit	10.8													
SMART SCALE Cost	$16,803,447													
SMART SCALE Score***	**6.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US Rte.1 Southpoint Pkwy Intersection Improvements

Project Id: 11624

The project is to build a 4-lane (2-lanes each direction) quadrant road on the southwest side of the Rte.1 and Southpoint Pkwy intersection. This quadrant road will effectively manage and redirect important movements, thereby alleviating congestion & improving traffic flow in the area. A 5' wide sidewalk will also be constructed along the eastern side of the quadrant road along with a sidewalk from the Walmart to US Rte.1. The sidewalk's purpose along NB Rte.1 is to reach the businesses closest to Exit 126. A southbound through-lane will be added to Rte.1 on the northern leg to make the southbound approach 4 through-lanes by removing the existing southbound left-turn lanes. On the southern leg of the SB approach, one right turn lane will be constructed and the 3 through lanes will be realigned by using existing pavement as the northbound left-turn lanes will be removed. The NB approach will convert the right turn lane to Mills Dr. to a shared through/right-turn lane.

5.6 SMART SCALE SCORE	#46 OF 270 STATEWIDE	SMART SCALE Requested Funds	$57,371,621
	#4 OF 34 DISTRICTWIDE	Total Project Cost	$68,659,081
		Project Benefit	32.4
		Project Benefit / Total Cost	4.7

Submitting Entity: Spotsylvania County

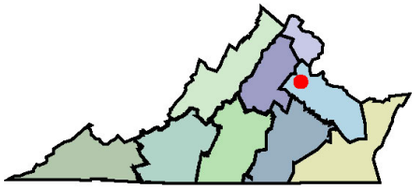
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	3,029.6 persons	783.3 person hrs.	147.3 EPDO	1,698.0 EPDO / 100M VMT	133.5 jobs per resident	143.8 jobs per resident	138.5 adjusted users	36.7 adjusted points	446.1 thousand adj. daily tons	41,582,000.0 adj. buffer time index	14.3 adjusted points	9.8 impacted acres	6.6 access * pop/emp density	7.0 access * pop/emp density change
Normalized Measure Value (0-100)	54.3	48.1	26.3	2.8	34.8	23.8	9.2	41.1	0.9	0.6	14.3	6.5	9.2	9.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	51.2		19.2		27.5			25.0			14.3		9.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	12.8		3.8		6.9			5.0			1.4	-0.3	1.1	
Project Benefit	32.4													
SMART SCALE Cost	$57,371,621													
SMART SCALE Score***	**5.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

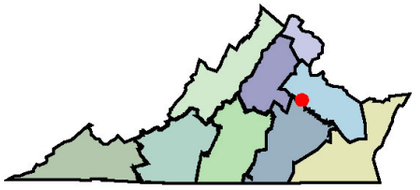
Rte 207 Sidewalk improvements at Rte 1 and Welcome Way

Project Id: 11664

Install crosswalks on all approaches at the Route 1/Route 207 signalized intersection including the addition of pedestrian signal heads. Install sidewalks along Route 207 on both sides from Route 1 to Welcome Way and install ADA ramps at all driveway locations. Install crosswalks on west and south approaches at the Route 207/Welcome Way signalized intersection with pedestrian signal heads. Construct WB right-turn lane on Route 207 onto NB Route 1.

5.5 SMART SCALE SCORE	#48 OF 270 STATEWIDE	SMART SCALE Requested Funds	$12,689,428
	#5 OF 34 DISTRICTWIDE	Total Project Cost	$12,689,428
		Project Benefit	7.0
		Project Benefit / Total Cost	5.5

Submitting Entity: Caroline County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D													
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	9.6 persons	0.0 person hrs.	47.8 EPDO	8,613.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	14.4 adjusted users	13.3 adjusted points	0.0 thousand adj. daily tons	3,495,590.0 adj. buffer time index	1.3 adjusted points	0.0 impacted acres	0.3 access * pop/emp density	0.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.0	8.5	14.0	0.0	0.0	1.0	14.9	0.0	0.0	1.3	0.0	0.4	0.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		10.2		0.2			9.0			1.3		0.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.1		0.0			2.7			0.1	0.0	1.0	
Project Benefit	7.0													
SMART SCALE Cost	$12,689,428													
SMART SCALE Score***	**5.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

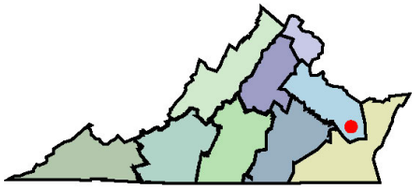
Rte. 3 and Rte. 198 Intersection and Road Segment

Project Id: 11806

This project is proposing intersection and road segment improvements at Rte. 3 (Windsor Rd.) and Rte. 198 (Buckley Hall Rd.). Both of these locations appear on the Interact Vtrans mapper siting the need for safety improvements. This project is proposing to construct an offset right turn lane for eastbound traffic on Rte. 198 (Buckley Hall Rd.) and pull existing stop bar on Rte. 3 (Windsor Rd.) north to allow increase sight distance for vehicles at the intersection.

3.9 SMART SCALE SCORE	#76 OF 270 STATEWIDE	SMART SCALE Requested Funds	$2,902,789
	#6 OF 34 DISTRICTWIDE	Total Project Cost	$2,902,789
		Project Benefit	1.1
		Project Benefit / Total Cost	3.9

Submitting Entity: Mathews County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	11.1 EPDO	3,011.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	708,408.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.9		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.1		0.0			0.0			0.0	0.0	1.0	
Project Benefit	1.1													
SMART SCALE Cost	$2,902,789													
SMART SCALE Score***	**3.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

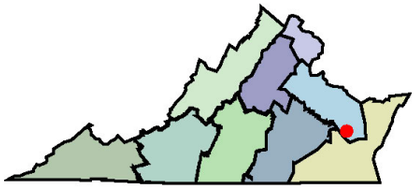
Rte. 17 and Belroi Road Intersection

Project Id: 11769

This project will restripe Belroi Road between Route 17B and Route 17 to the following: Southbound, a left-turn only lane and a shared through and right-turn lane, Northbound, one general purpose through lane. Existing Traffic signal to be upgraded for the intersection as new signal head will be needed for additional southbound turning lane. Install a northbound right-turn lane. Due to existing constraints, turn lane will need a waiver. Lengthen existing left and right-turn lanes for the Route 17 approaches.

3.3 SMART SCALE SCORE	#90 OF 270 STATEWIDE	SMART SCALE Requested Funds	$6,370,284
	#7 OF 34 DISTRICTWIDE	Total Project Cost	$6,370,284
		Project Benefit	2.1
		Project Benefit / Total Cost	3.3

Submitting Entity: Gloucester County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	6.7 person hrs.	17.9 EPDO	4,407.7 EPDO / 100M VMT	2.2 jobs per resident	1.2 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	303,903.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	9.4 access * pop/emp density	10.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.4	3.2	7.2	0.6	0.2	0.0	0.3	0.0	0.0	0.0	0.0	13.0	14.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		4.4		0.4			0.2			0.0		13.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.8		0.0			0.0			0.0	0.0	1.1	
Project Benefit	2.1													
SMART SCALE Cost	$6,370,284													
SMART SCALE Score***	**3.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

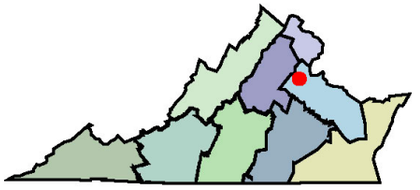
Route 639 STARS Study Improvements

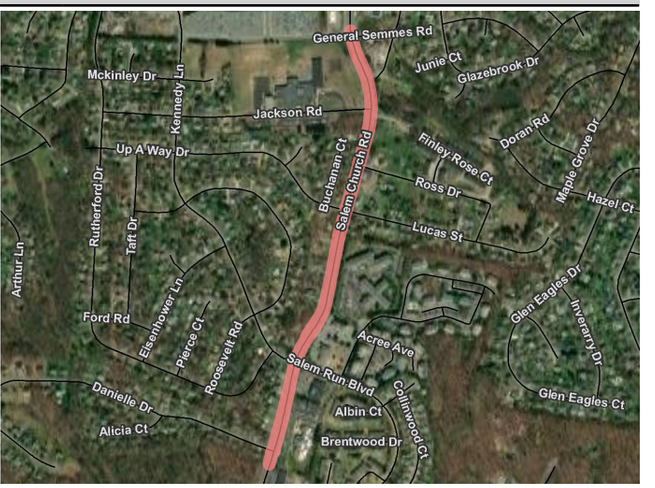
Project Id: 11627

Rte 639 STARS Study corridor improvements from General Semmes Rd to Salem Run Blvd. Improvements include some intersection turn lane improvements including the construction of a right turn lane for General Semmes Rd at Rte 639, access management improvements with the installation of a center median, a bus stop and shelter in front of the Salem Church Library, and several pedestrian improvements including sidewalk, shared use path, and crosswalks.

2.9 SMART SCALE SCORE	#105 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,682,894
	#8 OF 34 DISTRICTWIDE	Total Project Cost	$15,682,894
		Project Benefit	4.6
		Project Benefit / Total Cost	2.9

Submitting Entity: Spotsylvania County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	54.8 persons	7.6 person hrs.	74.5 EPDO	1,709.7 EPDO / 100M VMT	3.7 jobs per resident	3.6 jobs per resident	274.0 adjusted users	0.0 adjusted points	149.2 thousand adj. daily tons	17,585,400.0 adj. buffer time index	7.8 adjusted points	0.0 impacted acres	8.3 access * pop/emp density	9.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.5	13.3	2.8	1.0	0.6	18.1	0.0	0.3	0.2	7.8	0.0	11.5	12.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		10.1		4.3			0.1			7.8		12.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		2.0		1.1			0.0			0.8	0.0	1.1	
Project Benefit	4.6													
SMART SCALE Cost	$15,682,894													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

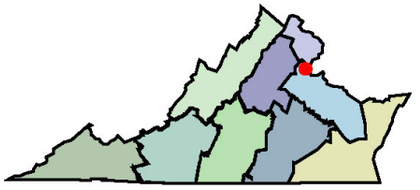
Route 1 and Foreston Woods Dr / Coal Landing Rd Improvements

Project Id: 11552

At Foreston Woods Dr, the project will restripe the WB and EB approaches to a new lane configuration: 1-LTL, 1-Thru, and 1-RTL. Also, the SB approach will include an additional LTL. At Coal Landing Rd, the Route 1 SB LTL will be extended to a total length of 400'. Also, a SUP along Route 1 NB will run from Coal Landing Rd to Foreston Woods Dr for a total length of 1200'. A crosswalk will be provided at Foreston Woods Dr across Route 1 and across Foreston Woods Dr and a sidewalk will be provided up Foreston Woods Dr where existing sidewalk terminates.

2.5 SMART SCALE SCORE			
	#117 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$18,901,719
	#9 OF 34 DISTRICTWIDE	**Total Project Cost**	$21,901,719
		Project Benefit	4.8
		Project Benefit / Total Cost	2.2

Submitting Entity: Stafford County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	82.7 persons	19.9 person hrs.	18.1 EPDO	1,440.4 EPDO / 100M VMT	15.9 jobs per resident	17.8 jobs per resident	413.6 adjusted users	0.0 adjusted points	265.4 thousand adj. daily tons	3,511,510.0 adj. buffer time index	12.6 adjusted points	0.2 impacted acres	7.6 access * pop/emp density	7.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.5	1.2	3.2	2.3	4.1	2.9	27.3	0.0	0.6	0.0	12.6	0.1	10.5	10.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.4		3.0		8.5			0.1			12.6		10.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		0.6		2.1			0.0			1.3	0.0	1.1	
Project Benefit	4.8													
SMART SCALE Cost	$18,901,719													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

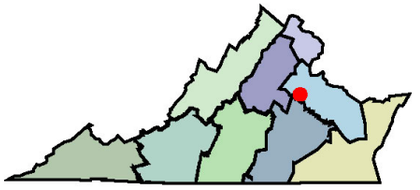
Route 1 Ladysmith Road

Project Id: 11662

This project will construct a sidewalk on the west side of Route 1 from the existing sidewalk located at the CVS to the existing sidewalk at Clara Smith Street. This project will construct northbound left-turn lanes on Route 1 at the following intersections: Durrette Road, Deerfield Road, and Pine Tree Drive and construct southbound left-turn lanes on Route 1 for following intersections: Starr Drive, Glen Meadows Drive, and Ladysmith Commons Blvd.

2.4 SMART SCALE SCORE			
	#129 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$17,564,099
	#10 OF 34 DISTRICTWIDE	**Total Project Cost**	$17,564,099
		Project Benefit	4.1
		Project Benefit / Total Cost	2.4

Submitting Entity: Caroline County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	7.5 persons	0.1 person hrs.	31.4 EPDO	5,490.3 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	11.3 adjusted users	6.2 adjusted points	0.0 thousand adj. daily tons	1,577,190.0 adj. buffer time index	1.0 adjusted points	0.0 impacted acres	2.1 access * pop/emp density	2.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	5.6	9.0	0.1	0.0	0.7	6.9	0.0	0.0	1.0	0.0	2.9	2.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		6.6		0.2			4.2			1.0		2.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.6		0.0			1.3			0.1	0.0	1.0	
Project Benefit	4.1													
SMART SCALE Cost	$17,564,099													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Warrenton Road Widening

Project Id: 11641

The project will widen Warrenton Road from four to six lanes from Village Pkwy at the northern terminus to 300' north of Stafford Lakes Pkwy for the southern westbound terminus and 500' north of Stafford Lakes Pkwy for the southern eastbound terminus. It will provide sidewalks throughout the length of the project as well as curb and gutter and fill in existing sidewalk gaps on both sides of the roadway. Crosswalks will be constructed at Cardinal Forest Dr and at Village Pkwy

2.2 SMART SCALE SCORE	#138 OF 270 STATEWIDE	SMART SCALE Requested Funds	$32,526,091
	#11 OF 34 DISTRICTWIDE	Total Project Cost	$32,526,091
		Project Benefit	7.0
		Project Benefit / Total Cost	2.2

Submitting Entity: George Washington RC

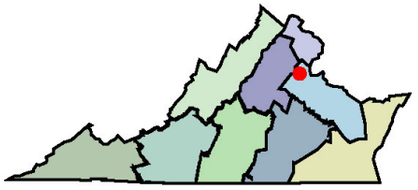
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	29.2 persons	4.0 person hrs.	7.7 EPDO	132.2 EPDO / 100M VMT	10.2 jobs per resident	9.0 jobs per resident	43.8 adjusted users	9.2 adjusted points	17,304.9 thousand adj. daily tons	23,002,300.0 adj. buffer time index	31.6 adjusted points	17.2 impacted acres	8.4 access * pop/emp density	9.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.2	1.4	0.2	2.7	1.5	2.9	10.3	36.8	0.3	31.6	11.4	11.7	13.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		1.0		2.5			13.6			31.6		12.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.2		0.6			2.7			3.2	-0.6	1.1	
Project Benefit	7.0													
SMART SCALE Cost	$32,526,091													
SMART SCALE Score***	**2.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

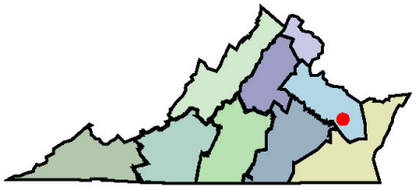
Rt 17-Rt 616 Town Bridge Road Int. and Segment Improvements

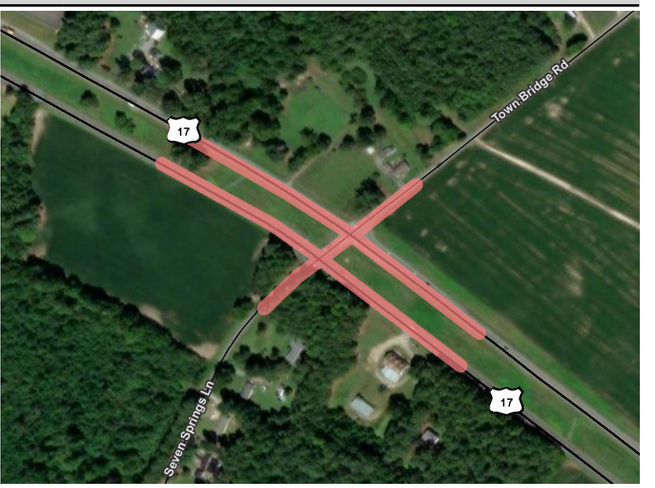
Project Id: 11756

Install R-cut at median opening. Lengthen left-turn lanes on Route 17. Install median U-turns at around 600 feet in either direction on Route 17 from the median opening.

2.1 SMART SCALE SCORE			
	#141 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,524,673
	#12 OF 34 DISTRICTWIDE	**Total Project Cost**	$7,524,673
		Project Benefit	1.6
		Project Benefit / Total Cost	2.1

Submitting Entity: Middlesex County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	13.9 EPDO	4,095.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	246,082.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	3.2 access * pop/emp density	2.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.5	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	3.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		3.7		0.0			0.0			0.0		3.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.5		0.0			0.0			0.0	0.0	1.0	
Project Benefit	1.6													
SMART SCALE Cost	$7,524,673													
SMART SCALE Score***	**2.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

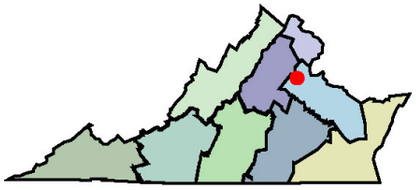
Route 3 (Plank Road) Widening Improvements

Project Id: 11625

This project aims to enhance transportation infrastructure and accessibility for Route.3 Plank Road. The segment of Route 3 to be widened spans 1.1 miles. The project area extends from the functional area around the Harrison Road intersection to just west of Andora Drive. The goal is to convert Route 3 from a 4-lane road to a 6-lane road, with sidewalks in various areas as indicated on the sketch. The project includes bus shelter/stops only for transit, and the FRED Transit S1 bus route will be extended to serve the newly improved vicinity.

2.0 SMART SCALE SCORE			
	#143 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$26,685,514
		Total Project Cost	$40,685,514
	#13 OF 34 DISTRICTWIDE	**Project Benefit**	5.4
		Project Benefit / Total Cost	1.3

Submitting Entity: Spotsylvania County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	63.2 persons	105.2 person hrs.	95.7 EPDO	1,551.8 EPDO / 100M VMT	44.6 jobs per resident	31.4 jobs per resident	204.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	42,296,700.0 adj. buffer time index	6.1 adjusted points	55.1 impacted acres	6.0 access * pop/emp density	6.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	6.5	17.1	2.5	11.6	5.2	13.5	0.0	0.0	0.6	6.1	36.4	8.3	8.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.8		12.7		10.7			0.1			6.1		8.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		2.5		2.7			0.0			0.6	-1.8	1.1	
Project Benefit	5.4													
SMART SCALE Cost	$26,685,514													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

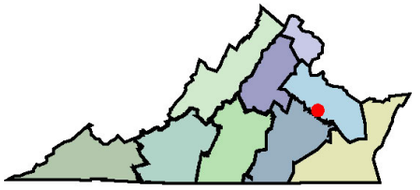
Venter Road-Rt. 30 Intersection

Project Id: 11817

Installation of a northbound and southbound left-turn lane on Route 30 for the Venter Road and Route 30 intersection.

1.7 SMART SCALE SCORE	#162 OF 270 STATEWIDE	SMART SCALE Requested Funds	$4,844,570
	#14 OF 34 DISTRICTWIDE	Total Project Cost	$4,844,570
		Project Benefit	0.8
		Project Benefit / Total Cost	1.7

Submitting Entity: King William County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	3.8 EPDO	2,528.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.4 adjusted points	0.0 impacted acres	1.0 access * pop/emp density	1.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.7	4.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	1.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		1.7		0.0			0.0			1.4		1.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.7		0.0			0.0			0.1	0.0	1.0	
Project Benefit	0.8													
SMART SCALE Cost	$4,844,570													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

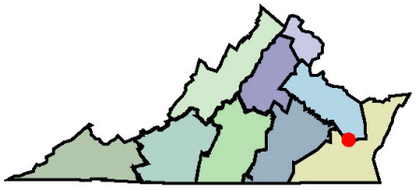
Rte 17 Widening - Tidemill to Guinea

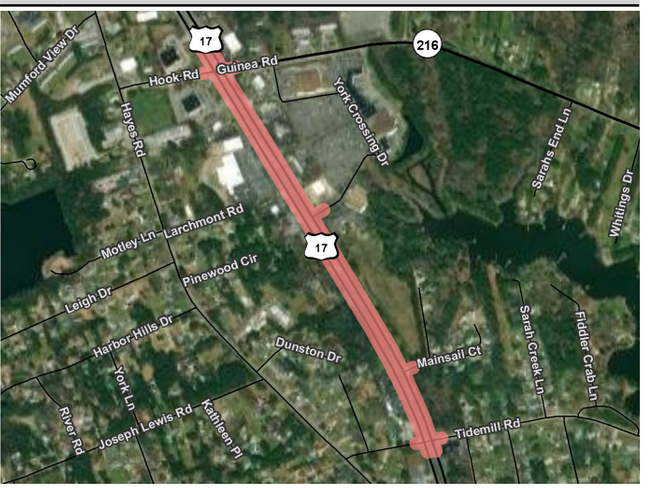
Project Id: 11780

Widening from 4 to 6 lanes with a shared use path on the east side of the road and sidewalk linkages on the west side of the road at the northern commercial end of the project.

1.7 SMART SCALE SCORE	#163 OF 270 STATEWIDE	SMART SCALE Requested Funds	$64,804,111
	#15 OF 34 DISTRICTWIDE	Total Project Cost	$64,804,111
		Project Benefit	11.1
		Project Benefit / Total Cost	1.7

Submitting Entity: Gloucester County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.8 persons	8.3 person hrs.	183.8 EPDO	1,593.2 EPDO / 100M VMT	5.7 jobs per resident	3.8 jobs per resident	110.4 adjusted users	0.1 adjusted points	0.0 thousand adj. daily tons	53,379,400.0 adj. buffer time index	5.9 adjusted points	9.2 impacted acres	6.1 access * pop/emp density	7.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.5	32.8	2.6	1.5	0.6	7.3	0.2	0.0	0.7	5.9	6.0	8.5	10.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		23.7		2.5			0.2			5.9		9.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		9.5		0.2			0.1			0.6	-0.3	1.1	
Project Benefit	11.1													
SMART SCALE Cost	$64,804,111													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rt 208 Pipeline Study Corridor Improvements: Leavells Rd

Project Id: 11620

Construct additional westbound left turn lane on Rte 208. Construct additional northbound left turn lane and convert the existing shared through/left lane to through lane on Leavells Road. Construct additional southbound left turn lane on Leavells Road. Lengthen existing Route 208 WB right-turn lane to Woodland Drive intersection. Lengthen existing Leavells Road NB right-turn lane.

1.7 SMART SCALE SCORE	#164 OF 270 STATEWIDE	SMART SCALE Requested Funds	$31,650,817
	#16 OF 34 DISTRICTWIDE	Total Project Cost	$35,750,817
		Project Benefit	5.4
		Project Benefit / Total Cost	1.5

Submitting Entity: Fredericksburg Area MPO

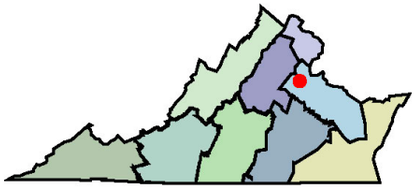
PE/RW/CN: Not Started / Not Started / Not Started

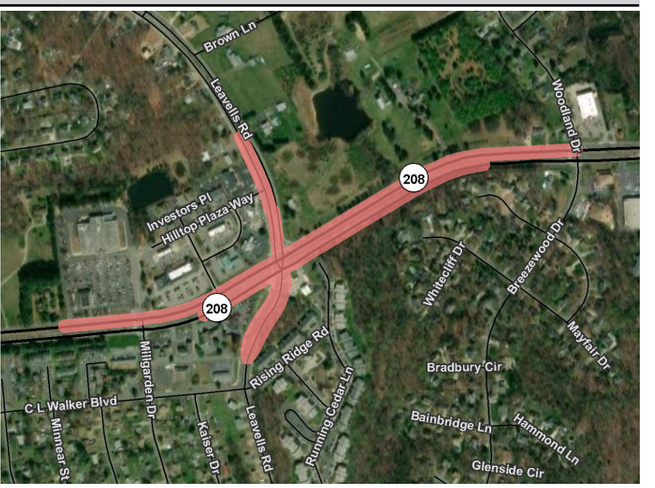
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	396.5 persons	64.2 person hrs.	31.1 EPDO	815.6 EPDO / 100M VMT	18.1 jobs per resident	15.7 jobs per resident	212.1 adjusted users	7.5 adjusted points	982.0 thousand adj. daily tons	18,111,400.0 adj. buffer time index	12.4 adjusted points	33.1 impacted acres	5.6 access * pop/emp density	6.0 access * pop/emp density change
Normalized Measure Value (0-100)	7.1	3.9	5.5	1.3	4.7	2.6	14.0	8.4	2.1	0.3	12.4	21.9	7.8	8.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.5		4.3		6.1			5.5			12.4		8.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.4		0.9		1.5			1.1			1.2	-1.1	1.1	
Project Benefit	5.4													
SMART SCALE Cost	$31,650,817													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Garrisonville Road Widening Phase 1

Project Id: 11556

The Garrisonville Road Widening Phase 1 Project will widen Garrisonville Road between Eustace Road and Parkway Boulevard from four to six lanes, provide sidewalks in the eastbound direction between Parkway Boulevard and Eustace Road and in the westbound direction between Eustace Road and Joyce Street/Wolverine Way, a crosswalk at the Garrisonville Road intersection with Joyce Street and Wolverine Way will be upgraded, raised medians will be constructed where a two-way left turn lane exists on Garrisonville Road between Shenandoah Lane and Dun Rovin Lane, channelize left turn lanes that allow U-turn movements will be provided with eastbound U-turns at Kingsland Dr and westbound U-Turns at Raintree Blvd, and at the intersection of Parkway Boulevard and Garrisonville Road, a continuous green-t intersection will be constructed with dual left turn lanes from Garrisonville Road westbound

1.7 SMART SCALE SCORE			
	#167 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$67,780,327
	#17 OF 34 DISTRICTWIDE	**Total Project Cost**	$100,013,733
		Project Benefit	11.5
		Project Benefit / Total Cost	1.2

Submitting Entity: Stafford County

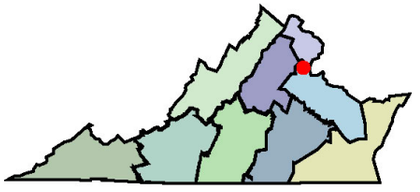
PE/RW/CN: Not Started / Not Started / Not Started

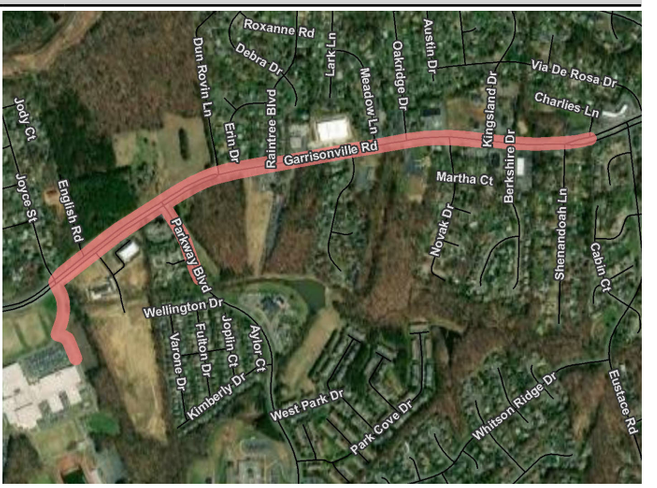
Eligible Fund Program: BOTH

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	564.7 persons	120.6 person hrs.	102.7 EPDO	845.9 EPDO / 100M VMT	64.4 jobs per resident	55.0 jobs per resident	402.7 adjusted users	0.0 adjusted points	1,922.8 thousand adj. daily tons	53,156,900.0 adj. buffer time index	11.1 adjusted points	5.2 impacted acres	8.7 access * pop/emp density	9.0 access * pop/emp density change
Normalized Measure Value (0-100)	10.1	7.4	18.3	1.4	16.8	9.1	26.6	0.0	4.1	0.7	11.1	3.4	12.0	12.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	8.8		13.2		17.2			1.0			11.1		12.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.2		2.6		4.3			0.2			1.1	-0.2	1.1	
Project Benefit	11.5													
SMART SCALE Cost	$67,780,327													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

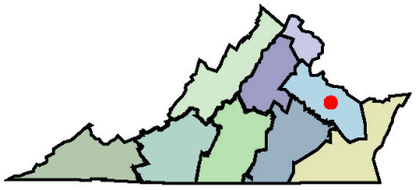
Brays Fork Continuous Green-T

Project Id: 11692

The Brays Fork, at Route 17 and Route 360, intersection will be designed as a continuous Green-T. The Westbound Route 17 through movements will still flow freely that will merge in to the existing through lanes. The northbound lanes along Route 360 will have two through lanes and one right-turn only lane. The southbound lanes along Route 17 will have one through lane and two right-turn only lanes. The geometry at this intersection will be pulled in and the slip lanes removed to remove the existing weaving movement at the hospital entrance and Berry Hill Road. Berry Hill Road will become a right-in/right-out intersection.

1.5 SMART SCALE SCORE			
	#179 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$23,688,008
	#18 OF 34 DISTRICTWIDE	**Total Project Cost**	$23,688,008
		Project Benefit	3.5
		Project Benefit / Total Cost	1.5

Submitting Entity: Essex County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	52.9 EPDO	2,910.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	6,226,010.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	7.9 access * pop/emp density	6.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	9.4	4.7	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	11.0	8.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		8.0		0.0			0.0			0.0		9.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.2		0.0			0.0			0.0	0.0	1.1	
Project Benefit	3.5													
SMART SCALE Cost	$23,688,008													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rte 208 Pipeline Study Corridor Improvements - Smith Station

Project Id: 11626

To improve safety and capacity along the Rte 208 Corridor based on Rte 208 Pipeline Study recommendations from Foster Road to Bloomsbury Ln. Intersection turn lanes and pedestrian improvements at the Smith Station Rd. Additional WB through lane added from Foster Road to Bloomsbury Lane. A shared use path to be constructed on the south side of Route 208 from Smith Station to the Elementary School at Foster Road. Closure of the driveway on Smith Station for the Exxon closest to the signalized intersection to provide better access management.

1.2 SMART SCALE SCORE			
	#196 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$41,180,736
		Total Project Cost	$45,180,736
	#19 OF 34 DISTRICTWIDE	**Project Benefit**	4.9
		Project Benefit / Total Cost	1.1

Submitting Entity: Fredericksburg Area MPO

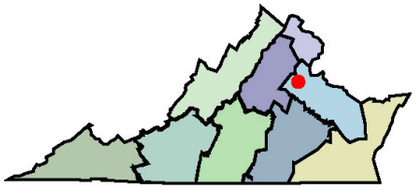
PE/RW/CN: Not Started / Not Started / Not Started

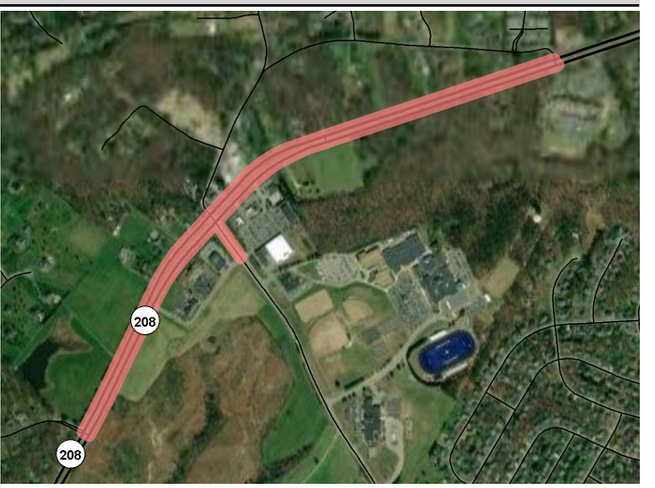
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	282.1 persons	62.9 person hrs.	64.6 EPDO	554.2 EPDO / 100M VMT	13.9 jobs per resident	11.1 jobs per resident	269.9 adjusted users	7.0 adjusted points	1,084.6 thousand adj. daily tons	68,623,100.0 adj. buffer time index	8.9 adjusted points	49.2 impacted acres	3.6 access * pop/emp density	3.8 access * pop/emp density change
Normalized Measure Value (0-100)	5.1	3.9	11.5	0.9	3.6	1.8	17.8	7.9	2.3	0.9	8.9	32.5	5.0	5.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	4.5		8.3		6.1			5.4			8.9		5.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.1		1.7		1.5			1.1			0.9	-1.6	1.1	
Project Benefit	4.9													
SMART SCALE Cost	$41,180,736													
SMART SCALE Score***	**1.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 1 and I-95 / Coachman Circle Safety Improvements

Project Id: 11554

The Route 1 and I-95 / Coachman Circle project is along Route 1 between I-95 and Port Aquia Drive. The project will construct access management improvements along Route 1 with a raised concrete median. Channelized left turn lanes and an RCUT configuration will be provided for both northbound and southbound traffic throughout the project corridor.

1.1 SMART SCALE SCORE			
	#204 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$37,378,274
	#20 OF 34 DISTRICTWIDE	**Total Project Cost**	$40,869,875
		Project Benefit	3.9
		Project Benefit / Total Cost	1.0

Submitting Entity: Stafford County

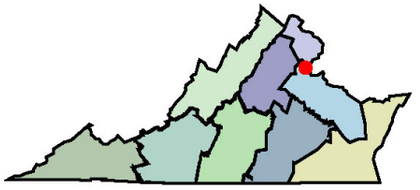
PE/RW/CN: Not Started / Not Started / Not Started

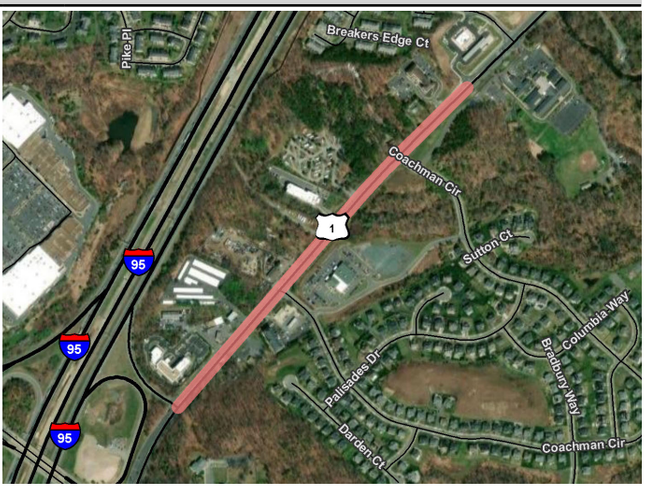
Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	54.0 persons	38.8 person hrs.	110.9 EPDO	3,493.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	4,189,500.0 adj. buffer time index	0.1 adjusted points	0.2 impacted acres	7.8 access * pop/emp density	8.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	2.4	19.8	5.7	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	10.9	11.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.7		15.6		0.0			0.0			0.1		11.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		3.1		0.0			0.0			0.0	0.0	1.1	
Project Benefit	3.9													
SMART SCALE Cost	$37,378,274													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Enon Road/Centreport Parkway Connector

Project Id: 11637

Construct a new location roadway between Enon Road and Centreport Pkwy along with a roundabout at the intersection of the new location roadway and Centreport Pkwy. In addition, Enon Road will be connected at the new location roadway with turn lanes and Hulls Chapel Road will be slightly realigned. Lastly, a roundabout will be constructed at the intersection of Enon Road and Truslow Road and also construct a shared-use path between Plantation Drive and Musselman Park with a crosswalk to Musselman Park

1.0 SMART SCALE SCORE	#205 OF 270 STATEWIDE
	#21 OF 34 DISTRICTWIDE

SMART SCALE Requested Funds	$51,472,613
Total Project Cost	$57,472,613
Project Benefit	5.4
Project Benefit / Total Cost	0.9

Submitting Entity: George Washington RC

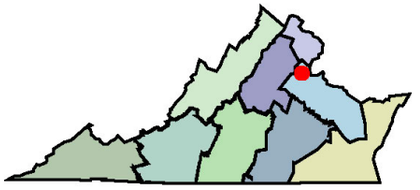
PE/RW/CN: Not Started / Not Started / Not Started

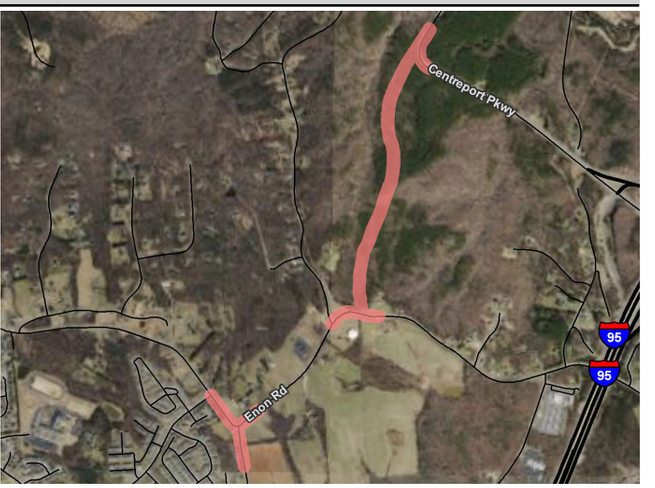
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	472.7 persons	69.8 person hrs.	32.6 EPDO	21.5 EPDO / 100M VMT	11.6 jobs per resident	8.5 jobs per resident	87.4 adjusted users	8.7 adjusted points	1,115.6 thousand adj. daily tons	43,457.7 adj. buffer time index	5.1 adjusted points	6.1 impacted acres	8.0 access * pop/emp density	9.1 access * pop/emp density change
Normalized Measure Value (0-100)	8.5	4.3	5.8	0.0	3.0	1.4	5.8	9.7	2.4	0.0	5.1	4.1	11.1	12.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	6.4		4.1		3.2			6.3			5.1		11.8	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.6		0.8		0.8			1.3			0.5	-0.2	1.1	
Project Benefit	5.4													
SMART SCALE Cost	$51,472,613													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

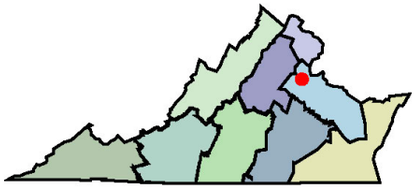
Lafayette Blvd Sidewalks

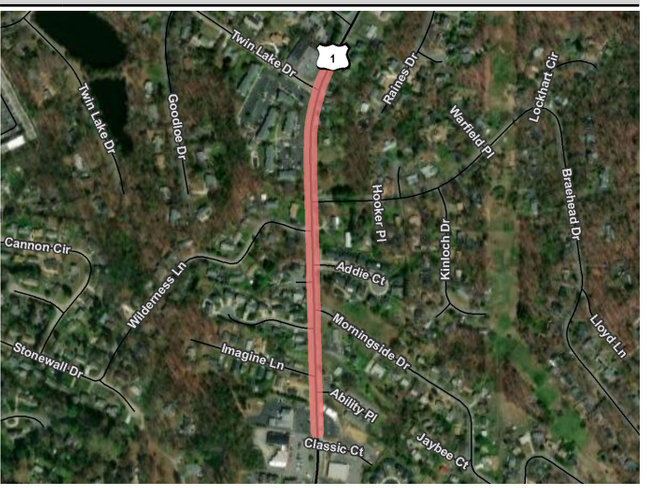
Project Id: 11730

Construct 1,750 linear feet of sidewalk on the east side of Lafayette Blvd. between Ability Place and Twin Lakes Drive. The project includes installation of a high visibility crosswalk and pedestrian signalization at Twin Lakes Drive.

0.9 SMART SCALE SCORE			
	#214 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$13,541,373
	#22 OF 34 DISTRICTWIDE	**Total Project Cost**	$13,541,373
		Project Benefit	1.3
		Project Benefit / Total Cost	0.9

Submitting Entity: Fredericksburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	20.0 persons	0.0 person hrs.	12.5 EPDO	437.9 EPDO / 100M VMT	2.0 jobs per resident	2.3 jobs per resident	30.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	2,702,110.0 adj. buffer time index	2.6 adjusted points	0.0 impacted acres	32.2 access * pop/emp density	33.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	2.2	0.7	0.5	0.4	2.0	0.0	0.0	0.0	2.6	0.0	44.7	46.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		1.8		0.8			0.0			2.6		45.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.4		0.2			0.0			0.3	0.0	1.5	
Project Benefit	1.3													
SMART SCALE Cost	$13,541,373													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

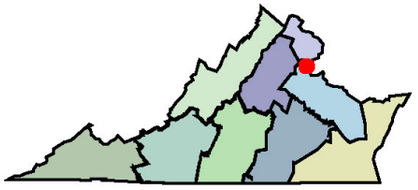
Route 1 and Potomac Hills LTL and Route 1 Corridor Safety

Project Id: 11553

Project will widen US-1 by approximately 12-feet, between the intersection with Acadia Street to approximately 0.15 miles south of Acadia Street, to provide a dedicated left turn lane onto Potomac Hills Drive. In addition, southbound on Route 1 north of 7-Eleven, install an overhead warning sign (W11-V3) with flashing beacons. Signal Ahead signage (W3-3) for southbound movement along Route 1 north of Acadia Street. Multiple intersection ahead signs at Acadia St, Kings Crest Dr, and Courage Ln/Merryview Dr. Access Management will also be provided north of Telegraph Road on both sides of Route 1.

0.9 SMART SCALE SCORE			
	#215 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$16,201,266
	#23 OF 34 DISTRICTWIDE	**Total Project Cost**	$16,201,266
		Project Benefit	1.5
		Project Benefit / Total Cost	0.9

Submitting Entity: Stafford County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.0 person hrs.	42.8 EPDO	1,818.3 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	235.2 thousand adj. daily tons	8,360,960.0 adj. buffer time index	0.0 adjusted points	0.2 impacted acres	10.1 access * pop/emp density	10.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	7.6	3.0	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.1	14.0	14.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		6.2		0.0			0.1			0.0		14.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.2		0.0			0.0			0.0	0.0	1.1	
Project Benefit	1.5													
SMART SCALE Cost	$16,201,266													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

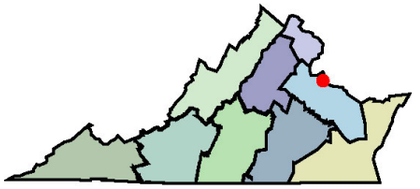
Route 205 at Longfield Road Intersection – North

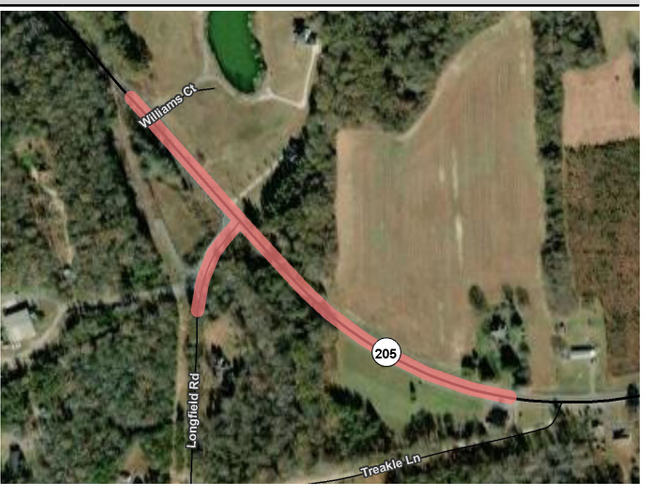
Project Id: 11804

This project will offset the existing right turn lane on EB Ridge Road (Rte 205) to SB Longfield Road (Rte 631) in order to enhance visibility looking west along VA-205 from the SR-631 intersection due to turning vehicles obstructing the view of approaching motorists.

0.9 SMART SCALE SCORE			
	#216 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,721,431
		Total Project Cost	$7,721,431
	#24 OF 34 DISTRICTWIDE	**Project Benefit**	0.7
		Project Benefit / Total Cost	0.9

Submitting Entity: Westmoreland County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	5.9 EPDO	2,001.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	380,440.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		1.7		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.7		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.7													
SMART SCALE Cost	$7,721,431													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

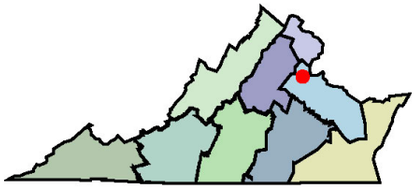
Butler Rd Widening from Castle Rock Dr to Carter St

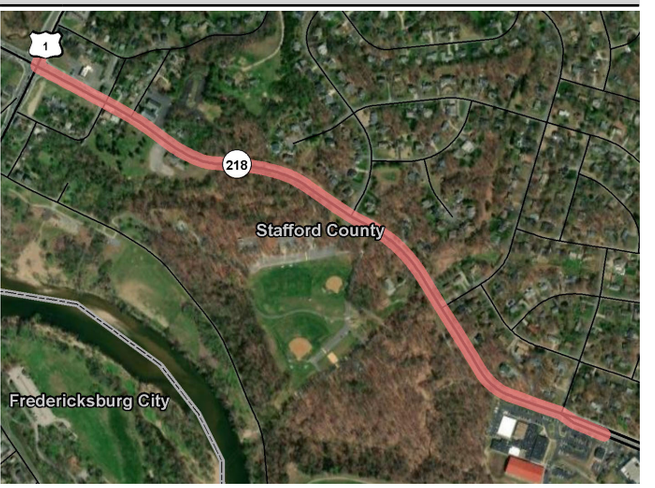
Project Id: 11633

This project will widen Butler Road (Route 218) between Carter St and Castle Rock Dr from two to four lanes, reconstruct required turn lanes, and construct sidewalks and a crosswalk along the project corridor providing connectivity into the neighborhood, park, and Belmont-ferry farm trail.

0.9 SMART SCALE SCORE			
	#218 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$104,752,018
	#25 OF 34 DISTRICTWIDE	**Total Project Cost**	$104,752,018
		Project Benefit	9.2
		Project Benefit / Total Cost	0.9

Submitting Entity: Fredericksburg Area MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	40.0 persons	103.7 person hrs.	122.9 EPDO	1,408.3 EPDO / 100M VMT	40.8 jobs per resident	31.8 jobs per resident	200.0 adjusted users	3.0 adjusted points	1,324.8 thousand adj. daily tons	45,428,600.0 adj. buffer time index	6.7 adjusted points	40.5 impacted acres	30.4 access * pop/emp density	30.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	6.4	21.9	2.3	10.6	5.3	13.2	3.4	2.8	0.6	6.7	26.7	42.2	41.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.5		16.0		10.1			2.7			6.7		42.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		3.2		2.5			0.5			0.7	-1.3	1.4	
Project Benefit	9.2													
SMART SCALE Cost	$104,752,018													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

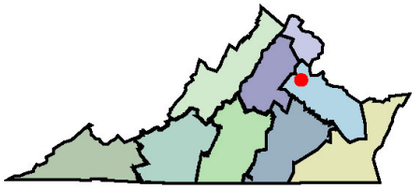
Harrison Road / Lafayette Blvd Intersection Improvements

Project Id: 11623

This project seeks to eliminate congestion on the 2-lane EB Harrison Rd. by constructing a right turn lane at the Lafayette Blvd intersection and by widening Harrison Rd. to two 12' lanes from US Rte. 1 to Lafayette Blvd. To further facilitate pedestrian traffic, a sidewalk would be constructed on both sides of Harrison Rd from Lafayette Blvd to existing sidewalk along Harrison Rd and along Lafayette Blvd from Spotswood Baptist Church to the existing sidewalk at the Al Bennett & Son Funeral Home. Pedestrian accommodations would also be added for the Harrison Rd/Lafayette Blvd intersection.

0.8 SMART SCALE SCORE			
	#221 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$14,762,492
		Total Project Cost	$22,063,205
	#26 OF 34 DISTRICTWIDE	**Project Benefit**	1.2
		Project Benefit / Total Cost	0.6

Submitting Entity: Spotsylvania County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	42.3 persons	8.0 person hrs.	3.3 EPDO	751.9 EPDO / 100M VMT	0.4 jobs per resident	0.5 jobs per resident	63.4 adjusted users	0.0 adjusted points	42.1 thousand adj. daily tons	660,729.0 adj. buffer time index	5.6 adjusted points	0.0 impacted acres	7.4 access * pop/emp density	7.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.5	0.6	1.2	0.1	0.1	4.2	0.0	0.1	0.0	5.6	0.0	10.3	10.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		0.8		0.9			0.0			5.6		10.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.2		0.2			0.0			0.6	0.0	1.1	
Project Benefit	1.2													
SMART SCALE Cost	$14,762,492													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

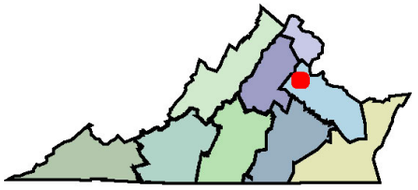
I-95 four-Lane Widening SB B/T Exit 130 and Exit 126

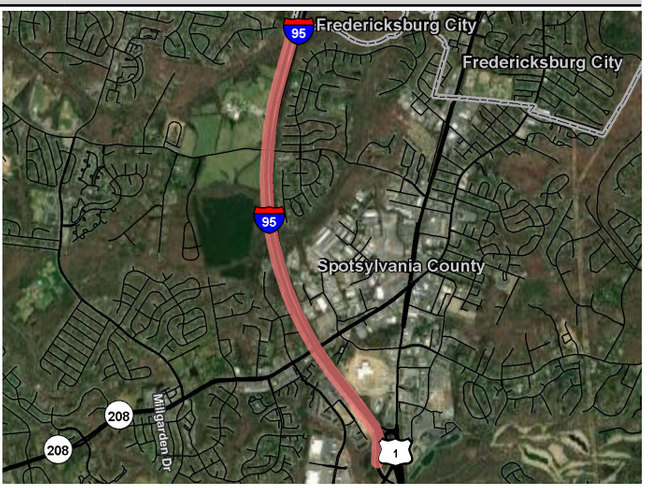
Project Id: 11634

Add a fourth General Purpose (GP) lane to I-95 southbound between Exits 126 and 1.25 mi. south of Exit 130. The additional southbound lane will begin at the current southernmost point where four (non-auxiliary) lanes exist (UPC 101595) and will end at Exit 126 (Route 1) with the right-hand GP lane becoming an exit-only. A second aux/exit lane will then exist and dual exit lanes will continue approximately 1500' beyond the existing gore point (where multiple lanes currently exist). A majority of the widening will be accomplished within the existing median.

0.7 SMART SCALE SCORE			
	#228 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$146,368,600
	#27 OF 34 DISTRICTWIDE	**Total Project Cost**	$147,449,966
		Project Benefit	10.3
		Project Benefit / Total Cost	0.7

Submitting Entity: Fredericksburg Area MPO
PE/RW/CN: Not Started / Not Needed / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	822.4 persons	232.6 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	1.1 jobs per resident	0.9 jobs per resident	0.0 adjusted users	37.0 adjusted points	15,030.4 thousand adj. daily tons	0.0 adj. buffer time index	2.3 adjusted points	32.3 impacted acres	9.3 access * pop/emp density	10.1 access * pop/emp density change
Normalized Measure Value (0-100)	14.8	14.3	0.0	0.0	0.3	0.2	0.0	41.4	31.9	0.0	2.3	21.3	13.0	13.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	14.5		0.0		0.2			31.2			2.3		13.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.6		0.0		0.0			6.2			0.2	-1.1	1.1	
Project Benefit	10.3													
SMART SCALE Cost	$146,368,600													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

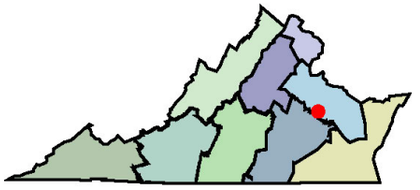
Rt. 30 Bicycle/Pedestrian Improvements

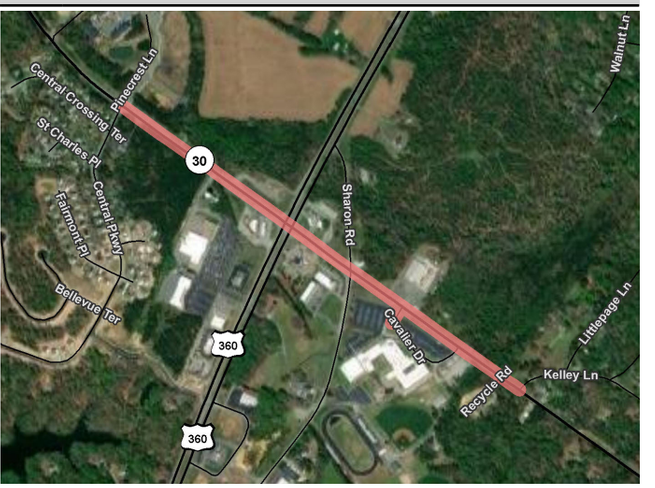
Project Id: 11821

Provide a ten foot wide shared-use pedestrian/bike facility along the northeast side of Route 30 from Central Parkway/Pine Crest Lane to Kelly Lane, crossing Route 360 where ped signal equipment and crosswalks will be installed on the W, N and E legs. The total length of the SUP is approximately 4,000'. Route 30 will be widened between the RTL approaching Pine Tree Ln. to the existing RTL at the commercial property approximately 675' east of the RTL at Pine Tree Ln. Project will include a sidewalk between Sharon Road and the High School Entrance. The existing RTL at the HS Entr. will be extended back to Sharon Road and will include curb and gutter.

0.7 SMART SCALE SCORE			
	#229 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$25,222,042
	#28 OF 34 DISTRICTWIDE	**Total Project Cost**	$25,222,042
		Project Benefit	1.7
		Project Benefit / Total Cost	0.7

Submitting Entity: King William County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	18.9 persons	0.0 person hrs.	22.2 EPDO	1,176.3 EPDO / 100M VMT	1.7 jobs per resident	1.7 jobs per resident	56.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,977,620.0 adj. buffer time index	2.6 adjusted points	0.0 impacted acres	0.9 access * pop/emp density	0.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	4.0	1.9	0.4	0.3	3.7	0.0	0.0	0.0	2.6	0.0	1.2	1.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		3.3		1.1			0.0			2.6		1.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.3		0.1			0.0			0.3	0.0	1.0	
Project Benefit	1.7													
SMART SCALE Cost	$25,222,042													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-95/ Exit 136 Interchange/Centreport Parkway to Rt 1

Project Id: 11639

The project will improve Centreport Pkwy at Route 1 and at I-95 Exit 136. It will restripe and widen westbound Centreport Pkwy from approximately 500' east of the Exit 136 northbound on-ramp to approximately 2000' west of the I-95 Exit 136 off-ramp to add a second through lane. Widen the I-95 northbound off-ramp from a single shared lane to one left turn lane, one left-turn/through lane, and one right-turn lane. Construct a slip-ramp from eastbound Centreport Pkwy to southbound Route 1, converting the right-through lane into an auxiliary lane/right-turn lane for vehicles from Centreport Pkwy to Enon Road. Modifying the signal at Route 1 and Centreport Parkway and converting the left-turn lane from Route 1 SB to a protected left-turn lane onto Centreport Pkwy.

0.6 SMART SCALE SCORE			
	#234 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$71,639,895
	#29 OF 34 DISTRICTWIDE	**Total Project Cost**	$71,639,895
		Project Benefit	4.5
		Project Benefit / Total Cost	0.6

Submitting Entity: George Washington RC

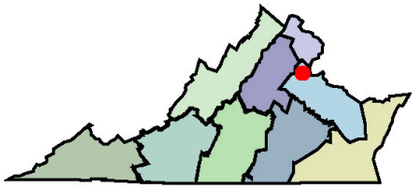
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	95.3 persons	38.7 person hrs.	52.0 EPDO	993.7 EPDO / 100M VMT	13.1 jobs per resident	11.3 jobs per resident	0.0 adjusted users	17.6 adjusted points	1,143.9 thousand adj. daily tons	36,655,500.0 adj. buffer time index	0.3 adjusted points	27.7 impacted acres	5.8 access * pop/emp density	5.8 access * pop/emp density change
Normalized Measure Value (0-100)	1.7	2.4	9.3	1.6	3.4	1.9	0.0	19.8	2.4	0.5	0.3	18.3	8.1	8.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.0		7.0		2.4			12.4			0.3		8.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		1.4		0.6			2.5			0.0	-0.9	1.1	
Project Benefit	4.5													
SMART SCALE Cost	$71,639,895													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Town Bridge Rd Roadway Improvements (RRR)

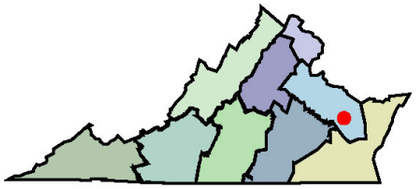
Project Id: 11753

This project will add shoulder improvements on both sides of Town Bridge Road from Zion Branch Road to Old Virginia Street to accommodate edge line rumble strips. The project length is approximately 0.91 miles and potential storm water basins added throughout segment of roadway..

0.5 SMART SCALE SCORE			
	#243	OF 270 STATEWIDE	
	#30	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$12,802,569
Total Project Cost	$12,802,569
Project Benefit	0.7
Project Benefit / Total Cost	0.5

Submitting Entity: Middlesex County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.3 person hrs.	7.4 EPDO	1,297.8 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.9 access * pop/emp density	2.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		1.6		0.0			0.0			0.0		3.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.6		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.7													
SMART SCALE Cost	$12,802,569													
SMART SCALE Score***	**0.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

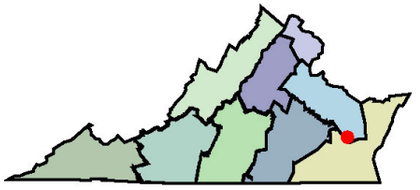
Providence Rd-Rte 17 (Turn Lane) and Multimodal Improvements

Project Id: 11767

This project will add a left turn lane on Rte 636 (Providence Road) to Rte 17NB (George Washington Memorial Hwy). The existing right turn lane on Rte 17SB appears to be on the existing shoulder; the project will reconstruct the right turn lane to full depth pavement.

0.4 SMART SCALE SCORE	#245 OF 270 STATEWIDE	SMART SCALE Requested Funds	$5,481,489
	#31 OF 34 DISTRICTWIDE	Total Project Cost	$5,481,489
		Project Benefit	0.2
		Project Benefit / Total Cost	0.4

Submitting Entity: Gloucester County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	5.1 person hrs.	2.4 EPDO	120.1 EPDO / 100M VMT	2.3 jobs per resident	1.9 jobs per resident	0.0 adjusted users	0.1 adjusted points	0.0 thousand adj. daily tons	3,288,830.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	3.6 access * pop/emp density	4.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.3	0.4	0.2	0.6	0.3	0.0	0.1	0.0	0.0	0.0	0.0	4.9	5.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.4		0.4			0.1			0.0		5.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.2													
SMART SCALE Cost	$5,481,489													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

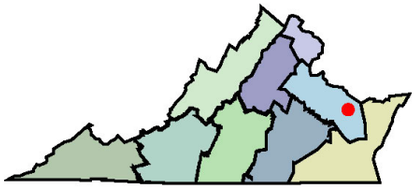
Rt 3 and Rt 794 Intersection Improvement

Project Id: 11820

Route 3 at Route 794 Intersection – realign Route 794 connection approximately 150 ft to the east to provide a right-angle connection which will improve sight distance.

0.4 SMART SCALE SCORE			
	#249 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$2,230,220
	#32 OF 34 DISTRICTWIDE	**Total Project Cost**	$2,230,220
		Project Benefit	0.1
		Project Benefit / Total Cost	0.4

Submitting Entity: Lancaster County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.6 EPDO	290.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.2		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.1													
SMART SCALE Cost	$2,230,220													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 3 Intersection Improvements and VCR Trail Bridge

Project Id: 11711

The VCR Trail Bridge project will consist of approximately 750 LF of 10-foot-wide shared use path and a 140 LF pedestrian / bicycle bridge over State Route 3. The project includes the removal of the at-grade crosswalk and pedestrian signal at the intersection of State Route 3 and Lafayette Blvd. The project also eliminates an existing un-signalized pedestrian crossing of the slip ramp east bound Rte 3 to south bound Lafayette Blvd. These conversions, along with the separation of the pedestrian / bicycle crossing, will meet safety improvement (CoSS), congestion mitigation (RN), bicycle access (RN), pedestrian access (RN), capacity preservation, and roadway capacity (UDA) needs. The next step is to engineer and construct the facility.

0.3 SMART SCALE SCORE			
	#257 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$15,656,249
		Total Project Cost	$16,229,302
	#33 OF 34 DISTRICTWIDE	**Project Benefit**	0.5
		Project Benefit / Total Cost	0.3

Submitting Entity: Fredericksburg City

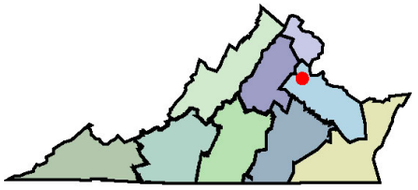
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	28.0 persons	0.0 person hrs.	10.5 EPDO	484.0 EPDO / 100M VMT	0.5 jobs per resident	0.5 jobs per resident	83.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	3,906,990.0 adj. buffer time index	4.3 adjusted points	22.9 impacted acres	31.3 access * pop/emp density	32.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.0	1.9	0.8	0.1	0.1	5.5	0.0	0.0	0.1	4.3	15.1	43.5	44.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		1.5		1.2			0.0			4.3		44.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.3		0.3			0.0			0.4	-0.8	1.4	
Project Benefit	0.5													
SMART SCALE Cost	$15,656,249													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

White Oak Dr. to Teakwood Dr. Sidewalk and Crosswalks

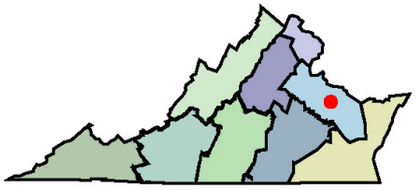
Project Id: 11693

Sidewalks will be added along Route 17 along the west side of the roadway from White Oak Drive to Teakwood Drive. Crosswalks for all 4-legs of the intersections would be added to the following signalized intersections: White Oak Drive at Route 17, Ball Street at Route 17 and the Walmart/Los Portales Mexican Restaurant Driveways at Route 17. Each one would meet ADA standards and have a median refuge island for Route 17.

0.3 SMART SCALE SCORE	**#259** OF 270 STATEWIDE
	#34 OF 34 DISTRICTWIDE

SMART SCALE Requested Funds	$14,314,278
Total Project Cost	$14,314,278
Project Benefit	0.5
Project Benefit / Total Cost	0.3

Submitting Entity: Essex County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	19.9 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	4.9 jobs per resident	5.1 jobs per resident	29.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	2.6 adjusted points	0.0 impacted acres	8.1 access * pop/emp density	6.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	0.0	0.0	1.3	0.8	2.0	0.0	0.0	0.0	2.6	0.0	11.2	9.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.0		1.3			0.0			2.6		10.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.1			0.0			0.3	0.0	1.1	
Project Benefit	0.5													
SMART SCALE Cost	$14,314,278													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

HAMPTON ROADS DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11807	US Rt 17 Widening Phase 1 Lane Extension @ State Rt 669	Isle of Wight County	1	2	04-01
11560	STARS - Jefferson Corridor Improvements	Newport News City	2	9	04-02
11561	Warwick Blvd & Colony Dr Intersection Improvements	Newport News City	3	10	04-03
11743	Project Pipeline HR-23-06: Monticello Ave Spot Improvements	Norfolk City	4	11	04-04
11699	Crosswalks on Merrimac Trail at 2nd St. and Penniman Rd.	York County	5	20	04-05
11559	Jefferson & J. Clyde Morris Blvd Intersection Improvements	Newport News City	6	22	04-06
11791	Project Pipeline HR04 Military Highway	Norfolk City	7	24	04-07
11683	Little Creek Road Bicycle Improvements	Norfolk City	8	42	04-08
11812	Northampton Segment: Eastern Shore of Virginia Rail Trail	Northampton County	9	44	04-09
11671	Virginia Beach Trail Phase IV	Virginia Beach City	10	63	04-10
11811	Rt 17 Widening Phase 2	Isle of Wight County	11	75	04-11
11491	Cheriton RCUT	Northampton County	12	89	04-12
11670	Pacific Avenue Left-Turn Lanes	Virginia Beach City	13	114	04-13
11787	Project Pipeline HR-23-09 Route 17 Intersection Improvements	York County	14	119	04-14
11669	Laskin Road Phase II	Virginia Beach City	15	125	04-15
11723	HR-08 Pipeline - Multimodal Safety and Access Improvements	Chesapeake City	16	131	04-16
11446	Pipeline HR03 Jefferson Ave Improvements	Newport News City	17	132	04-17
11501	Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane	Suffolk City	18	148	04-18
11825	Onley to Parksley: Eastern Shore of Virginia Rail Trail	Accomack County	19	151	04-19
11765	Project Pipeline HR23-10 Rte 17 at Victory Blvd Improvements	York County	20	160	04-20
11568	Route 460 Widening	Suffolk City	21	170	04-21
11574	First Colonial Road Widening	Virginia Beach City	22	173	04-22
11677	HR-07 Pipeline - George Washington and Military	Chesapeake City	23	178	04-23
11686	Route 175 Improvements: 3-Lane Undivided Highway	Accomack County	24	202	04-24
11537	Route 60 (Poc. Trail) Widening and Complete Street Seg. 2	James City County	25	209	04-25
11815	Nike Park Trail Gap Connector (Rt 664)	Isle of Wight County	26	240	04-26
11684	Heutte Drive Sidewalk Improvements	Norfolk City	27	242	04-27
11808	Route 17 and Sugar Hill Road Intersection Improvements	Isle of Wight County	28	250	04-28
11672	Dam Neck Road & Drakesmile Road Intersection	Virginia Beach City	29	262	04-29
11445	Barlow Road Shoulder Improvements	York County	30	264	04-30
11797	Chesapeake Ave Corridor Improvements	Hampton City	31	269	04-31

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US Rt 17 Widening Phase 1 Lane Extension @ State Rt 669

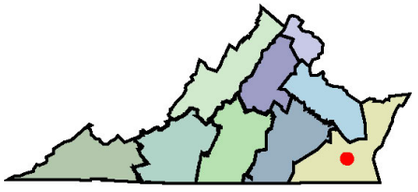
Project Id: 11807

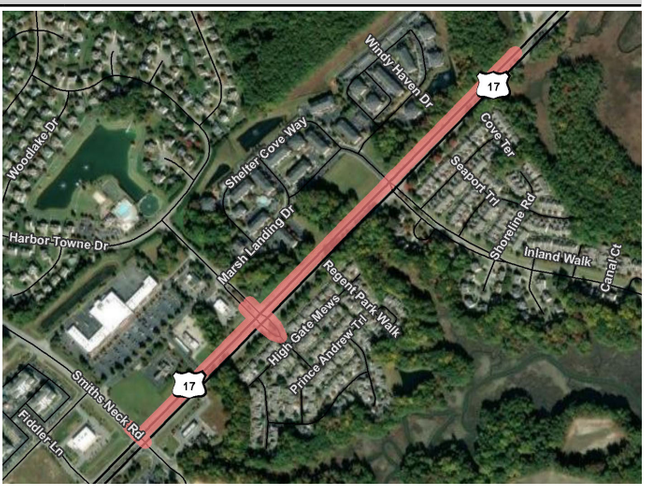
This project includes a through lane that terminates in a right-turn lane improvement at the U.S. Route 17 (Carrollton Boulevard) and State Route 669 (Smiths Neck Road) intersection in Carrollton, VA. The proposed extension will create a continuous exclusive right-turn lane that will begin approximately 200 feet south of Eagle Harbor Parkway, traverse through the Food Lion Shopping Center intersection, and terminate at Smiths Neck Road. Additional improvements include pedestrian and ADA improvements provided between Eagle Harbor Pkwy and Smiths Neck Road. This project will provide a portion of the 3rd southbound through lane on US Route 17 consistent with the 2022 VDOT STARS recommendations, starting from 1000' north of Eagle Harbor Pkwy, continuing to Smiths Neck Road, increasing capacity along the southbound Route 17 corridor.

23.4 SMART SCALE SCORE			
	#2	OF 270 STATEWIDE	
	#1	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$13,910,234
Total Project Cost	$15,913,234
Project Benefit	32.5
Project Benefit / Total Cost	20.4

Submitting Entity: Isle of Wight County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, UDA





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,576.2 persons	668.1 person hrs.	47.1 EPDO	1,020.2 EPDO / 100M VMT	221.9 jobs per resident	210.5 jobs per resident	549.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	59,721,000.0 adj. buffer time index	23.0 adjusted points	0.0 impacted acres	3.3 access * pop/emp density	3.3 access * pop/emp density change
Normalized Measure Value (0-100)	28.3	41.0	8.4	1.7	57.8	34.9	36.3	0.0	0.0	0.8	23.0	0.0	4.5	4.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	34.6		6.4		48.9			0.2			23.0		4.5	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	15.6		1.0		12.2			0.0			2.3	0.0	1.0	
Project Benefit	32.5													
SMART SCALE Cost	$13,910,234													
SMART SCALE Score***	**23.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

STARS - Jefferson Corridor Improvements

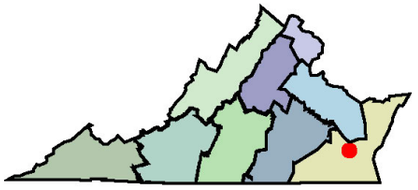
Project Id: 11560

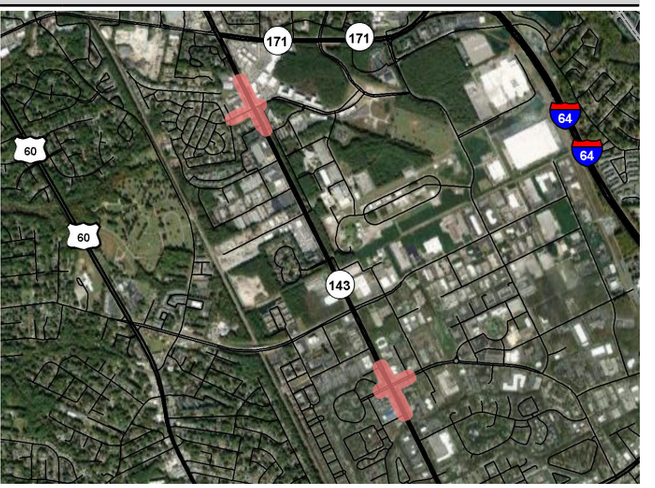
Jefferson Ave Intersection Improvements at Hogan Dr & Thimble Shoals Blvd. Jefferson Ave & Hogan Dr: the proposed improvements include adding a new dedicated LTL EB on Hogan Dr, adding a new RTL SB, reconstructing the radii on all corners to accommodate school buses, new ADA curb ramps, crosswalks, pedestrian refuge islands on Jefferson, reconstructing the 8' SW along Jefferson & 6' SW along Hogan, and relocating the existing pedestrian signals to meet current ADA/PROWAG requirements. Jefferson Ave & Thimble Shoals Blvd: the proposed improvements include constructing new 6 wide SW on Thimble Shoals from the corner to the first entrance, replacing the WB channelized RTL w/a tighter radii, adding an second WB RTL, closing the median on Thimble Shoals EB to extend the EB LTL ~245 ft, and providing curb ramps, crosswalks, and ped signals to meet current ADA/PROWAG requirements, and providing new pedestrian refuge islands on the north, south, and west legs of the intersection.

16.5 SMART SCALE SCORE			
	#9	OF 270 STATEWIDE	
	#2	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,882,866
Total Project Cost	$10,882,866
Project Benefit	18.0
Project Benefit / Total Cost	16.5

Submitting Entity: Newport News City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	186.4 persons	206.7 person hrs.	108.2 EPDO	2,281.1 EPDO / 100M VMT	63.8 jobs per resident	70.5 jobs per resident	559.1 adjusted users	26.2 adjusted points	1,765.8 thousand adj. daily tons	20,712,900.0 adj. buffer time index	25.2 adjusted points	0.0 impacted acres	16.5 access * pop/emp density	22.1 access * pop/emp density change
Normalized Measure Value (0-100)	3.3	12.7	19.3	3.7	16.6	11.7	36.9	29.3	3.8	0.3	25.2	0.0	23.0	30.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	8.0		14.6		19.7			18.4			25.2		26.8	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.6		2.2		4.9			0.9			2.5	0.0	1.3	
Project Benefit	18.0													
SMART SCALE Cost	$10,882,866													
SMART SCALE Score***	**16.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Warwick Blvd & Colony Dr Intersection Improvements

Project Id: 11561

The proposed improvements include the extension of the Warwick Blvd SB left turn lane for ~202' w/a 40' taper per the City's Consultant's retiming report final recommendations; Adding a second ~325' NB Left Turn Lane w/~34' taper to reduce congestion; reconstruction of the corners for a minimum radius of 40' to accommodate school buses; new pedestrian refuge areas being constructed on both legs of Warwick Blvd; new ADA ramps, pulling the SW corner in to accommodate for current PROWAG standards of crosswalks and ADA ramps; and relocating 4 existing double ped signals to be relocated.

14.7 SMART SCALE SCORE	#10 OF 270 STATEWIDE #3 OF 31 DISTRICTWIDE		
		SMART SCALE Requested Funds	$4,762,574
		Total Project Cost	$4,762,574
		Project Benefit	7.0
		Project Benefit / Total Cost	14.7

Submitting Entity: Newport News City

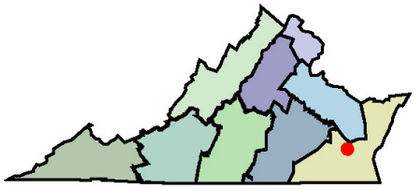
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	571.6 persons	67.2 person hrs.	80.9 EPDO	2,806.2 EPDO / 100M VMT	19.7 jobs per resident	21.9 jobs per resident	0.0 adjusted users	0.0 adjusted points	4,058.6 thousand adj. daily tons	16,903,300.0 adj. buffer time index	0.4 adjusted points	0.0 impacted acres	11.4 access * pop/emp density	12.0 access * pop/emp density change
Normalized Measure Value (0-100)	10.3	4.1	14.4	4.6	5.1	3.6	0.0	0.0	8.6	0.2	0.4	0.0	15.9	16.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	7.2		11.5		3.8			1.8			0.4		16.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.2		1.7		1.0			0.1			0.0	0.0	1.2	
Project Benefit	7.0													
SMART SCALE Cost	$4,762,574													
SMART SCALE Score***	**14.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

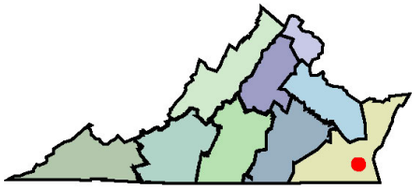
Project Pipeline HR-23-06: Monticello Ave Spot Improvements

Project Id: 11743

This project includes the construction of a new northbound right-turn lane at the intersection of Monticello Avenue and 26th Street, as well as new channelizing islands on the EB and WB approaches of the Monticello Avenue and 25th Street intersection to physically restrict vehicles on 25th Street to right-turn only movements. The project will also modify the existing channelizing island and slip lane for the southbound right-turn movement at the Monticello Avenue and Virginia Beach Boulevard intersection to improve the angle of approach for the slip lane. In addition, new sidewalk will be constructed along the north side of Virginia Beach Boulevard, west of Monticello Avenue, with a new marked crosswalk and curb ramps across the slip lane.

14.3 SMART SCALE SCORE	#11 OF 270 STATEWIDE	SMART SCALE Requested Funds	$7,567,531
	#4 OF 31 DISTRICTWIDE	Total Project Cost	$7,567,531
		Project Benefit	10.8
		Project Benefit / Total Cost	14.3

Submitting Entity: Norfolk City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	49.1 persons	4.9 person hrs.	192.3 EPDO	12,309.5 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	245.3 adjusted users	0.0 adjusted points	65.1 thousand adj. daily tons	5,837,560.0 adj. buffer time index	6.5 adjusted points	0.0 impacted acres	47.0 access * pop/emp density	59.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.3	34.3	20.1	0.0	0.0	16.2	0.0	0.1	0.1	6.5	0.0	65.3	81.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		30.0		3.3			0.0			6.5		73.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		4.5		0.8			0.0			0.7	0.0	1.7	
Project Benefit	10.8													
SMART SCALE Cost	$7,567,531													
SMART SCALE Score***	**14.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Crosswalks on Merrimac Trail at 2nd St. and Penniman Rd.

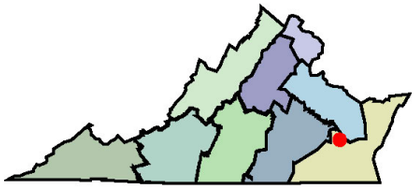
Project Id: 11699

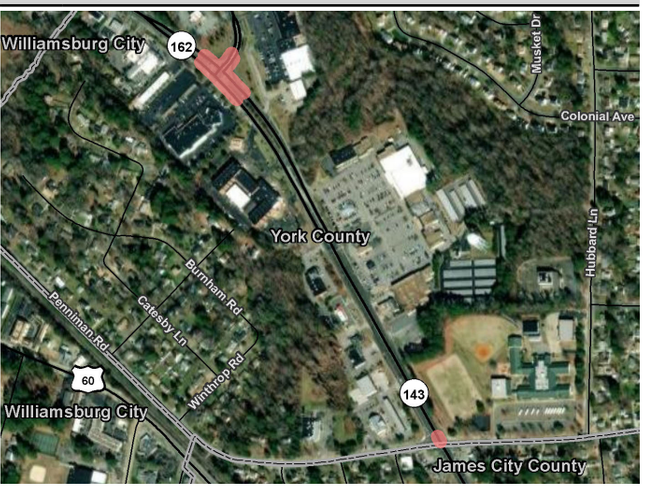
The crosswalk at 2nd Street would provide a safe pedestrian path from the southwestern corner of the intersection where there is an existing sidewalk and cross to the island on the northeastern corner, then to the island at the southeastern corner and from there to connect to the existing sidewalk in front of the shopping center. The second crosswalk is at the adjacent intersection of Merrimac Trail and Penniman Road and is a crosswalk from the western side of the intersection at an existing sidewalk to a newly constructed island and then across Merrimac Trail to the eastern side of the intersection and connecting to a recently completed sidewalk around Magruder Elementary.

9.2 SMART SCALE SCORE	#20 OF 270 STATEWIDE
	#5 OF 31 DISTRICTWIDE

SMART SCALE Requested Funds	$1,825,592
Total Project Cost	$1,825,592
Project Benefit	1.7
Project Benefit / Total Cost	9.2

Submitting Entity: York County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	19.0 persons	0.0 person hrs.	28.1 EPDO	3,746.9 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	28.4 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	951,831.0 adj. buffer time index	2.5 adjusted points	0.0 impacted acres	25.7 access * pop/emp density	26.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	5.0	6.1	0.0	0.0	1.9	0.0	0.0	0.0	2.5	0.0	35.7	37.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		5.3		0.4			0.0			2.5		36.4	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.8		0.1			0.0			0.3	0.0	1.4	
Project Benefit	1.7													
SMART SCALE Cost	$1,825,592													
SMART SCALE Score***	**9.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

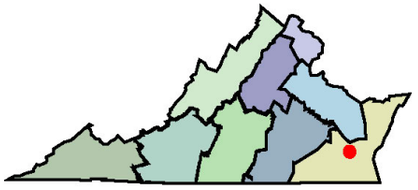
Jefferson & J. Clyde Morris Blvd Intersection Improvements

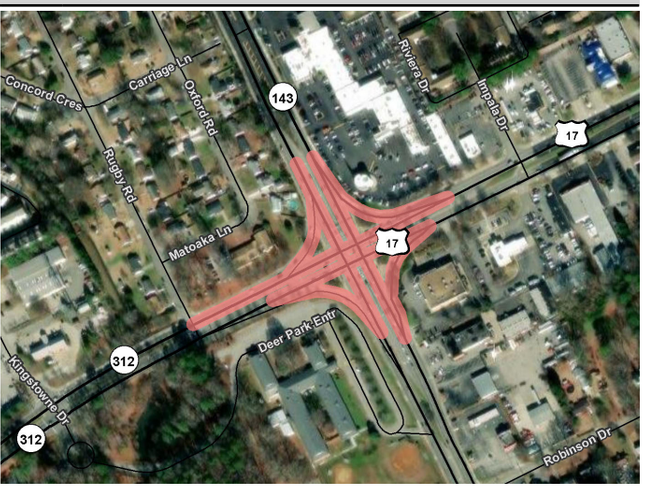
Project Id: 11559

The proposed STARS study recommended improvements include replacing the channelized right turn lanes with regular/tight right turn lanes to slow down turning traffic and adding pedestrian refuge islands in the medians with ADA ramps and ped signals on all legs, marked crosswalks at all approaches, and installing audible pedestrian signals at all corners for all crosswalks to increase bike/pedestrian crossing safety. Improvements also include adding an additional through lane in both the EB and WB directions on J. Clyde Morris Blvd and extending the left turn lane queue lengths both EB and WB on J. Clyde Morris Blvd to reduce congestion.

8.4 SMART SCALE SCORE	#22 OF 270 STATEWIDE	SMART SCALE Requested Funds	$21,403,026
	#6 OF 31 DISTRICTWIDE	Total Project Cost	$21,403,026
		Project Benefit	18.0
		Project Benefit / Total Cost	8.4

Submitting Entity: Newport News City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	682.1 persons	124.0 person hrs.	184.8 EPDO	4,340.4 EPDO / 100M VMT	44.9 jobs per resident	51.1 jobs per resident	235.5 adjusted users	26.2 adjusted points	1,159.4 thousand adj. daily tons	16,033,400.0 adj. buffer time index	21.5 adjusted points	2.1 impacted acres	17.0 access * pop/emp density	22.2 access * pop/emp density change
Normalized Measure Value (0-100)	12.2	7.6	33.0	7.1	11.7	8.5	15.6	29.3	2.5	0.2	21.5	1.4	23.6	30.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	9.9		25.2		11.8			18.1			21.5		27.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	4.5		3.8		3.0			0.9			2.1	-0.1	1.3	
Project Benefit	18.0													
SMART SCALE Cost	$21,403,026													
SMART SCALE Score***	**8.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

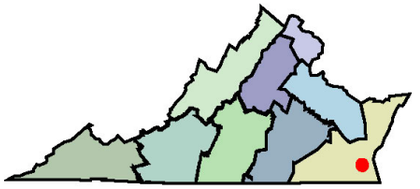
Project Pipeline HR04 Military Highway

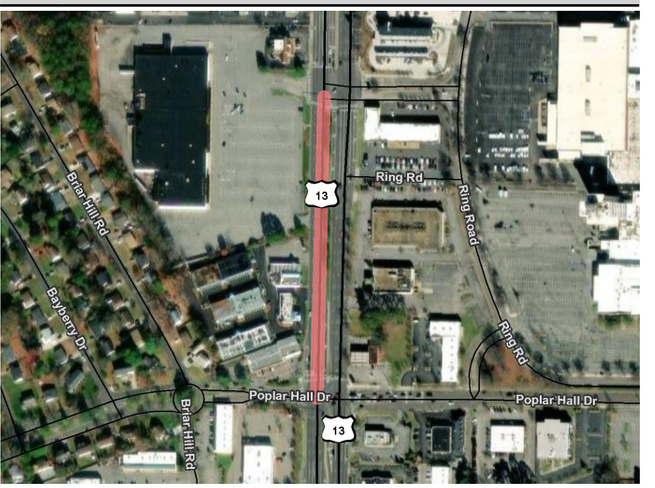
Project Id: 11791

Project includes the construction of approximately 1000 feet of new 5' wide sidewalk on the west side of Military Highway between Ring Road and Poplar Hall Drive, filling in critical sidewalk gaps and adding and enhancing crosswalks and curb ramps at signalized intersections.

8.2 SMART SCALE SCORE	#24 OF 270 STATEWIDE	SMART SCALE Requested Funds	$4,506,963
	#7 OF 31 DISTRICTWIDE	Total Project Cost	$4,506,963
		Project Benefit	3.7
		Project Benefit / Total Cost	8.2

Submitting Entity: Norfolk City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	86.2 persons	0.0 person hrs.	61.1 EPDO	1,089.7 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	129.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	11.4 adjusted points	0.0 impacted acres	12.8 access * pop/emp density	11.3 access * pop/emp density change
Normalized Measure Value (0-100)	1.5	0.0	10.9	1.8	0.1	0.0	8.5	0.0	0.0	0.0	11.4	0.0	17.8	15.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		8.2		1.7			0.0			11.4		16.7	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		1.2		0.4			0.0			1.1	0.0	1.2	
Project Benefit	3.7													
SMART SCALE Cost	$4,506,963													
SMART SCALE Score***	**8.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Little Creek Road Bicycle Improvements

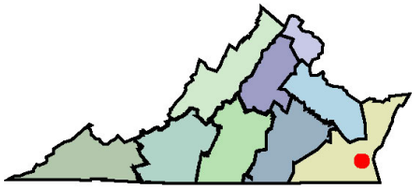
Project Id: 11683

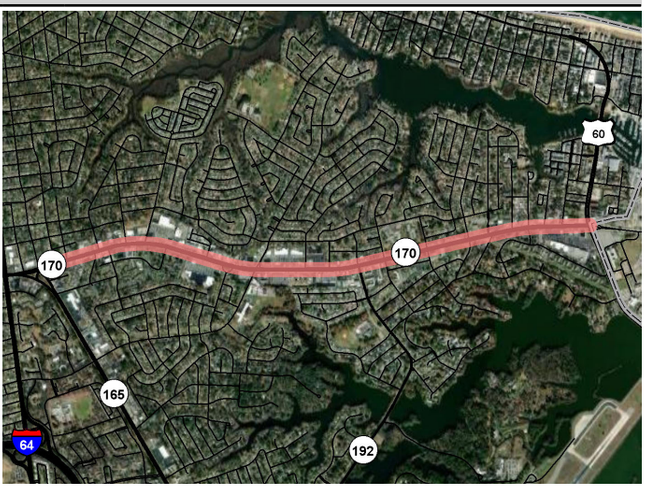
This project will provide 2.5 miles of buffered and non-buffered bicycle lanes on Little Creek Rd from Moose Ave to Shore Dr. From Moose Ave, the North side has 5' non-buffered lanes. From Caribou Ave to Halprin Dr, the North has 8'-10' buffered and 6'-13' non-buffered lanes and the South has 8'-13' buffered and 5'-7' non-buffered lanes. From Halprin Dr to Azalea Garden Rd, the North has 12'-16' buffered and 9'-16' non-buffered lanes and the South has 7'-10' buffered lanes. From Azalea Garden Rd to Nancy Dr, the North has 13' buffered and non-buffered widths of 16', 5' with a 12' turn lane and 6' with 11' parking and the South has 12' buffered and 5' and 7' non-buffered lanes with 7' parking. From Nancy Dr to Shore Dr, the North has 12'-14' buffered plus 9' buffered with 8' parking and 8'-21' non-buffered lanes and the South has 8'-12' buffered and 5'-7' non-buffered lanes. Vehicular access is maintained throughout by transitions to shared lanes at intersections and driveways.

6.2 SMART SCALE SCORE			
	#42	OF 270 STATEWIDE	
	#8	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$5,419,436
Total Project Cost	$5,419,436
Project Benefit	3.3
Project Benefit / Total Cost	6.2

Submitting Entity: Norfolk City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	11.6 persons	0.0 person hrs.	99.9 EPDO	554.6 EPDO / 100M VMT	8.1 jobs per resident	7.4 jobs per resident	57.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	2.6 adjusted points	0.0 impacted acres	15.7 access * pop/emp density	13.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.0	17.8	0.9	2.1	1.2	3.8	0.0	0.0	0.0	2.6	0.0	21.8	18.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		12.8		2.3			0.0			2.6		19.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.9		0.6			0.0			0.3	0.0	1.2	
Project Benefit	3.3													
SMART SCALE Cost	$5,419,436													
SMART SCALE Score***	**6.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Northampton Segment: Eastern Shore of Virginia Rail Trail

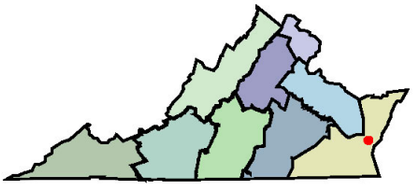
Project Id: 11812

This segment of the proposed Eastern Shore of Virginia Rail Trail includes a 10' wide multi-use paved path along the former Eastern Shore Railroad corridor stretching approximately 11 miles within Northampton County from the future location of Sunnyside Road in Cheriton, VA to Birdsnest Road in Birdsnest, VA. The corridor is primarily straight and flat and runs parallel to but separated from U.S. Route 13.

5.9 SMART SCALE SCORE			
	#44	OF 270 STATEWIDE	
	#9	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$17,814,640
Total Project Cost	$17,814,640
Project Benefit	10.5
Project Benefit / Total Cost	5.9

Submitting Entity: Northampton County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.3 persons	0.1 person hrs.	258.9 EPDO	463.2 EPDO / 100M VMT	12.7 jobs per resident	12.9 jobs per resident	81.3 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	966,673,000.0 adj. buffer time index	5.4 adjusted points	151.5 impacted acres	3.6 access * pop/emp density	7.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	46.2	0.8	3.3	2.1	5.4	0.0	0.0	13.3	5.4	100.0	5.0	10.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		32.6		3.5			2.7			5.4		7.6	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		13.0		0.3			0.8			0.5	-5.0	1.1	
Project Benefit	10.5													
SMART SCALE Cost	$17,814,640													
SMART SCALE Score***	**5.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

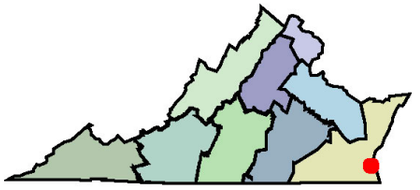
Virginia Beach Trail Phase IV

Project Id: 11671

Virginia Beach Trail Phase IV project includes a 14-foot-wide asphalt shared use path with 2' crushed stone shoulder on each side from London Bridge Road to Birdneck Road in the former Norfolk Southern railroad alignment now owned by the City of Virginia Beach. This trail includes at-grade pedestrian crossing improvements, lighting and security, and landscaping along the corridor. This phase of the Virginia Beach Trail will tie into the remaining phases of the trail as well as the regional Birthplace of America Trail.

4.5 SMART SCALE SCORE	**#63** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$23,792,343
	#10 OF 31 DISTRICTWIDE	**Total Project Cost**	$23,792,343
		Project Benefit	10.6
		Project Benefit / Total Cost	4.5

Submitting Entity: Virginia Beach City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	70.6 persons	0.0 person hrs.	197.1 EPDO	7,805.2 EPDO / 100M VMT	32.6 jobs per resident	29.5 jobs per resident	211.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	11.0 adjusted points	4.2 impacted acres	24.5 access * pop/emp density	29.0 access * pop/emp density change
Normalized Measure Value (0-100)	1.3	0.0	35.2	12.7	8.5	4.9	14.0	0.0	0.0	0.0	11.0	2.8	34.1	40.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		28.4		8.9			0.0			11.0		37.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		4.3		2.2			0.0			1.1	-0.1	1.4	
Project Benefit	10.6													
SMART SCALE Cost	$23,792,343													
SMART SCALE Score***	**4.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

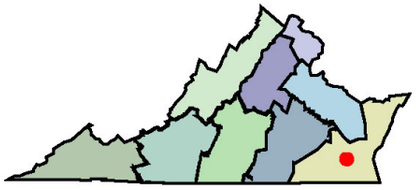
Rt 17 Widening Phase 2

Project Id: 11811

Widening Route 17 from Smiths Neck Rd (Rt 669) to Rt 258 to add a 3rd thru-lane southbound from the JRB. This project will include the intersection upgrades, multi-use trail accommodations, transit stop locations, and drainage improvements necessary to convert the existing segment from 2 thru lanes to 3.

4.0 SMART SCALE SCORE			
	#75 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$27,334,264
		Total Project Cost	$27,334,264
	#11 OF 31 DISTRICTWIDE	**Project Benefit**	10.8
		Project Benefit / Total Cost	4.0

Submitting Entity: Isle of Wight County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	56.2 persons	200.3 person hrs.	3.0 EPDO	224.9 EPDO / 100M VMT	120.6 jobs per resident	115.1 jobs per resident	281.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	771,126.0 adj. buffer time index	10.6 adjusted points	10.9 impacted acres	3.2 access * pop/emp density	3.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	12.3	0.5	0.4	31.4	19.1	18.6	0.0	0.0	0.0	10.6	7.2	4.4	4.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	6.6		0.5		26.4			0.0			10.6		4.4	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.0		0.1		6.6			0.0			1.1	-0.4	1.0	
Project Benefit	10.8													
SMART SCALE Cost	$27,334,264													
SMART SCALE Score***	**4.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Cheriton RCUT

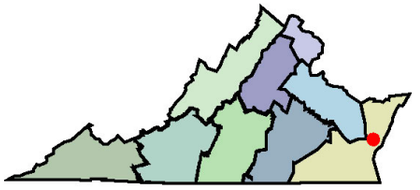
Project Id: 11491

This project includes an RCUT on the Route 13 corridor in the Cheriton area where Parsons Cir and Bayview Cir intersect with Rt. 13.

3.4 SMART SCALE SCORE			
	#89	OF 270 STATEWIDE	
	#12	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$6,830,131
Total Project Cost	$6,830,131
Project Benefit	2.3
Project Benefit / Total Cost	3.4

Submitting Entity: Northampton County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	23.5 EPDO	2,429.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	3,039,850.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	27.5 access * pop/emp density	28.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	39.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		4.1		0.0			0.0			0.0		38.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.6		0.0			0.0			0.0	0.0	1.4	
Project Benefit	2.3													
SMART SCALE Cost	$6,830,131													
SMART SCALE Score***	**3.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

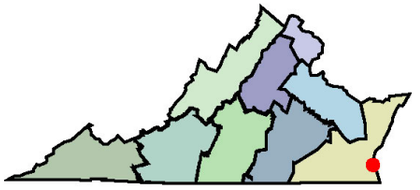
Pacific Avenue Left-Turn Lanes

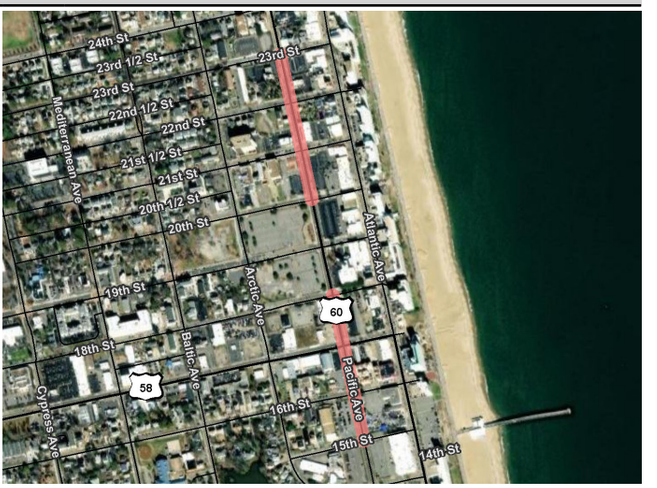
Project Id: 11670

The Pacific Avenue Left-Turn lanes project includes adding northbound and southbound left-turn lanes along Pacific Avenue at 17th Street and a northbound left-turn lane at 22nd Street. To accommodate these turn lanes and lane transitions, widening to the west side of the roadway will occur from 15th Street to 18th Street and from 20th Street to 23rd Street. Additional improvements will include modifying the existing traffic signals at 17th Street, 21st Street, 22nd Street, and adding pedestrian refuge islands across Pacific Avenue at 16th Street, 21st Street, and 22nd Street.

2.6 SMART SCALE SCORE	#114 OF 270 STATEWIDE	SMART SCALE Requested Funds	$25,203,643
	#13 OF 31 DISTRICTWIDE	Total Project Cost	$33,203,643
		Project Benefit	6.7
		Project Benefit / Total Cost	2.0

Submitting Entity: Virginia Beach City
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	56.0 persons	4.7 person hrs.	114.0 EPDO	5,302.6 EPDO / 100M VMT	1.9 jobs per resident	1.6 jobs per resident	280.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	24,937,200.0 adj. buffer time index	7.1 adjusted points	0.0 impacted acres	31.1 access * pop/emp density	36.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.3	20.4	8.6	0.5	0.3	18.5	0.0	0.0	0.3	7.1	0.0	43.2	50.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		16.8		4.0			0.1			7.1		46.8	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		2.5		1.0			0.0			0.7	0.0	1.5	
Project Benefit	6.7													
SMART SCALE Cost	$25,203,643													
SMART SCALE Score***	**2.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

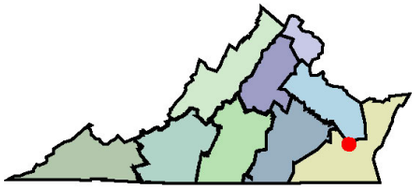
Project Pipeline HR-23-09 Route 17 Intersection Improvements

Project Id: 11787

This project consists of intersection improvements at two intersections along Route 17 (George Washington Memorial Highway). This project includes converting the intersection of Route 17 and Cook Road/York Warwick Drive into a Thru-Cut intersection, additionally prohibiting southbound left turns from Route 17, and installing pedestrian crosswalks, pedestrians signals, and curb ramps. This project also includes improvements at the intersection of Route 17 and Fort Eustis Boulevard, including widening the eastbound approach of Fort Eustis Boulevard to convert a shared lane for left turns and through movements into two separate lanes, extending the eastbound right turn lane to 200 feet of full-width storage and a 200-ft long taper, and installing pedestrian crosswalks, pedestrian signals, and curb ramps, and constructing approximately 550 feet of sidewalk to a planned future bus stop.

2.5 SMART SCALE SCORE	**#119** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,330,337
	#14 OF 31 DISTRICTWIDE	**Total Project Cost**	$19,330,337
		Project Benefit	4.9
		Project Benefit / Total Cost	2.5

Submitting Entity: York County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	62.1 persons	37.2 person hrs.	64.9 EPDO	1,322.4 EPDO / 100M VMT	22.5 jobs per resident	16.7 jobs per resident	93.2 adjusted users	7.0 adjusted points	0.0 thousand adj. daily tons	20,359,300.0 adj. buffer time index	8.4 adjusted points	0.0 impacted acres	6.1 access * pop/emp density	6.8 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	2.3	11.6	2.2	5.9	2.8	6.2	7.9	0.0	0.3	8.4	0.0	8.5	9.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.7		8.8		5.3			4.8			8.4		8.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		1.3		1.3			0.2			0.8	0.0	1.1	
Project Benefit	4.9													
SMART SCALE Cost	$19,330,337													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Laskin Road Phase II

Project Id: 11669

The Laskin Road Phase II project is a widening from four to six lanes from Oriole Drive to Saltmeadow Bay Drive. This project will have a traffic signal upgrade at the existing signalized intersection of Laskin Road and Oriole Drive, removal of the existing service road to the north, the addition of a right-turn lane entering the shopping center to the north, proposed five-foot sidewalk on the south side, and an addition of a 10-foot-wide shared use path along the north side of the road to tie into the existing shared use path to the east. The widening will occur to the north where the existing service road will be removed and will transition back to the existing roadway section at the roundabout to avoid right-of-way impacts. This project will also include a retaining wall on the north side of Laskin Road at Saltmeadow Bay Drive just south of Little Neck Creek.

2.4 SMART SCALE SCORE			
	#125 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$21,251,407
	#15 OF 31 DISTRICTWIDE	**Total Project Cost**	$21,251,407
		Project Benefit	5.1
		Project Benefit / Total Cost	2.4

Submitting Entity: Virginia Beach City

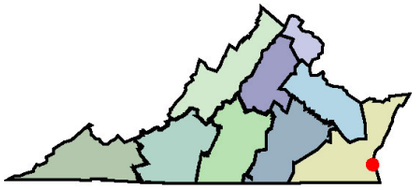
PE/RW/CN: Not Started / Not Started / Not Started

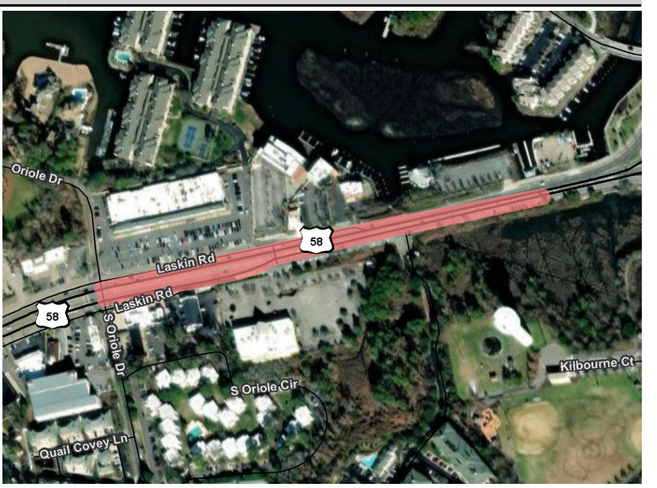
Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	562.2 persons	5.2 person hrs.	17.8 EPDO	1,179.5 EPDO / 100M VMT	13.1 jobs per resident	6.7 jobs per resident	128.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	5,347,180.0 adj. buffer time index	4.8 adjusted points	21.5 impacted acres	30.5 access * pop/emp density	35.5 access * pop/emp density change
Normalized Measure Value (0-100)	10.1	0.3	3.2	1.9	3.4	1.1	8.5	0.0	0.0	0.1	4.8	14.2	42.4	49.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.2		2.8		4.0			0.0			4.8		45.7	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.3		0.4		1.0			0.0			0.5	-0.7	1.5	
Project Benefit	5.1													
SMART SCALE Cost	$21,251,407													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

HR-08 Pipeline - Multimodal Safety and Access Improvements

Project Id: 11723

This project includes multimodal safety and access improvements along Bainbridge Boulevard and S Military Highway which consist of: 1. Sight Distance improvements 2. Signage improvements 3. Pavement Marking improvements 4. Closure of the EB S Military Highway to NB Bainbridge Boulevard ramp 5. Bus stop facility and pedestrian access improvements 6. New 10-foot wide shared use path along east side of Bainbridge Boulevard

2.3 SMART SCALE SCORE			
	#131 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$10,832,837
		Total Project Cost	$10,832,837
	#16 OF 31 DISTRICTWIDE	**Project Benefit**	2.5
		Project Benefit / Total Cost	2.3

Submitting Entity: Chesapeake City

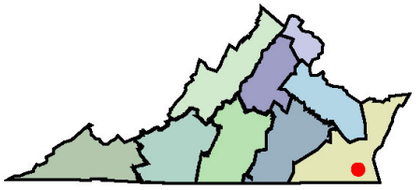
PE/RW/CN: Not Started / Not Started / Not Started

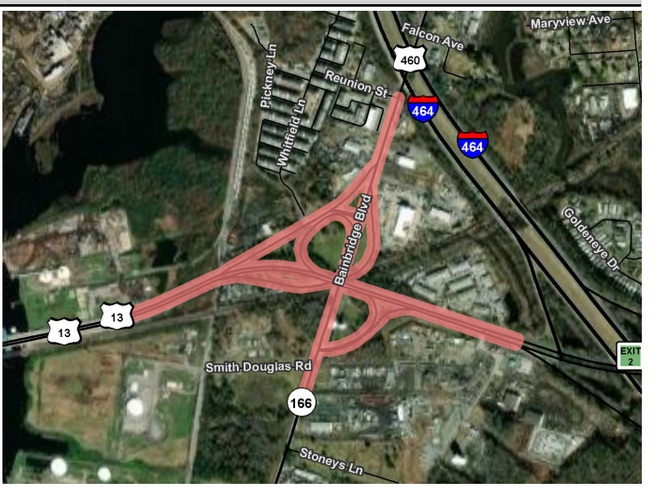
Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	18.5 persons	0.0 person hrs.	14.4 EPDO	1,190.4 EPDO / 100M VMT	2.9 jobs per resident	3.5 jobs per resident	92.7 adjusted users	30.8 adjusted points	0.0 thousand adj. daily tons	13,426,200.0 adj. buffer time index	2.6 adjusted points	0.0 impacted acres	12.1 access * pop/emp density	10.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	2.6	1.9	0.8	0.6	6.1	34.5	0.0	0.2	2.6	0.0	16.8	14.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		2.4		1.8			20.7			2.6		15.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.4		0.4			1.0			0.3	0.0	1.2	
Project Benefit	2.5													
SMART SCALE Cost	$10,832,837													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

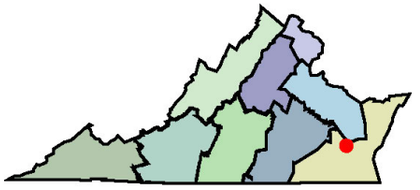
Pipeline HR03 Jefferson Ave Improvements

Project Id: 11446

This project includes the construction of a new second RTL from Fort Eustis WB to Jefferson NB with a barrier between the new and existing to delineate right turns for one feeding the I-64 WB on-ramp and one feeding through traffic, and new bike and pedestrian facilities on Jefferson Avenue from Constitution Way to Sea Pine Lane, including ADA amenities such as marked crosswalks across 2 legs of the intersection, a pedestrian refuge island at the I-64 WB off ramp across Jefferson, pedestrian signals, and lighting.

2.3 SMART SCALE SCORE			
	#132 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,018,917
	#17 OF 31 DISTRICTWIDE	**Total Project Cost**	$12,018,917
		Project Benefit	2.8
		Project Benefit / Total Cost	2.3

Submitting Entity: Newport News City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	44.1 persons	2.2 person hrs.	42.9 EPDO	1,385.7 EPDO / 100M VMT	0.5 jobs per resident	0.6 jobs per resident	220.6 adjusted users	0.0 adjusted points	954.8 thousand adj. daily tons	9,729,900.0 adj. buffer time index	6.6 adjusted points	0.0 impacted acres	5.6 access * pop/emp density	7.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.1	7.7	2.3	0.1	0.1	14.6	0.0	2.0	0.1	6.6	0.0	7.8	9.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		6.0		3.0			0.4			6.6		8.8	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.9		0.8			0.0			0.7	0.0	1.1	
Project Benefit	2.8													
SMART SCALE Cost	$12,018,917													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

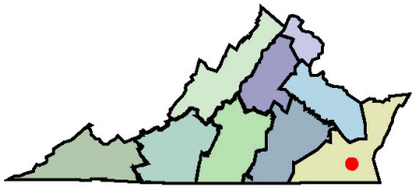
Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane

Project Id: 11501

This project adds an additional northbound Left-turn Lane onto College Drive from Bridge Road to improve intersection operations. This project will add and reconfigure an additional NB and SB through lane on Bridge Road through the intersection. There is a reconfiguration of the SB College Drive approach lanes. It also includes modification to the traffic signal at Bridge Road and College Drive Intersection to accommodate new left turn lane.

2.0 SMART SCALE SCORE	**#148** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$20,008,582
	#18 OF 31 DISTRICTWIDE	**Total Project Cost**	$20,008,582
		Project Benefit	4.0
		Project Benefit / Total Cost	2.0

Submitting Entity: Suffolk City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	59.1 person hrs.	96.5 EPDO	3,259.2 EPDO / 100M VMT	9.0 jobs per resident	11.1 jobs per resident	0.0 adjusted users	5.9 adjusted points	194.3 thousand adj. daily tons	24,512,200.0 adj. buffer time index	0.2 adjusted points	0.0 impacted acres	9.4 access * pop/emp density	8.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	3.6	17.2	5.3	2.3	1.8	0.0	6.7	0.4	0.3	0.2	0.0	13.0	11.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.8		13.6		1.8			4.1			0.2		12.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		2.0		0.4			0.2			0.0	0.0	1.1	
Project Benefit	4.0													
SMART SCALE Cost	$20,008,582													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

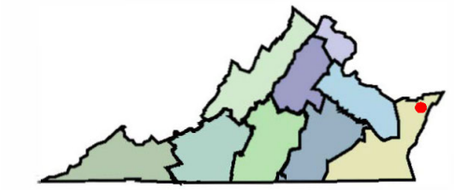
Onley to Parksley: Eastern Shore of Virginia Rail Trail

Project Id: 11825

This segment of the proposed Eastern Shore of Virginia Rail Trail includes a 10' wide multi-use paved path along the former Bay Coast Railroad corridor stretching 8.3 miles from E Main Street in Onley to Christine Lane just north of Parksley in Accomack County. The 60' corridor right-of-way is primarily straight and flat and deviates from U.S. Route 13 in Onley to run adjacent to VA State Route 316. Includes construction of a trailhead in Parksley. *A-NPDC received TAP funding in the Town of Parksley and this area will not be included as part of the application.

2.0 SMART SCALE SCORE			
	#151 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$10,039,669
	#19 OF 31 DISTRICTWIDE	**Total Project Cost**	$10,039,669
		Project Benefit	2.0
		Project Benefit / Total Cost	2.0

Submitting Entity: Accomack County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	6.1 persons	0.0 person hrs.	24.8 EPDO	351.2 EPDO / 100M VMT	17.6 jobs per resident	15.9 jobs per resident	30.3 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.8 adjusted points	0.1 impacted acres	6.6 access * pop/emp density	11.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	4.4	0.6	4.6	2.6	2.0	0.0	0.0	0.0	0.8	0.1	9.2	15.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		3.3		3.7			0.0			0.8		12.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.3		0.4			0.0			0.1	0.0	1.1	
Project Benefit	2.0													
SMART SCALE Cost	$10,039,669													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

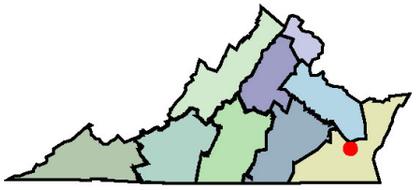
Project Pipeline HR23-10 Rte 17 at Victory Blvd Improvements

Project Id: 11765

This project includes the following improvements to the intersection of Route 17 (George Washington Memorial Highway) and VA-171 (Victory Boulevard): construction of a new northbound, southbound, and eastbound through lane; construction of a new eastbound left-turn lane; bringing the existing eastbound channelized right-turn lane in closer to the signal; and modifications to the existing signal to accommodate altered laneage.

1.8 SMART SCALE SCORE			
	#160 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$39,305,479
	#20 OF 31 DISTRICTWIDE	**Total Project Cost**	$39,305,479
		Project Benefit	7.1
		Project Benefit / Total Cost	1.8

Submitting Entity: York County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	57.9 person hrs.	110.4 EPDO	965.7 EPDO / 100M VMT	52.1 jobs per resident	40.2 jobs per resident	0.0 adjusted users	36.1 adjusted points	889.8 thousand adj. daily tons	64,236,800.0 adj. buffer time index	0.3 adjusted points	25.7 impacted acres	15.3 access * pop/emp density	18.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	3.6	19.7	1.6	13.6	6.7	0.0	40.4	1.9	0.9	0.3	17.0	21.3	25.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.8		14.3		9.5			24.8			0.3		23.4	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		2.1		2.4			1.2			0.0	-0.8	1.2	
Project Benefit	7.1													
SMART SCALE Cost	$39,305,479													
SMART SCALE Score***	**1.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 460 Widening

Project Id: 11568

Roadway improvements that include the widening of US 460 from a typical 4-lane section to a 6-lane section for a distance of approximately 2.1 miles between the US 460/Route 58 Interchange and the Providence Road/Lake Prince Drive Intersection. Improvements include 6 lane divided typical section with curb and gutter and a raised median; a 5' wide concrete sidewalk located along the north side of US 460 & a 10' wide multi use path located along the south side of US 460. There will be signal improvements at: Northfield Drive, Robs Drive / Nansemond Suffolk Academy Entrance, Kings Fork Road and Lake Prince Drive/Providence Road.

1.7 SMART SCALE SCORE	**#170** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$66,525,177
	#21 OF 31 DISTRICTWIDE	**Total Project Cost**	$115,939,177
		Project Benefit	11.0
		Project Benefit / Total Cost	0.9

Submitting Entity: Suffolk City

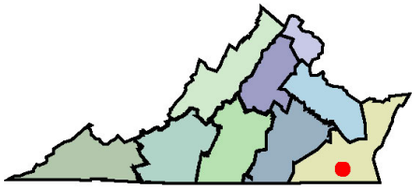
PE/RW/CN: Underway / Not Started / Not Started

Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	63.1 persons	48.7 person hrs.	177.5 EPDO	5,963.6 EPDO / 100M VMT	26.0 jobs per resident	21.4 jobs per resident	189.2 adjusted users	32.5 adjusted points	36,715.6 thousand adj. daily tons	14,341,500.0 adj. buffer time index	29.1 adjusted points	76.0 impacted acres	17.5 access * pop/emp density	18.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	3.0	31.7	9.7	6.8	3.5	12.5	36.4	78.0	0.2	29.1	50.2	24.3	26.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.1		25.1		7.3			37.5			29.1		25.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		3.8		1.8			1.9			2.9	-2.5	1.3	
Project Benefit	11.0													
SMART SCALE Cost	$66,525,177													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

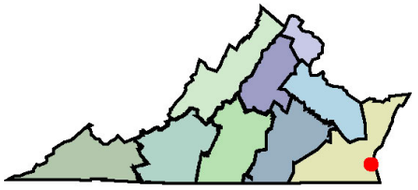
First Colonial Road Widening

Project Id: 11574

The First Colonial Road Widening project includes 1-mile of roadway widening from Republic Road to Old Donation Parkway, which will expand the existing four-lane roadway to six-lanes to the west. This widening will include a realignment of the existing five-leg intersection at Wolfsnare Road to a four-leg intersection, signal upgrades at 5 existing signalized intersections, upgrades to 8 existing transit stops along the corridor to include shelters, benches, and trash receptacles, and a 10-foot-wide shared use path along the west side of the roadway for the entire project length.

1.6 SMART SCALE SCORE			
	#173 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$40,413,085
	#22 OF 31 DISTRICTWIDE	**Total Project Cost**	$55,413,085
		Project Benefit	6.4
		Project Benefit / Total Cost	1.2

Submitting Entity: Virginia Beach City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	110.5 persons	12.7 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	13.2 jobs per resident	9.1 jobs per resident	552.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	29,314,400.0 adj. buffer time index	16.1 adjusted points	2.1 impacted acres	27.2 access * pop/emp density	31.5 access * pop/emp density change
Normalized Measure Value (0-100)	2.0	0.8	0.0	0.0	3.4	1.5	36.5	0.0	0.0	0.4	16.1	1.4	37.8	43.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.4		0.0		9.7			0.1			16.1		40.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.6		0.0		2.4			0.0			1.6	-0.1	1.4	
Project Benefit	6.4													
SMART SCALE Cost	$40,413,085													
SMART SCALE Score***	**1.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

HR-07 Pipeline - George Washington and Military

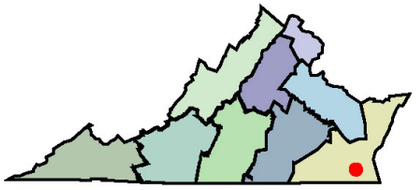
Project Id: 11677

This project includes the construction of a second left turn lane from eastbound S Military Highway to northbound George Washington Highway and a second left turn lane from westbound S Military Highway to southbound George Washington Highway. The northbound receiving lanes on the north leg of George Washington Highway will be widened to two lanes to accommodate the dual eastbound left turns. The northbound, southbound, eastbound, and westbound channelized right turn lanes will be tied into the intersection of S Military Highway and George Washington Highway. Additional improvements include constructing a shared-use path along the south side of S Military Highway, constructing a sidewalk along the east side of George Washington Highway, adding an eastbound right turn taper at the intersection of George Washington Highway and Butler Street, and closing the feeder road along S Military Highway from George Washington Highway to Deep Creek Plaza.

1.5 SMART SCALE SCORE			
	#178	OF 270 STATEWIDE	
	#23	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$28,568,382
Total Project Cost	$28,568,382
Project Benefit	4.3
Project Benefit / Total Cost	1.5

Submitting Entity: Chesapeake City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	50.9 persons	11.6 person hrs.	75.7 EPDO	2,414.2 EPDO / 100M VMT	8.7 jobs per resident	9.8 jobs per resident	152.6 adjusted users	6.2 adjusted points	798.7 thousand adj. daily tons	28,071,800.0 adj. buffer time index	7.6 adjusted points	0.0 impacted acres	10.5 access * pop/emp density	4.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.7	13.5	3.9	2.3	1.6	10.1	7.0	1.7	0.4	7.6	0.0	14.6	6.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		10.6		3.7			4.6			7.6		10.4	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		1.6		0.9			0.2			0.8	0.0	1.1	
Project Benefit	4.3													
SMART SCALE Cost	$28,568,382													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 175 Improvements: 3-Lane Undivided Highway

Project Id: 11686

Widen Route 175 from two travel lanes (22 feet) to two 12' travel lanes and one 13' center two-way left-turn lane with 8' paved shoulders in both directions (total of 53 feet). Project improvement area is approximately 3.5 miles, beginning approximately 250 feet east of US Route 13 and ending approximately 200 feet west of Route 798.

1.1 SMART SCALE SCORE			
	#202 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$102,655,622
		Total Project Cost	$102,655,622
	#24 OF 31 DISTRICTWIDE	**Project Benefit**	11.2
		Project Benefit / Total Cost	1.1

Submitting Entity: Accomack County

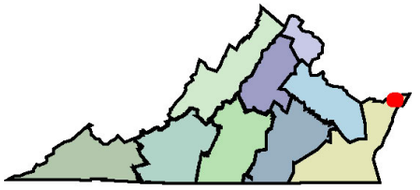
PE/RW/CN: Not Started / Not Started / Not Started

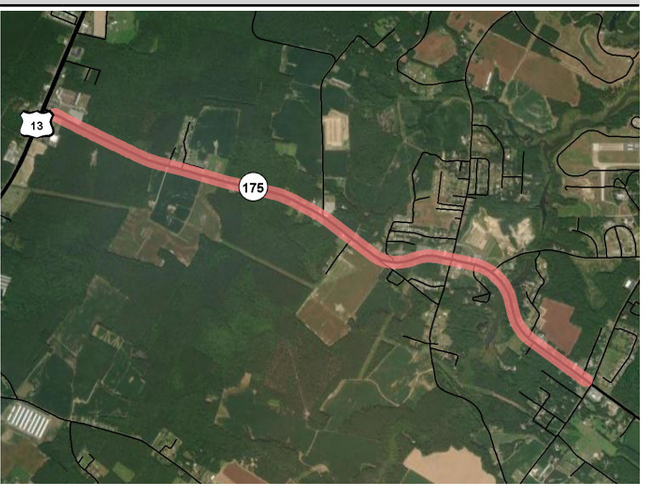
Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.3 person hrs.	172.2 EPDO	1,883.0 EPDO / 100M VMT	0.7 jobs per resident	0.5 jobs per resident	0.0 adjusted users	9.7 adjusted points	814.3 thousand adj. daily tons	35,122,300.0 adj. buffer time index	0.0 adjusted points	0.2 impacted acres	0.7 access * pop/emp density	1.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	30.7	3.1	0.2	0.1	0.0	10.8	1.7	0.5	0.0	0.2	1.0	1.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		22.4		0.1			6.9			0.0		1.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		9.0		0.0			2.1			0.0	0.0	1.0	
Project Benefit	11.2													
SMART SCALE Cost	$102,655,622													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

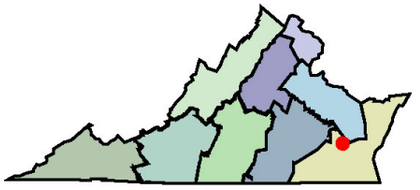
Route 60 (Poc. Trail) Widening and Complete Street Seg. 2

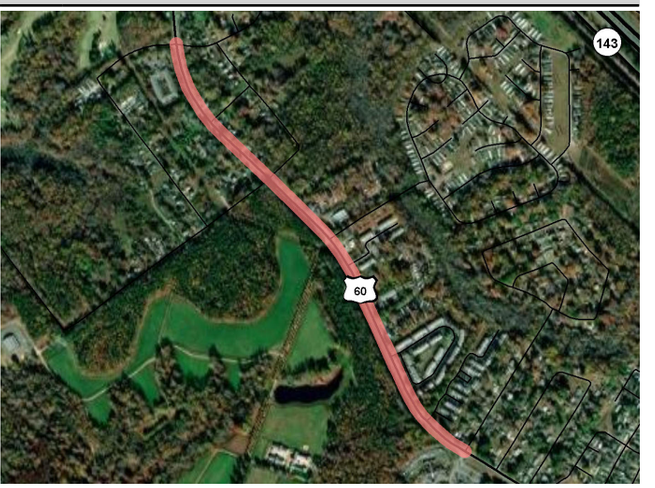
Project Id: 11537

The Route 60 (Pocahontas Trail) Widening and Complete Street Segment 2 project is the second segment of UPC102980. This complete street improvement project includes a continuous center left turn lane, sidewalk, a shared-use path, bus pull-offs, landscaping, undergrounding of overhead utilities, curb and gutter to address drainage problems, and lighting to create a safe corridor for all users. This segment of Pocahontas Trail is along the proposed route for the Birthplace of America Trail (BoAT) that extends to Fort Monroe in Hampton and specifically this project provides a one mile shared use path as part of the BoAT.

1.0 SMART SCALE SCORE			
	#209 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$37,178,776
	#25 OF 31 DISTRICTWIDE	**Total Project Cost**	$37,178,776
		Project Benefit	3.7
		Project Benefit / Total Cost	1.0

Submitting Entity: James City County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	11.4 persons	1.5 person hrs.	106.2 EPDO	4,593.4 EPDO / 100M VMT	1.6 jobs per resident	2.3 jobs per resident	56.9 adjusted users	14.5 adjusted points	2,232.8 thousand adj. daily tons	10,483,700.0 adj. buffer time index	3.5 adjusted points	0.8 impacted acres	3.0 access * pop/emp density	3.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.1	18.9	7.5	0.4	0.4	3.8	16.2	4.7	0.1	3.5	0.5	4.1	4.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		15.5		1.1			10.7			3.5		4.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.3		0.3			0.5			0.3	0.0	1.0	
Project Benefit	3.7													
SMART SCALE Cost	$37,178,776													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Nike Park Trail Gap Connector (Rt 664)

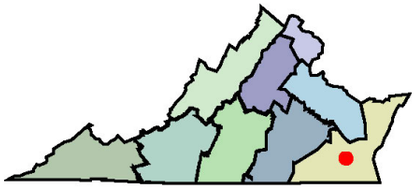
Project Id: 11815

6000 LF of 10-foot wide multi-use trail along the South side of Nike Park Rd. from the entrance to Nike Park Rd. to Reynolds Dr. connecting the multimodal gap between completed UPC 101794 and UPC 109314. This gap completion will connect over 6 miles of multi-use trail from the Town of Smithfield to Route 17. It will include ADA-accessible connectivity for residential, commercial, and recreational users in the S. Church Street, Battery Park Rd, and Nike Park Road communities.

0.5 SMART SCALE SCORE			
	#240	OF 270 STATEWIDE	
	#26	OF 31 DISTRICTWIDE	

SMART SCALE Requested Funds	$5,965,843
Total Project Cost	$5,965,843
Project Benefit	0.3
Project Benefit / Total Cost	0.5

Submitting Entity: Isle of Wight County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	7.1 persons	0.0 person hrs.	1.2 EPDO	895.0 EPDO / 100M VMT	0.2 jobs per resident	0.1 jobs per resident	21.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.1 adjusted points	0.0 impacted acres	2.9 access * pop/emp density	3.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.2	1.5	0.1	0.0	1.4	0.0	0.0	0.0	1.1	0.0	4.0	4.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.6		0.3			0.0			1.1		4.0	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.1			0.0			0.1	0.0	1.0	
Project Benefit	0.3													
SMART SCALE Cost	$5,965,843													
SMART SCALE Score***	**0.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

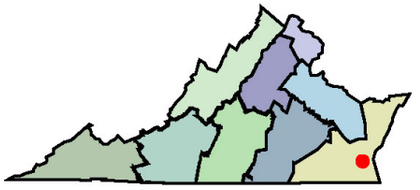
Heutte Drive Sidewalk Improvements

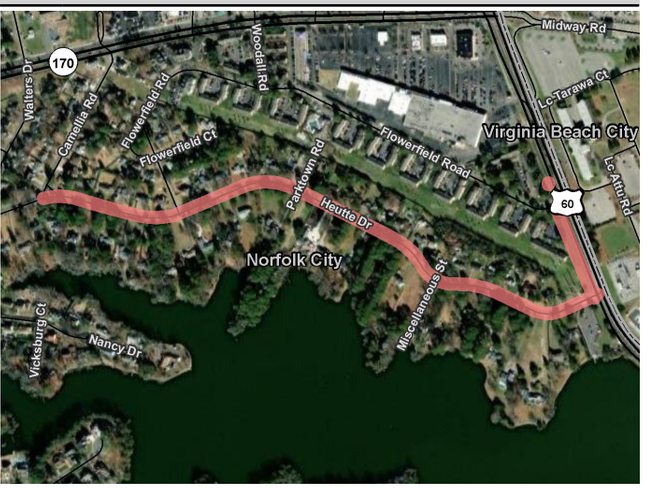
Project Id: 11684

Construct approximately 4,000 LF of 5' wide sidewalk and install ADA-compliant curb ramps along Heutte Drive from Camelia Road to Shore Drive and approximately 600 LF of 5' wide sidewalk along Shore Drive from Huette Drive to Flowerfield Road. Construct a sidewalk extension and bus shelter pad to provide connectivity to an existing bus stop approximately 200 LF north of Flowerfield Road. Project includes installation of CG-6 curb and gutter along Heutte Drive with a new closed drainage system to replace the existing open ditches that conflict with the sidewalk. Project will also required grading adjustments, relocation of signs, trees, landscaping, utility poles, mailboxes, and other incidental items.

0.5 SMART SCALE SCORE	**#242** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,823,840
	#27 OF 31 DISTRICTWIDE	**Total Project Cost**	$19,823,840
		Project Benefit	1.0
		Project Benefit / Total Cost	0.5

Submitting Entity: Norfolk City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	26.0 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	129.8 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	3.3 adjusted points	0.0 impacted acres	13.8 access * pop/emp density	11.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.0	0.0	0.0	0.1	0.0	8.6	0.0	0.0	0.0	3.3	0.0	19.1	15.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.0		1.8			0.0			3.3		17.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.0		0.4			0.0			0.3	0.0	1.2	
Project Benefit	1.0													
SMART SCALE Cost	$19,823,840													
SMART SCALE Score***	**0.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

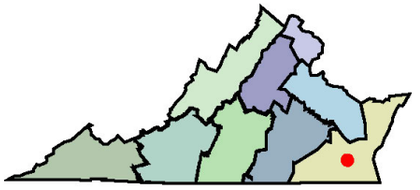
Route 17 and Sugar Hill Road Intersection Improvements

Project Id: 11808

The proposed improvements will convert the existing uncontrolled intersection to an unsignalized Continous Green-T (Turbo-T) intersection and extend the left turn lane from Cedar Grove Road back to Sugar Hill Road for the Rt 17 southbound movement, as identified in the 2022 VDOT Route 17 Arterial Preservation study. The existing depressed median will be converted to a raised grass median with curbing and roadway cross slopes will be modified to sheet flow runoff to the existing outside shoulder ditches.

0.4 SMART SCALE SCORE	**#250** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,008,507
	#28 OF 31 DISTRICTWIDE	**Total Project Cost**	$7,008,507
		Project Benefit	0.3
		Project Benefit / Total Cost	0.4

Submitting Entity: Isle of Wight County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	3.9 person hrs.	7.9 EPDO	681.3 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	3,351,940.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	3.1 access * pop/emp density	3.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.2	1.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	4.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		1.3		0.0			0.0			0.0		4.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.2		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.3													
SMART SCALE Cost	$7,008,507													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Dam Neck Road & Drakesmile Road Intersection

Project Id: 11672

The Dam Neck Road at Drakesmile Road intersection project involves converting the existing signalized "T" intersection to a continuous green "T" intersection. This intersection improvement will include lane transitions needed to accommodate the southbound dual left-turn movement at Drakesmile Road and its transition into the existing two eastbound through lanes along Dam Neck Road.

0.3 SMART SCALE SCORE			
	#262 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$10,716,869
		Total Project Cost	$11,716,869
	#29 OF 31 DISTRICTWIDE	**Project Benefit**	0.3
		Project Benefit / Total Cost	0.3

Submitting Entity: Virginia Beach City

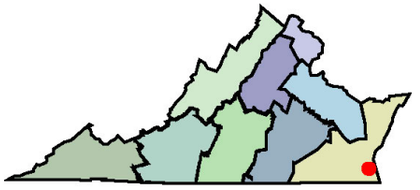
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: BOTH

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	2.4 EPDO	90.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	6.8 adjusted points	0.0 thousand adj. daily tons	2,807,930.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	10.2 access * pop/emp density	11.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.4	0.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	14.1	15.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.3		0.0			4.6			0.0		14.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.2			0.0	0.0	1.1	
Project Benefit	0.3													
SMART SCALE Cost	$10,716,869													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Barlow Road Shoulder Improvements

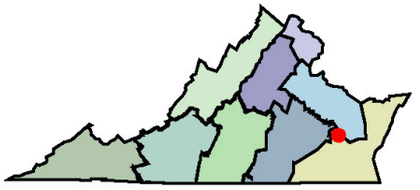
Project Id: 11445

Project will add 6-foot shoulders and an additional 1-foot lane width to both sides of Barlow Road between Carter's Neck Road and Auburn Lane. This includes re-aligning the curve of the road to meet VDOT standards.

0.3 SMART SCALE SCORE	#264 OF 270 STATEWIDE
	#30 OF 31 DISTRICTWIDE

SMART SCALE Requested Funds	$16,213,345
Total Project Cost	$16,213,345
Project Benefit	0.4
Project Benefit / Total Cost	0.3

Submitting Entity: York County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: No
VTRANS Need: Safety



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	10.4 EPDO	3,272.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.4 access * pop/emp density	1.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.9		0.0			0.0			0.0		2.0	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.4		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.4													
SMART SCALE Cost	$16,213,345													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Chesapeake Ave Corridor Improvements

Project Id: 11797

Project will construct the missing 1.9 mile segment of the regional Trail757 (formerly Birthplace of America Trail) along the shoreline of Chesapeake Avenue, between Pear Avenue and LaSalle Avenue, to connect the existing sidewalk and bike path at the Newport News city line to the existing sidewalk and on-street bike lanes at LaSalle Avenue. Shared roadway markings will be added between Pear Avenue and Claremont Avenue. A 10' shared use path will be constructed on the eastbound side between Claremont Avenue and East Avenue, a distance of approximately 1.5 miles. Shared roadway markings, and a 5' sidewalk on the eastbound side, will be added between East Avenue and LaSalle Avenue. Project will maintain the existing sidewalk and on-street parking on the westbound side, and the two 11' travel lanes.

0.1 SMART SCALE SCORE			
	#269 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$8,029,972
	#31 OF 31 DISTRICTWIDE	**Total Project Cost**	$8,029,972
		Project Benefit	0.1
		Project Benefit / Total Cost	0.1

Submitting Entity: Hampton City

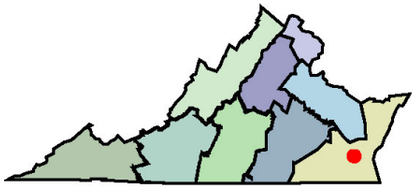
PE/RW/CN: Not Started / Not Started / Not Started

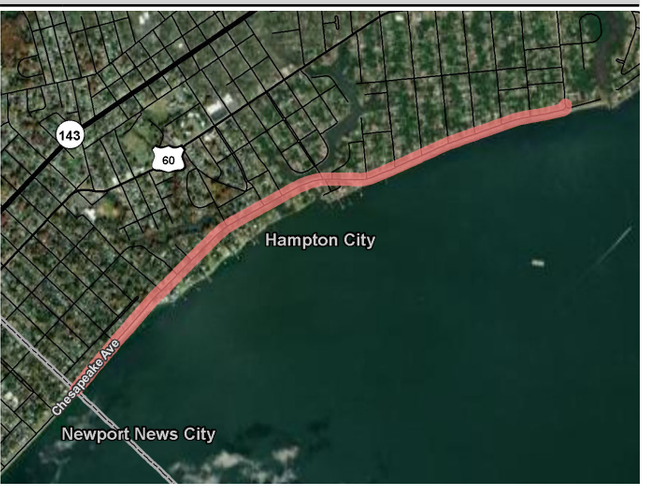
Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: RN, UDA





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1.4 persons	0.0 person hrs.	2.4 EPDO	442.9 EPDO / 100M VMT	0.8 jobs per resident	0.9 jobs per resident	4.3 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.2 adjusted points	2.8 impacted acres	19.7 access * pop/emp density	22.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.4	0.7	0.2	0.1	0.3	0.0	0.0	0.0	0.2	1.8	27.3	31.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.5		0.2			0.0			0.2		29.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.1			0.0			0.0	-0.1	1.3	
Project Benefit	0.1													
SMART SCALE Cost	$8,029,972													
SMART SCALE Score***	**0.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

LYNCHBURG DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11691	Orphanage Road and Franklin Turnpike Traffic Signal	Pittsylvania County	1	4	05-01
11471	Route 151 at Tanbark Drive Roundabout	Nelson County	2	120	05-02
11649	Berry Hill DDI	Danville MPO	3	134	05-03
11493	Timberlake Road Improvements (Greenview Dr. to Laxton Rd.)	Campbell County	4	166	05-04
11492	Route 29 Safety Improvements - Southern Section	Campbell County	5	177	05-05
11519	US 501/Greens Folly Rd Improvements	Halifax County	6	193	05-06
11520	US 58/Rt 751 Intersection Improvements	Halifax County	7	200	05-07
11616	Candlers Mntn Rd/460 & Liberty Mntn Dr Roundabout	Lynchburg City	8	207	05-08
11534	US 501/Sunshine Dr Realignment	Halifax County	9	226	05-09
11494	Candlers Mountain Road - Other Turn Lanes	Campbell County	10	246	05-10
11495	Route 501 Passing Lanes	Campbell County	11	260	05-11
11518	Sinai Road Pedestrian Project	Halifax County	12	265	05-12

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Orphanage Road and Franklin Turnpike Traffic Signal

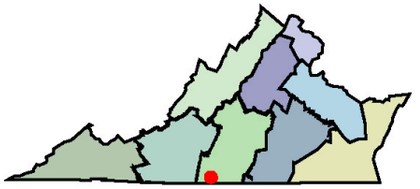
Project Id: 11691

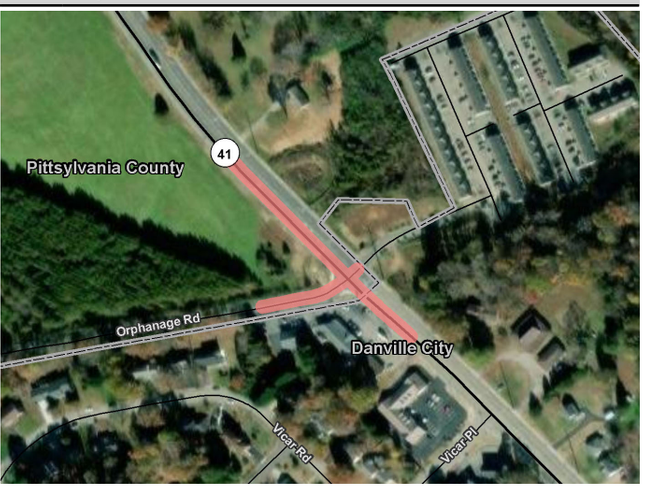
A traffic signal with pedestrian signals and crosswalks, a southbound right turn lane and an eastbound left turn lane is proposed.

18.9 SMART SCALE SCORE			
	#4	OF 270 STATEWIDE	
	#1	OF 12 DISTRICTWIDE	

SMART SCALE Requested Funds	$5,973,029
Total Project Cost	$5,973,029
Project Benefit	11.3
Project Benefit / Total Cost	18.9

Submitting Entity: Pittsylvania County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	17.3 persons	0.0 person hrs.	128.0 EPDO	19,869.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	25.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,380,200.0 adj. buffer time index	2.3 adjusted points	0.0 impacted acres	3.9 access * pop/emp density	6.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	22.8	32.4	0.0	0.0	1.7	0.0	0.0	0.0	2.3	0.0	5.5	8.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		25.7		0.3			0.0			2.3		6.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		10.3		0.0			0.0			0.2	0.0	1.1	
Project Benefit	11.3													
SMART SCALE Cost	$5,973,029													
SMART SCALE Score***	**18.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

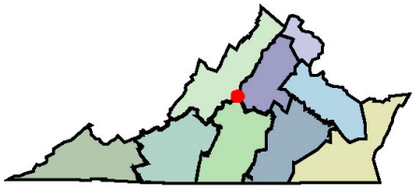
Route 151 at Tanbark Drive Roundabout

Project Id: 11471

Construct a Roundabout at the intersection of Route 151 and Tanbark Drive, and expand gas station curb to restrict driveway opening nearest to proposed Roundabout on Route 151. Relocate the existing parking lot entrance on Northbound 840, south of the intersection. Regrade Tanbark Road embankment to improve visibility to Route 151, geometric improvements in the form of curve radius modification and realignment to Route 151 south of the Tanbark intersection.

2.5 SMART SCALE SCORE	#120 OF 270 STATEWIDE	SMART SCALE Requested Funds	$12,693,049
	#2 OF 12 DISTRICTWIDE	Total Project Cost	$12,693,049
		Project Benefit	3.2
		Project Benefit / Total Cost	2.5

Submitting Entity: Nelson County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	44.3 EPDO	10,164.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	588,811.0 adj. buffer time index	0.0 adjusted points	0.1 impacted acres	0.8 access * pop/emp density	1.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	7.9	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	1.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		10.5		0.0			0.0			0.0		1.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.2		0.0			0.0			0.0	0.0	1.0	
Project Benefit	3.2													
SMART SCALE Cost	$12,693,049													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Berry Hill DDI

Project Id: 11649

This phase of the connector road expansion will consist of reconstructing the existing interchange at Danville Expressway (US Route 58) and Oak Ridge Farms Road (VA 1260) to a Diverging Diamond Interchange (DDI), which was recommended as the Preferred Alternative in the Interchange Access Request (IAR) Route 58 at Southern Virginia Mega Site, dated March 2023.

2.3 SMART SCALE SCORE	#134 OF 270 STATEWIDE	SMART SCALE Requested Funds	$66,043,703
	#3 OF 12 DISTRICTWIDE	Total Project Cost	$66,043,703
		Project Benefit	15.1
		Project Benefit / Total Cost	2.3

Submitting Entity: Danville MPO

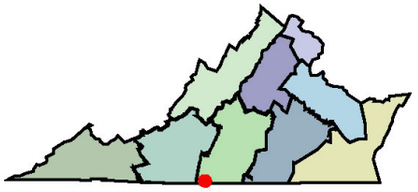
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	440.9 persons	438.8 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	2.2 jobs per resident	1.5 jobs per resident	0.0 adjusted users	62.2 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	8.3 adjusted points	2.2 impacted acres	0.1 access * pop/emp density	0.1 access * pop/emp density change
Normalized Measure Value (0-100)	7.9	26.9	0.0	0.0	0.6	0.3	0.0	69.6	0.0	0.0	8.3	1.5	0.2	0.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	17.4		0.0		0.4			41.8			8.3		0.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.7		0.0		0.0			12.5			0.8	-0.1	1.0	
Project Benefit	15.1													
SMART SCALE Cost	$66,043,703													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Timberlake Road Improvements (Greenview Dr. to Laxton Rd.)

Project Id: 11493

The Timberlake Road Improvements project involves the installation of a new right turn lane on Greenview Drive onto Timberlake Road, new right turn lane on Laxton Road onto Timberlake Road and reconfigure existing lanes on Laxton Road onto Timberlake Road to allow a dedicated left turn lane, and a shared left / thru lane, new right turn lane on Timberlake Road onto Greenview Drive, and new second left turn lane on Timberlake Road onto Laxton Road to provide dual lefts. Sidewalk will be installed on Timberlake Road between Centra Mammography Center to Laxton Road on the western side and sidewalk installed from Timberlake Road from Oakdale Circle to Laxton Road. Crosswalk will be installed at Greenview Drive (one on each side of Timberlake Drive) and Laxton Road on the northern leg. Relocate two existing Route 7 CLTC bus stops in this segment of Timberlake Road to reduce conflict points with turning vehicles and improve safety.

1.7 SMART SCALE SCORE			
	#166 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$33,364,620
	#4 OF 12 DISTRICTWIDE	**Total Project Cost**	$33,364,620
		Project Benefit	5.7
		Project Benefit / Total Cost	1.7

Submitting Entity: Campbell County

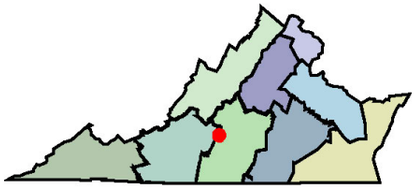
PE/RW/CN: Not Started / Not Started / Not Started

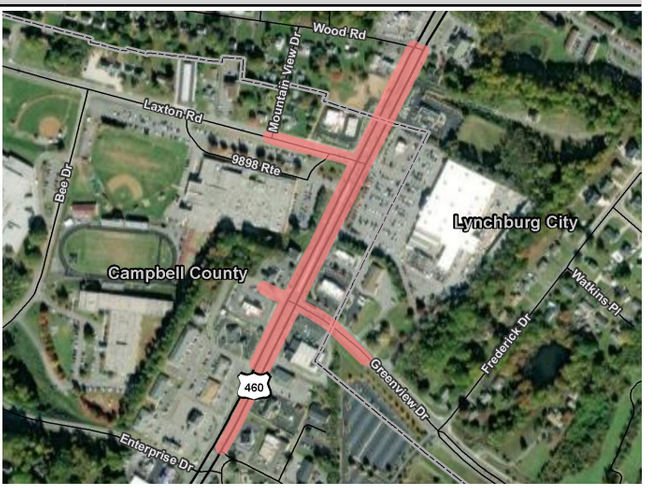
Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	88.4 persons	85.3 person hrs.	41.1 EPDO	1,798.7 EPDO / 100M VMT	10.6 jobs per resident	10.0 jobs per resident	442.2 adjusted users	0.1 adjusted points	221.4 thousand adj. daily tons	10,684,300.0 adj. buffer time index	11.5 adjusted points	0.0 impacted acres	11.3 access * pop/emp density	13.5 access * pop/emp density change
Normalized Measure Value (0-100)	1.6	5.2	7.3	2.9	2.8	1.7	29.2	0.1	0.5	0.1	11.5	0.0	15.7	18.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		6.0		7.8			0.2			11.5		17.2	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.7		1.8		1.2			0.0			1.2	0.0	1.2	
Project Benefit	5.7													
SMART SCALE Cost	$33,364,620													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

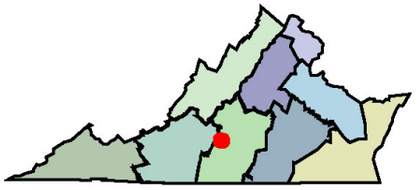
Route 29 Safety Improvements - Southern Section

Project Id: 11492

Construct a blended solution set to address identified problems and themed solutions along Route 29 from Route 24 to Calohan Road. Improvement include installing RCUTs at the entrance to Nick Rayne's Garage, Moorman Mill Road and Dennis Riddle Drive, closing four crossovers at various locations, converting Anstey Road into a right-in right-out, and implementing numerous turn lane improvements along US Route 29 including at Pick-n-Save/Denton's Autobody, Patterson Road, 300 feet north of Good's Garden Sheds, Moorman Hill Road, and 350 feet north of Anstey Road.

1.5 SMART SCALE SCORE	#177 OF 270 STATEWIDE	SMART SCALE Requested Funds	$30,407,170
	#5 OF 12 DISTRICTWIDE	Total Project Cost	$30,407,170
		Project Benefit	4.6
		Project Benefit / Total Cost	1.5

Submitting Entity: Campbell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.2 person hrs.	109.0 EPDO	2,748.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.6 adjusted points	0.0 thousand adj. daily tons	10,990,400.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	19.5	4.5	0.0	0.0	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		15.0		0.0			0.4			0.0		0.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.5		0.0			0.1			0.0	0.0	1.0	
Project Benefit	4.6													
SMART SCALE Cost	$30,407,170													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 501/Greens Folly Rd Improvements

Project Id: 11519

Construct an additional left-turn lane on 501 NB at Greens Folly Rd to create dual left-turn lanes onto Greens Folly Rd. The second receiving lane on Greens Folly will be extended. Extend the SB 501 right-turn lane and close/restrict access points within the influence area of the intersection. Widen 501 NB right-turn lane from the Apple Market gas station to Goodwill. Restrict access to Goodwill to right-in, right-out. Construct new sidewalks on both sides of US 501.

1.3 SMART SCALE SCORE			
	#193 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$13,067,830
		Total Project Cost	$13,067,830
	#6 OF 12 DISTRICTWIDE	**Project Benefit**	1.6
		Project Benefit / Total Cost	1.3

Submitting Entity: Halifax County

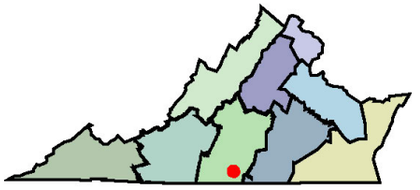
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.1 person hrs.	17.0 EPDO	1,949.7 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	0.0 adjusted users	0.1 adjusted points	873.6 thousand adj. daily tons	2,109,230.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	12.6 access * pop/emp density	15.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	3.0	3.2	0.0	0.0	0.0	0.1	1.9	0.0	0.0	0.0	17.5	21.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		3.1		0.0			0.5			0.0		19.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.2		0.0			0.1			0.0	0.0	1.2	
Project Benefit	1.6													
SMART SCALE Cost	$13,067,830													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 58/Rt 751 Intersection Improvements

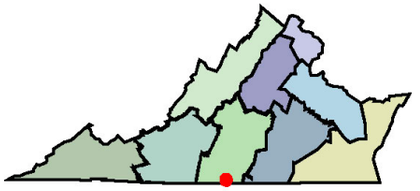
Project Id: 11520

Make improvements to the intersection of Philpott Rd (US 58) and Piney Grove Rd (751) to increase the turning radius for truck traffic, construct a 400 foot right-turn lane on US 58 eastbound, and perform access management as needed to the store on the corner.

1.1 SMART SCALE SCORE			
	#200	OF 270 STATEWIDE	
	#7	OF 12 DISTRICTWIDE	

SMART SCALE Requested Funds	$4,840,684
Total Project Cost	$4,840,684
Project Benefit	0.5
Project Benefit / Total Cost	1.1

Submitting Entity: Halifax County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.9 EPDO	1,036.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	9,761.1 adj. buffer time index	3.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.6		0.0			0.0			3.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.2		0.0			0.0			0.3	0.0	1.0	
Project Benefit	0.5													
SMART SCALE Cost	$4,840,684													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Candlers Mntn Rd/460 & Liberty Mntn Dr Roundabout

Project Id: 11616

The project includes modifying the intersection of Candlers Mountain Rd with the US Route 460 Eastbound Off-ramp with a median that will restrict left and through movements from the ramp and Liberty Mountain Dr. The median extends from north of the ramp intersection through the ramp intersection. Turn lanes will be added or extended on Candlers Mountain Rd at the intersections with Liberty Mountain Dr/US 460 EB off-ramp, Liberty Mountain Dr/Fairfield Inn Entrance, East Campus Parking Lot entrance, and Monogram Rd. New sidewalk will be added on the west side of Candlers Mountain Rd between the Fairfield Inn Entrance and Liberty Mountain Rd and on the north side of Liberty Mountain Rd from Candlers Mountain Rd to west of the rear Fairfield Inn entrance. Crosswalks will be added to connect the sidewalks. A roundabout will be constructed at the Liberty Mountain Dr/Liberty University Dr intersection.

1.0 SMART SCALE SCORE			
	#207 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$30,859,391
	#8 OF 12 DISTRICTWIDE	**Total Project Cost**	$30,859,391
		Project Benefit	3.1
		Project Benefit / Total Cost	1.0

Submitting Entity: Lynchburg City

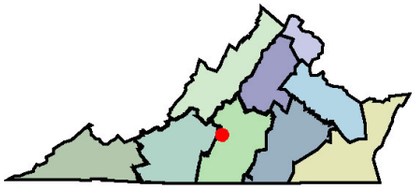
PE/RW/CN: Not Started / Not Started / Not Started

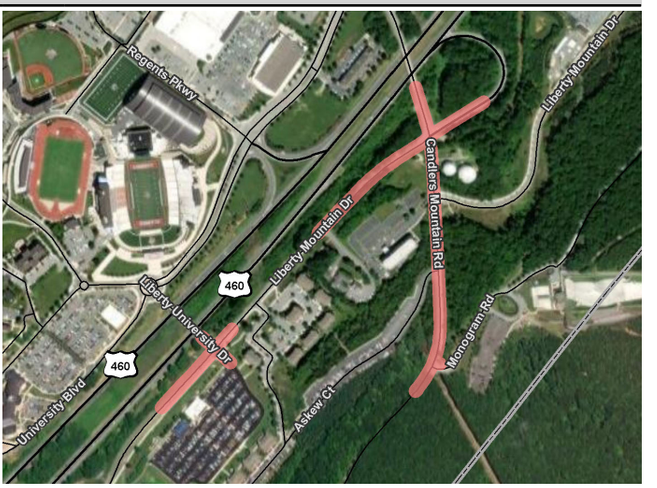
Eligible Fund Program: BOTH

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	12.3 persons	9.1 person hrs.	12.2 EPDO	13,069.8 EPDO / 100M VMT	0.8 jobs per resident	0.7 jobs per resident	18.4 adjusted users	0.0 adjusted points	52.5 thousand adj. daily tons	100,073.0 adj. buffer time index	1.6 adjusted points	0.0 impacted acres	10.7 access * pop/emp density	11.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.6	2.2	21.3	0.2	0.1	1.2	0.0	0.1	0.0	1.6	0.0	14.9	15.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		7.9		0.4			0.0			1.6		15.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.4		0.1			0.0			0.2	0.0	1.2	
Project Benefit	3.1													
SMART SCALE Cost	$30,859,391													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

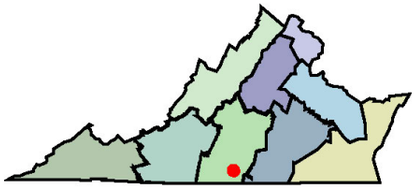
US 501/Sunshine Dr Realignment

Project Id: 11534

Realign Sunshine Drive to US 501 north of existing intersection to better accommodate heavy vehicle movements and reconfigure into a "Turbo-T" intersection. Include a median on US 501 SB to create a channeled left-turn lane and to allow SB traffic from Sunshine Drive to merge onto US 501 without conflicting the SB movement of traffic.

0.8 SMART SCALE SCORE	#226 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,558,137
	#9 OF 12 DISTRICTWIDE	Total Project Cost	$14,558,137
		Project Benefit	1.1
		Project Benefit / Total Cost	0.8

Submitting Entity: Halifax County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.2 EPDO	183.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	4.5 adjusted points	0.0 thousand adj. daily tons	23,809.0 adj. buffer time index	0.0 adjusted points	0.1 impacted acres	9.3 access * pop/emp density	14.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.1	12.9	19.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.1		0.0			3.0			0.0		16.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.0			0.9			0.0	0.0	1.2	
Project Benefit	1.1													
SMART SCALE Cost	$14,558,137													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

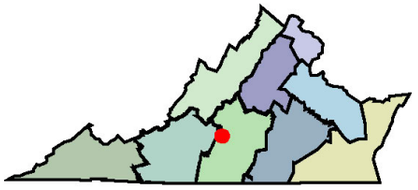
Candlers Mountain Road - Other Turn Lanes

Project Id: 11494

Construct new or extend existing turn lanes at four intersections along Candlers Mountain Road in Campbell County. The intersections improvements include: Sunnymeade Road - construct 200' westbound right turn lane taper; Sunset Vue Circle - extend southbound right turn lane to 200' storage with a 200' taper; Liberty Village Boulevard - extend northbound left turn lane taper to 200', extend southbound right turn lane taper to 200'; and Liberty View Lane - construct northbound left turn lane with 200' storage and 200' taper and construct 200' southbound right turn lane taper.

0.4 SMART SCALE SCORE	**#246** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,377,731
	#10 OF 12 DISTRICTWIDE	**Total Project Cost**	$12,377,731
		Project Benefit	0.5
		Project Benefit / Total Cost	0.4

Submitting Entity: Campbell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety, UDA



SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	3.7 EPDO	2,346.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	6.3 access * pop/emp density	8.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	11.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		1.6		0.0			0.0			0.0		10.1	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.5		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.5													
SMART SCALE Cost	$12,377,731													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 501 Passing Lanes

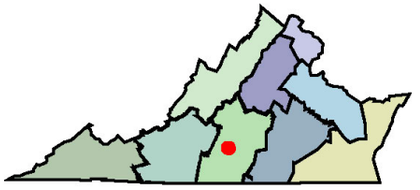
Project Id: 11495

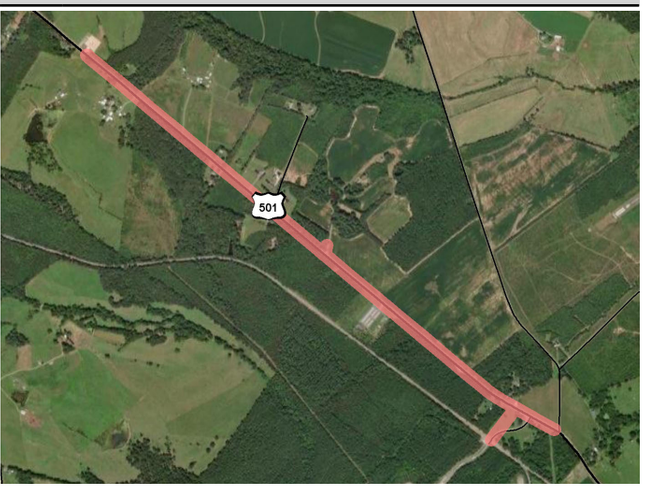
Provide improvements for passing lanes along a 1.7 mile segment of Route 501 south of Gladys Virginia from 1.57 miles north of Route 970 (MP 49.35) to Route 650 (MP 47.69). This project also includes the realignment of the intersection of Rte 970 with Rte 501.

0.3 SMART SCALE SCORE			
	#260	OF 270 STATEWIDE	
	#11	OF 12 DISTRICTWIDE	

SMART SCALE Requested Funds	$56,967,864
Total Project Cost	$56,967,864
Project Benefit	1.8
Project Benefit / Total Cost	0.3

Submitting Entity: Campbell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN





SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.4 person hrs.	23.5 EPDO	1,745.0 EPDO / 100M VMT	0.9 jobs per resident	1.1 jobs per resident	0.0 adjusted users	0.0 adjusted points	4,716.8 thousand adj. daily tons	1,507,900.0 adj. buffer time index	1.4 adjusted points	0.9 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.2	2.8	0.2	0.2	0.0	0.0	10.0	0.0	1.4	0.6	0.0	0.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		3.8		0.2			2.0			1.4		0.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.1		0.0			0.5			0.1	0.0	1.0	
Project Benefit	1.8													
SMART SCALE Cost	$56,967,864													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

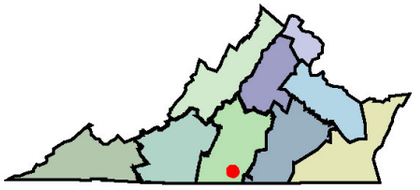
Sinai Road Pedestrian Project

Project Id: 11518

Construct 2,345' of new 5' sidewalk and curb and gutter, with a vegetative strip between, on the west side of Sinai Rd from Westside Dr to River Rd/Greens Folly Rd and 292' of curb and gutter and 5' sidewalk on the east side of Sinai Rd from the existing crosswalk to Greens Folly Rd. Install one new high visibility crosswalk at the northwestern leg of the Sinai Rd/River Rd/Greens Folly Rd intersection. These improvements would replace the current pedestrian lane.

0.2 SMART SCALE SCORE	#265 OF 270 STATEWIDE	SMART SCALE Requested Funds	$13,468,068
	#12 OF 12 DISTRICTWIDE	Total Project Cost	$13,468,068
		Project Benefit	0.3
		Project Benefit / Total Cost	0.2

Submitting Entity: Halifax County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.3 persons	0.0 person hrs.	1.6 EPDO	137.2 EPDO / 100M VMT	0.3 jobs per resident	0.3 jobs per resident	12.4 adjusted users	0.1 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.1 adjusted points	0.0 impacted acres	12.2 access * pop/emp density	15.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.3	0.2	0.1	0.0	0.8	0.1	0.0	0.0	1.1	0.0	17.0	20.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.3		0.2			0.1			1.1		18.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.0			0.1	0.0	1.2	
Project Benefit	0.3													
SMART SCALE Cost	$13,468,068													
SMART SCALE Score***	**0.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

NORTHERN VIRGINIA DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11496	Duke St and Route 1 Intersection Improvements	Alexandria City	1	5	06-01
11577	US 50 at VA 27 Interchange Access Improvements	Arlington County	2	29	06-02
11475	US 29 (Lee Highway) Corridor Improvements	Prince William County	3	59	06-03
11469	Cascades Pkwy Bike &Ped (Church Rd. to Victoria Station Dr)	Loudoun County	4	77	06-04
11466	Route 15 at Braddock Road Roundabout	Loudoun County	5	78	06-05
11703	Route 294 (Prince William Parkway) Corridor Improvements	Prince William County	6	85	06-06
11481	I395 Shirlington Rotary &S Glebe Rd Interchange Improvements	Northern Virginia Transportation Authority	7	91	06-07
11485	North Berlin Turnpike Shared Use Path	Loudoun County	8	107	06-08
11709	Braddock Road Phase II	Fairfax County	9	109	06-09
11581	Glebe Rd Safety Improvements (I-66 to Columbia Pike)	Arlington County	10	110	06-10
11453	Route 123 and Old Bridge Rd Intersection Improvements	Prince William County	11	111	06-11
11490	King St -Bradlee Safety and Mobility Enhancements	Alexandria City	12	116	06-12
11729	Eisenhower Avenue and Van Dorn Street Improvements	Alexandria City	13	130	06-13
11484	East Broad Way Sidewalk	Loudoun County	14	133	06-14
11465	Route 7 Improvements - Route 9 to Dulles Greenway	Loudoun County	15	135	06-15
11524	Old Ox Road Widening - Shaw Road to Fairfax County Line	Loudoun County	16	152	06-16
11793	Dale Boulevard/Rippon Boulevard Corridor Improvements	Prince William County	17	157	06-17
11557	Route 7/Route 601 Intersection Improvements	Loudoun County	18	171	06-18
11630	Town of Leesburg, Catoctin Circle turn lane and sidewalk	Leesburg Town	19	175	06-19
11468	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	Loudoun County	20	181	06-20
11530	Frontier Drive Extension	Fairfax County	21	225	06-21
11527	Town Center Parkway Underpass	Fairfax County	22	261	06-22
11685	Van Buren Road Improvements: Route 234 to Cardinal Dr	Prince William County	23	266	06-23

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Duke St and Route 1 Intersection Improvements

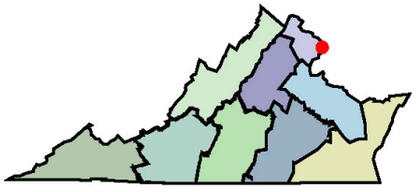
Project Id: 11496

The purpose of this project is to design and implement safety improvements at the intersections of Duke Street & South Patrick Street and Duke Street & South Henry Street. The project will include constructing a median within the existing painted median space west of Henry Street on Duke Street, reducing and realigning the Duke Street slip lane from two-to one lanes onto Henry Street, install curb extensions on the northside of Duke Street at both Henry and Patrick Street, and installing a center island and southside curb extension at Duke Street on the westside of the Patrick St intersection. Traffic signal, lighting modifications, and ROW temporary easements are also part of this project.

18.9 SMART SCALE SCORE			
	#5	OF 270 STATEWIDE	
	#1	OF 23 DISTRICTWIDE	

SMART SCALE Requested Funds	$6,577,065
Total Project Cost	$6,577,065
Project Benefit	12.4
Project Benefit / Total Cost	18.9

Submitting Entity: Alexandria City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	304.1 persons	0.0 person hrs.	3.6 EPDO	1,155.8 EPDO / 100M VMT	0.2 jobs per resident	0.1 jobs per resident	456.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	8,543,640.0 adj. buffer time index	40.2 adjusted points	0.0 impacted acres	56.3 access * pop/emp density	58.8 access * pop/emp density change
Normalized Measure Value (0-100)	5.5	0.0	0.6	1.9	0.1	0.0	30.1	0.0	0.0	0.1	40.2	0.0	78.2	81.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.7		1.0		6.1			0.0			40.2		79.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.2		0.2		1.5			0.0			4.0	0.0	1.8	
Project Benefit	12.4													
SMART SCALE Cost	$6,577,065													
SMART SCALE Score***	**18.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

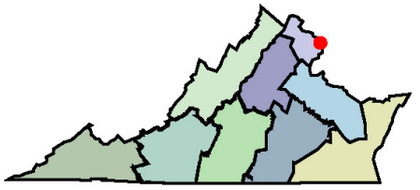
US 50 at VA 27 Interchange Access Improvements

Project Id: 11577

Construct multimodal safety and congestion improvements to the US 50 (Arlington Boulevard) interchange at VA 27 (Washington Boulevard), including ramp modifications, signals, and turn lanes, as recommended in the Preferred Alternative (Alternative 1B) of VDOT Project Pipeline Study.

7.6 SMART SCALE SCORE	#29 OF 270 STATEWIDE	SMART SCALE Requested Funds	$32,348,376
	#2 OF 23 DISTRICTWIDE	Total Project Cost	$32,348,376
		Project Benefit	24.5
		Project Benefit / Total Cost	7.6

Submitting Entity: Arlington County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	302.7 persons	6.9 person hrs.	71.5 EPDO	1,276.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	1,513.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	14,987,000.0 adj. buffer time index	44.8 adjusted points	0.2 impacted acres	71.9 access * pop/emp density	72.5 access * pop/emp density change
Normalized Measure Value (0-100)	5.4	0.4	12.8	2.1	0.0	0.0	100.0	0.0	0.0	0.2	44.8	0.1	100.0	100.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.9		9.6		20.0			0.0			44.8		100.0	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.3		1.4		5.0			0.0			4.5	0.0	2.0	
Project Benefit	24.5													
SMART SCALE Cost	$32,348,376													
SMART SCALE Score***	**7.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

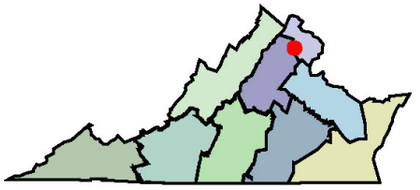
US 29 (Lee Highway) Corridor Improvements

Project Id: 11475

Project implements operational, safety and accessibility improvements on US Route 29 (Lee Highway) from Linton Hall Road to US Route 15 (James Madison Highway), which includes eight intersections. Improvements include lane reconfigurations and extensions, constructs sections of shared use path and sidewalk and pedestrian bridge, access management, bike/ped at grade crossing improvements and signal modification. Project includes right-of-way/easement acquisition, utility relocation and environmental mitigation.

4.6 SMART SCALE SCORE	#59 OF 270 STATEWIDE	SMART SCALE Requested Funds	$40,463,612
	#3 OF 23 DISTRICTWIDE	Total Project Cost	$40,463,612
		Project Benefit	18.6
		Project Benefit / Total Cost	4.6

Submitting Entity: Prince William County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	236.1 persons	470.4 person hrs.	86.2 EPDO	605.0 EPDO / 100M VMT	51.3 jobs per resident	45.1 jobs per resident	708.4 adjusted users	0.9 adjusted points	10,702.9 thousand adj. daily tons	89,353,500.0 adj. buffer time index	41.7 adjusted points	44.0 impacted acres	7.7 access * pop/emp density	7.9 access * pop/emp density change
Normalized Measure Value (0-100)	4.2	28.9	15.4	1.0	13.4	7.5	46.8	1.0	22.7	1.2	41.7	29.1	10.7	10.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	16.6		11.1		18.9			5.4			41.7		10.8	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	7.4		1.7		4.7			0.3			4.2	-1.5	1.1	
Project Benefit	18.6													
SMART SCALE Cost	$40,463,612													
SMART SCALE Score***	**4.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

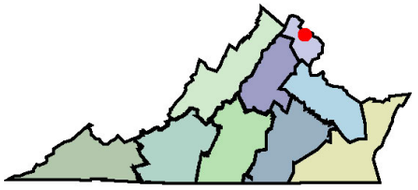
Cascades Pkwy Bike &Ped (Church Rd. to Victoria Station Dr)

Project Id: 11469

Design and construction of 2750 linear feet of shared use path along Cascades Pkwy between Church Rd and Victoria Station Drive and upgraded curb ramps along Victoria Station from Cascades Parkway to Redmon Terrace. Project includes crossings on Victoria Station Drive and also includes a pedestrian crossing at Cascades Pkwy/Church Rd (an existing signalized intersection). The project reconstructs existing pedestrian ramps and upgrades crosswalks at Cascades Parkway and Victoria Station Drive (an existing signalized intersection). This project is the southern section of three bicycle and pedestrian projects along Cascades Parkway. These projects are part of a long-term countywide effort to construct sidewalks and trails along roadways identified in the adopted 2019 Countywide Transportation Plan.

3.9 SMART SCALE SCORE	#77 OF 270 STATEWIDE	SMART SCALE Requested Funds	$9,296,841
	#4 OF 23 DISTRICTWIDE	Total Project Cost	$13,932,841
		Project Benefit	3.7
		Project Benefit / Total Cost	2.6

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	90.0 persons	0.0 person hrs.	5.7 EPDO	343.3 EPDO / 100M VMT	1.7 jobs per resident	2.1 jobs per resident	270.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	2,674,090.0 adj. buffer time index	14.0 adjusted points	0.0 impacted acres	19.5 access * pop/emp density	20.4 access * pop/emp density change
Normalized Measure Value (0-100)	1.6	0.0	1.0	0.6	0.4	0.3	17.8	0.0	0.0	0.0	14.0	0.0	27.1	28.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		0.9		3.9			0.0			14.0		27.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		0.1		1.0			0.0			1.4	0.0	1.3	
Project Benefit	3.7													
SMART SCALE Cost	$9,296,841													
SMART SCALE Score***	**3.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

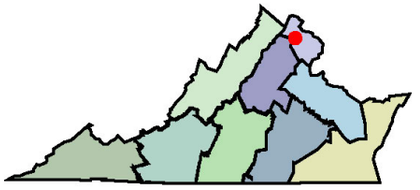
Route 15 at Braddock Road Roundabout

Project Id: 11466

This project would convert off-set intersections into a single four-legged hybrid roundabout at the intersection of Route 15 (James Monroe Highway), Braddock Road (Route 705), and Old Carolina Road (Route 615) in Loudoun County. A 10' shared use path, approximately 2,250 feet in length, and marked cross walk along the east side of Route 15 is also included. 10 parcels will be impacted by the project and utility impacts include relocation of overhead and underground utilities.

3.9 SMART SCALE SCORE	#78 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,538,179
	#5 OF 23 DISTRICTWIDE	Total Project Cost	$46,914,469
		Project Benefit	5.7
		Project Benefit / Total Cost	1.2

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	21.9 persons	127.8 person hrs.	133.3 EPDO	8,534.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	65.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	3,186,110.0 adj. buffer time index	4.7 adjusted points	0.0 impacted acres	0.4 access * pop/emp density	0.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	7.8	23.8	13.9	0.0	0.0	4.3	0.0	0.0	0.0	4.7	0.0	0.6	0.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	4.1		20.8		0.9			0.0			4.7		0.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.9		3.1		0.2			0.0			0.5	0.0	1.0	
Project Benefit	5.7													
SMART SCALE Cost	$14,538,179													
SMART SCALE Score***	**3.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

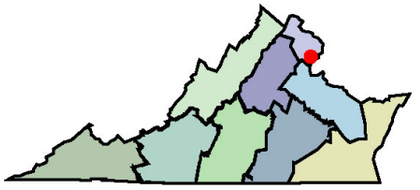
Route 294 (Prince William Parkway) Corridor Improvements

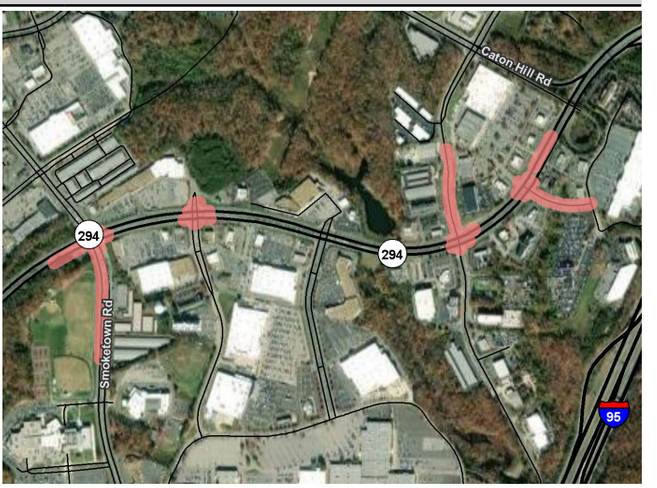
Project Id: 11703

Project constructs safety, operational and bike/pedestrian improvements along Route 294 (Prince William Parkway) corridor between Smoketown Road and Caton Hill Road. Improvements include acceleration Lane (fourth lane) on Smoketown Road approximately 1110 LF long, 12' wide on the left side of the SB leg, turn lane additions, through cut implementation, curb extension, access management, turn extension and enhanced pedestrian crossings. Project includes right-of-way/easement acquisition and utility relocation.

3.5 SMART SCALE SCORE	#85 OF 270 STATEWIDE	SMART SCALE Requested Funds	$26,742,423
	#6 OF 23 DISTRICTWIDE	Total Project Cost	$26,742,423
		Project Benefit	9.5
		Project Benefit / Total Cost	3.5

Submitting Entity: Prince William County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	129.6 persons	55.7 person hrs.	74.0 EPDO	467.1 EPDO / 100M VMT	21.8 jobs per resident	22.0 jobs per resident	647.7 adjusted users	2.6 adjusted points	0.0 thousand adj. daily tons	106,590,000.0 adj. buffer time index	17.4 adjusted points	0.0 impacted acres	15.9 access * pop/emp density	16.7 access * pop/emp density change
Normalized Measure Value (0-100)	2.3	3.4	13.2	0.8	5.7	3.7	42.8	2.9	0.0	1.5	17.4	0.0	22.1	23.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.9		9.5		12.7			2.1			17.4		22.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.3		1.4		3.2			0.1			1.7	0.0	1.2	
Project Benefit	9.5													
SMART SCALE Cost	$26,742,423													
SMART SCALE Score***	**3.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

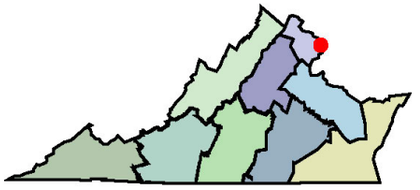
I395 Shirlington Rotary &S Glebe Rd Interchange Improvements

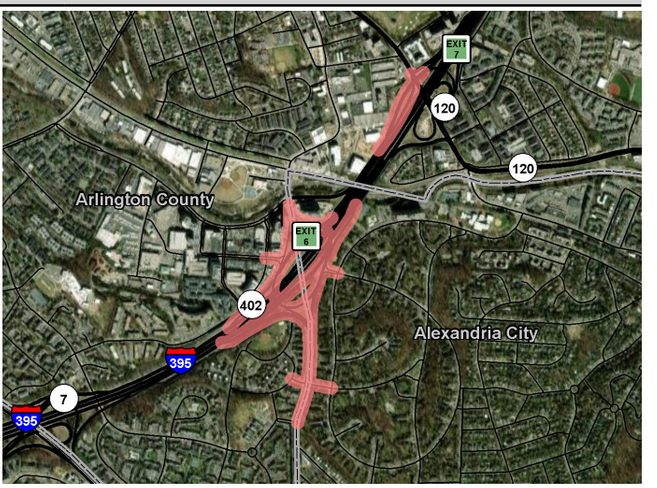
Project Id: 11481

Construct operational and safety improvements to I-395 Shirlington Rotary interchange in Arlington County and the City of Alexandria and to the interchange of I-395 and S Glebe Road. The project would realign ramps from I-395 and within the rotary to eliminate weaving issues on both the City and County side. This also includes some widening of the approaches within the rotary and on Quaker Lane to accommodate the operational loads from the realignments and new signalization. In addition, the project will improve the S Glebe Road ramp to the I-395 Southbound Collector-Distributor lanes at I-395 interchange Exit 7.The project includes new traffic signals, signal modifications, at grade pedestrian crossing improvements, within the existing ROW.

3.3 SMART SCALE SCORE	#91 OF 270 STATEWIDE	SMART SCALE Requested Funds	$31,462,633
	#7 OF 23 DISTRICTWIDE	Total Project Cost	$31,462,633
		Project Benefit	10.5
		Project Benefit / Total Cost	3.3

Submitting Entity: Northern Virginia Transportation Authority
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	959.3 persons	62.8 person hrs.	38.8 EPDO	4,676.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	21.9 adjusted users	0.0 adjusted points	555.9 thousand adj. daily tons	7,210,600.0 adj. buffer time index	1.0 adjusted points	1.1 impacted acres	54.0 access * pop/emp density	55.5 access * pop/emp density change
Normalized Measure Value (0-100)	17.2	3.9	6.9	7.6	0.0	0.0	1.4	0.0	1.2	0.1	1.0	0.7	75.1	76.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	10.5		7.1		0.3			0.3			1.0		75.8	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	4.7		1.1		0.1			0.0			0.1	0.0	1.8	
Project Benefit	10.5													
SMART SCALE Cost	$31,462,633													
SMART SCALE Score***	**3.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

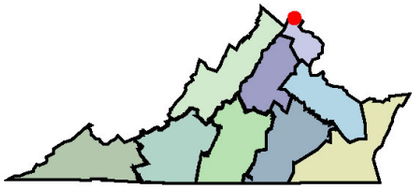
North Berlin Turnpike Shared Use Path

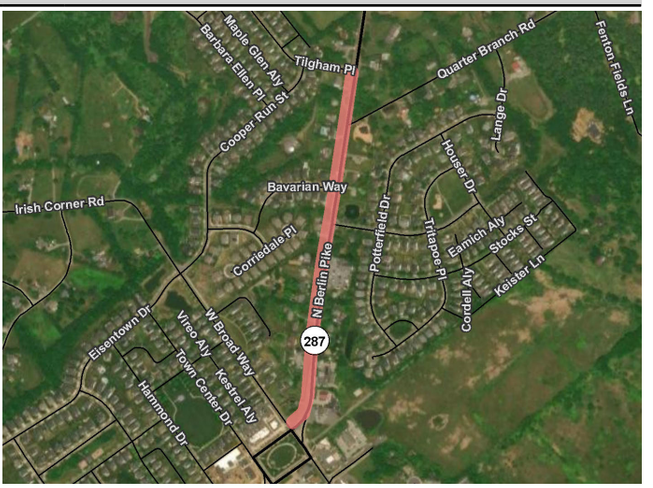
Project Id: 11485

This project proposes 2,500 linear feet of new 10 foot wide shared use path along the West side of Berlin Turnpike between Town Square and Tilgham Place. The shared use path will include the 8 foot grass buffer and ADA compliant curb ramps at the subject intersections. The project completes a major missing link to connect the residential developments on the north side of Town south to the Town Center and retail/commercial area. This project is also a part of the planned National Capital Trail Network and the Loudoun County Countywide Transportation Plan regional trail network.

2.9 SMART SCALE SCORE	#107 OF 270 STATEWIDE	SMART SCALE Requested Funds	$2,762,528
	#8 OF 23 DISTRICTWIDE	Total Project Cost	$5,887,528
		Project Benefit	0.8
		Project Benefit / Total Cost	1.4

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	7.2 persons	0.0 person hrs.	16.0 EPDO	2,482.2 EPDO / 100M VMT	0.6 jobs per resident	0.6 jobs per resident	21.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	850,543.0 adj. buffer time index	1.1 adjusted points	0.0 impacted acres	6.7 access * pop/emp density	7.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	2.9	4.0	0.2	0.1	1.4	0.0	0.0	0.0	1.1	0.0	9.3	10.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		3.2		0.4			0.0			1.1		9.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.5		0.1			0.0			0.1	0.0	1.1	
Project Benefit	0.8													
SMART SCALE Cost	$2,762,528													
SMART SCALE Score***	**2.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

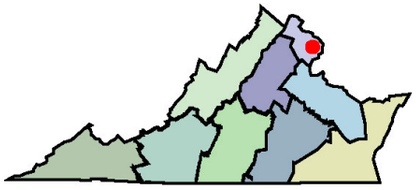
Braddock Road Phase II

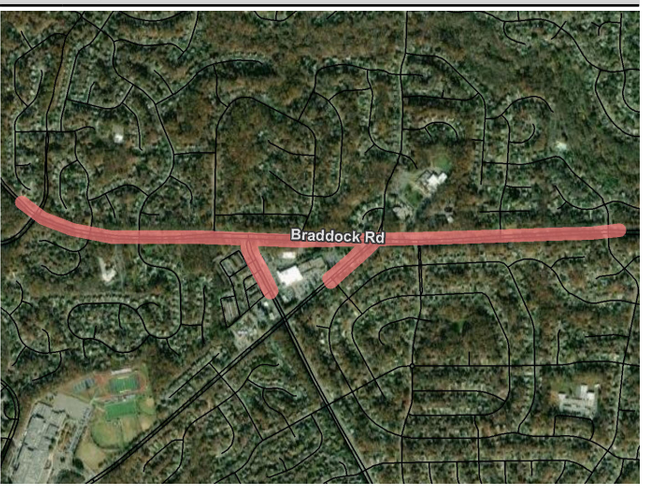
Project Id: 11709

The Braddock Road Intersection Improvements project has the goal of addressing anticipated traffic congestion due to increased vehicular demand and improving pedestrian access/ safety along the corridor. Phase II of this project, between Humphries Drive and Southampton Drive, includes intersection improvements, signalization improvements, access management improvements, pedestrian and bicycle facilities along the limits of the project, turn lane improvements, signal removal at Braddock/Kings Park Dr, ROW and utility improvements and bus stop improvements. An EB U-turn with a bulbout between Kings Park Drive and Stone Haven Drive will be provided.

2.8 SMART SCALE SCORE	#109 OF 270 STATEWIDE	SMART SCALE Requested Funds	$70,479,658
	#9 OF 23 DISTRICTWIDE	Total Project Cost	$97,778,658
		Project Benefit	20.0
		Project Benefit / Total Cost	2.0

Submitting Entity: Fairfax County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	247.3 persons	51.0 person hrs.	135.9 EPDO	642.2 EPDO / 100M VMT	80.8 jobs per resident	71.2 jobs per resident	1,236.3 adjusted users	0.0 adjusted points	1,095.1 thousand adj. daily tons	116,505,000.0 adj. buffer time index	37.1 adjusted points	0.0 impacted acres	18.3 access * pop/emp density	19.5 access * pop/emp density change
Normalized Measure Value (0-100)	4.4	3.1	24.3	1.0	21.1	11.8	81.7	0.0	2.3	1.6	37.1	0.0	25.4	26.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.8		17.3		31.3			0.8			37.1		26.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.7		2.6		7.8			0.0			3.7	0.0	1.3	
Project Benefit	20.0													
SMART SCALE Cost	$70,479,658													
SMART SCALE Score***	**2.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

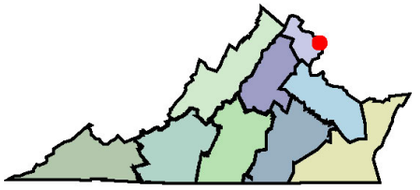
Glebe Rd Safety Improvements (I-66 to Columbia Pike)

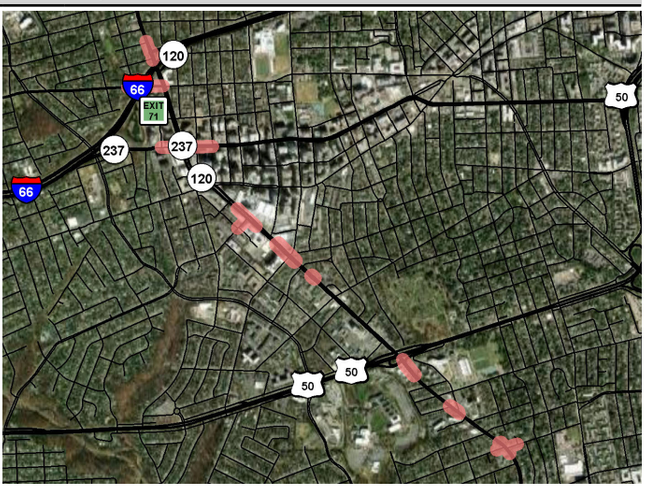
Project Id: 11581

Construct multimodal safety and operational improvements on the Glebe Rd (VA 120) corridor as described in the recommended alternative from the subject STARS study. Improvements wil be constructed between I-66 and Columbia Pike at the following nine (9) intersections: N. Glebe Rd at I-66; N. Glebe Rd at Washington Blvd; N. Glebe Rd at Fairfax Dr; N. Glebe Rd at N. Carlin Springs Rd; N. Glebe Rd at N. Henderson Rd / N. Quincy St; N. Glebe Rd South of 4th St N; S. Glebe Rd South of Arlington Blvd (US 50); S. Glebe Rd at S. Old Glebe Rd; S. Glebe Rd at 7th St S.

2.8 SMART SCALE SCORE			
	#110 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$46,125,836
	#10 OF 23 DISTRICTWIDE	**Total Project Cost**	$46,125,836
		Project Benefit	12.9
		Project Benefit / Total Cost	2.8

Submitting Entity: Arlington County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	190.6 persons	0.0 person hrs.	30.0 EPDO	652.1 EPDO / 100M VMT	0.3 jobs per resident	0.2 jobs per resident	953.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	21,456,100.0 adj. buffer time index	25.6 adjusted points	0.2 impacted acres	58.7 access * pop/emp density	60.4 access * pop/emp density change
Normalized Measure Value (0-100)	3.4	0.0	5.3	1.1	0.1	0.0	63.0	0.0	0.0	0.3	25.6	0.1	81.5	83.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.7		4.1		12.6			0.1			25.6		82.5	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		0.6		3.2			0.0			2.6	0.0	1.8	
Project Benefit	12.9													
SMART SCALE Cost	$46,125,836													
SMART SCALE Score***	**2.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

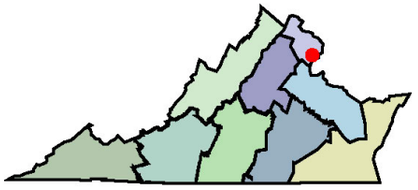
Route 123 and Old Bridge Rd Intersection Improvements

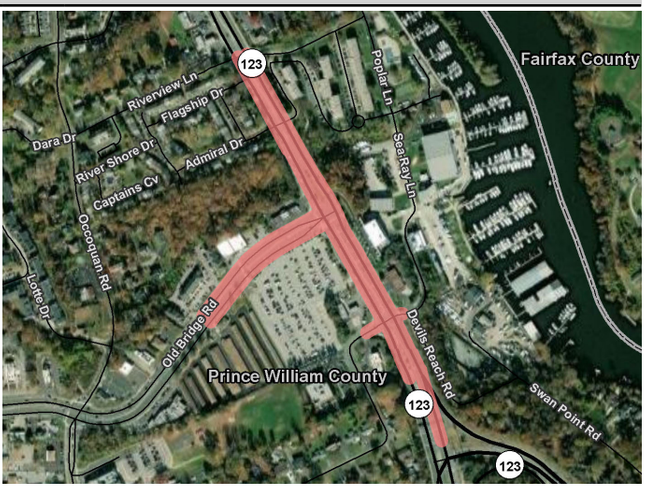
Project Id: 11453

The project will construct a flyover interchange at Old Bridge Road and Gordon Boulevard(Route 123) based on preferred alternative from a STARS study to reduce congestion and eliminate dangerous movements. Project will be constructed to PA-1 typical standard on Route 123 and MA-1 typical standard on Old Bridge, and include a 5' sidewalk and 10' shared use path, pedestrians crossing and traffic signal modifications. Project will include new bridge and intersection and ramp improvements. Project includes access management, including closing a median opening and adding a right in/right out. Project includes roadway widening and turn lane improvements. Project includes TDM, new thru lanes, ROW and utility updates.

2.8 SMART SCALE SCORE			
	#111 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$118,674,082
	#11 OF 23 DISTRICTWIDE	**Total Project Cost**	$159,160,334
		Project Benefit	33.2
		Project Benefit / Total Cost	2.1

Submitting Entity: Prince William County
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,057.8 persons	368.7 person hrs.	113.0 EPDO	1,209.3 EPDO / 100M VMT	182.2 jobs per resident	184.5 jobs per resident	1,268.5 adjusted users	2.6 adjusted points	994.0 thousand adj. daily tons	111,351,000.0 adj. buffer time index	40.0 adjusted points	13.8 impacted acres	12.2 access * pop/emp density	14.3 access * pop/emp density change
Normalized Measure Value (0-100)	19.0	22.6	20.2	2.0	47.5	30.6	83.8	2.9	2.1	1.5	40.0	9.1	17.0	19.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	20.8		14.7		51.4			2.5			40.0		18.3	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	9.4		2.2		12.8			0.1			4.0	-0.5	1.2	
Project Benefit	33.2													
SMART SCALE Cost	$118,674,082													
SMART SCALE Score***	**2.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

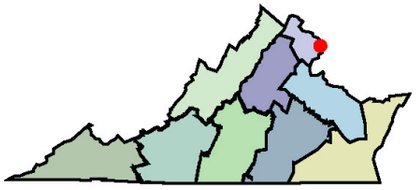
King St -Bradlee Safety and Mobility Enhancements

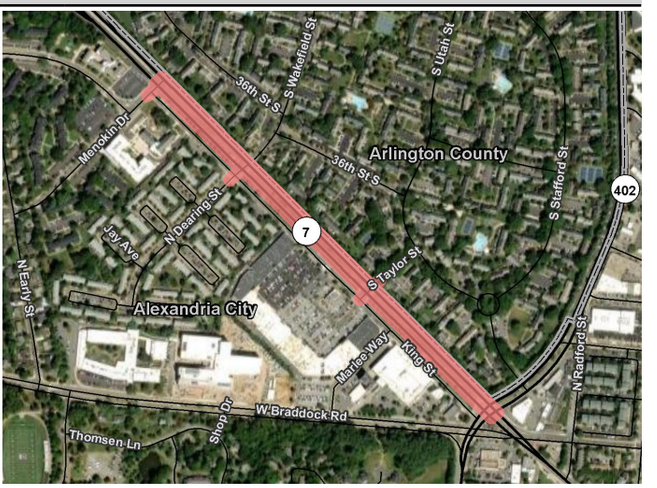
Project Id: 11490

The King Street-Bradlee Safety and Mobility Enhancements project will design and reconstruct portions of King Street and the access road between Quaker Lane and Menokin Drive. The design will include wider sidewalks, a cycle track, safety improvements at intersections, and planted buffers as well as transit improvements like a transit service lane and enhanced transit stops.

2.6 SMART SCALE SCORE	#116 OF 270 STATEWIDE	SMART SCALE Requested Funds	$23,350,267
	#12 OF 23 DISTRICTWIDE	Total Project Cost	$26,367,419
		Project Benefit	6.0
		Project Benefit / Total Cost	2.3

Submitting Entity: Alexandria City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	87.3 persons	0.0 person hrs.	6.9 EPDO	1,064.0 EPDO / 100M VMT	5.2 jobs per resident	4.1 jobs per resident	436.5 adjusted users	0.0 adjusted points	645.5 thousand adj. daily tons	6,201,980.0 adj. buffer time index	12.3 adjusted points	0.0 impacted acres	52.1 access * pop/emp density	53.4 access * pop/emp density change
Normalized Measure Value (0-100)	1.6	0.0	1.2	1.7	1.4	0.7	28.8	0.0	1.4	0.1	12.3	0.0	72.5	73.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		1.4		6.7			0.3			12.3		73.1	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		0.2		1.7			0.0			1.2	0.0	1.7	
Project Benefit	6.0													
SMART SCALE Cost	$23,350,267													
SMART SCALE Score***	**2.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

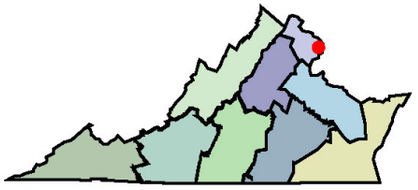
Eisenhower Avenue and Van Dorn Street Improvements

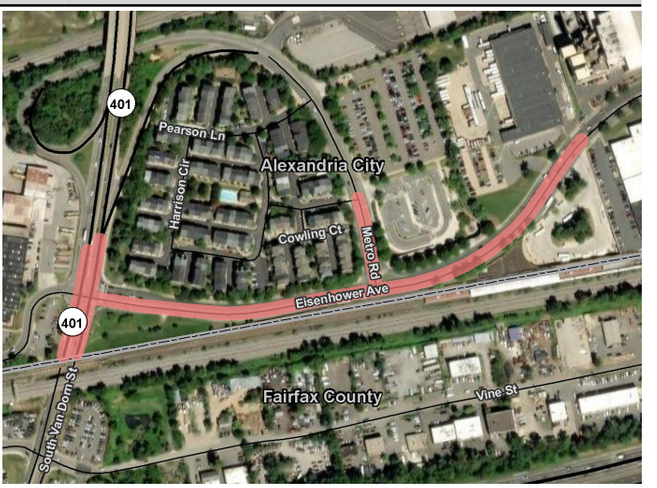
Project Id: 11729

Proposed project is at Eisenhower Avenue and Van Dorn Street to reroute left-turns at the intersection through Metro Road. It will operate similar to a quadrant intersection. Project also includes a wider sidewalk on the northside of Eisenhower Avenue between Van Dorn Street and Van Dorn Metro Station, a new sidewalk on the south side between Van Dorn Street and Van Dorn metro Station, and a new cycle facility on the northside of Eisenhower Avenue between Van Dorn Street and Van Dorn Metro Station. Associated improvements at the intersection of Van Dorn and Eisenhower and Eisenhower Avenue and Metro Road will be included to accommodate the new configuration and proposed ped bike facilities.

2.3 SMART SCALE SCORE			
	#130 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$26,078,581
	#13 OF 23 DISTRICTWIDE	**Total Project Cost**	$26,078,581
		Project Benefit	6.1
		Project Benefit / Total Cost	2.3

Submitting Entity: Alexandria City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	112.5 persons	0.0 person hrs.	7.1 EPDO	2,589.5 EPDO / 100M VMT	7.5 jobs per resident	7.7 jobs per resident	562.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,103,410.0 adj. buffer time index	16.7 adjusted points	0.0 impacted acres	21.5 access * pop/emp density	22.1 access * pop/emp density change
Normalized Measure Value (0-100)	2.0	0.0	1.3	4.2	2.0	1.3	37.2	0.0	0.0	0.0	16.7	0.0	29.9	30.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.0		2.2		8.9			0.0			16.7		30.2	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		0.3		2.2			0.0			1.7	0.0	1.3	
Project Benefit	6.1													
SMART SCALE Cost	$26,078,581													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

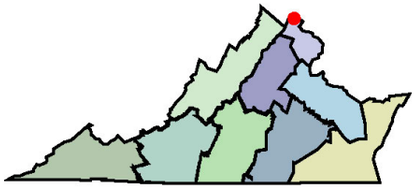
East Broad Way Sidewalk

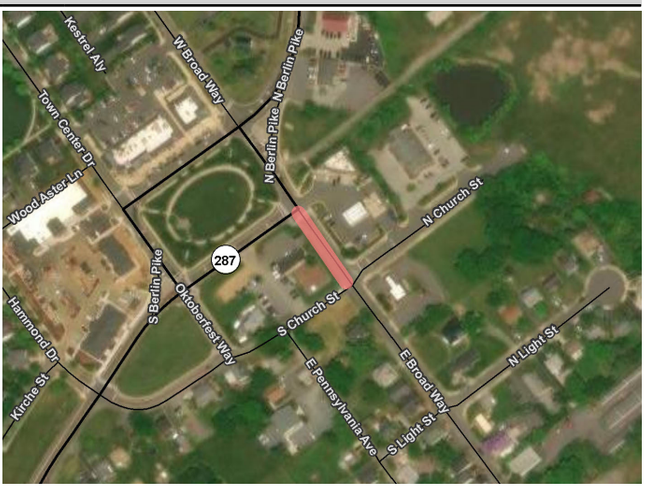
Project Id: 11484

This project proposes to install 160 linear feet of new six-foot-wide sidewalk along East Broad Way between South Church Street and Town Square. This new sidewalk will connect existing pedestrian infrastructure and allow for the safe passage of pedestrians from the residential west side of Town through to the Town's major retail and commercial facilities in the heart of Town. The project includes necessary drainage facilities, ADA compliant curb ramps, curb and gutter, signage, ROW and utlities. All travel patterns are proposed to remain the same.

2.3 SMART SCALE SCORE	#133 OF 270 STATEWIDE	SMART SCALE Requested Funds	$470,042
	#14 OF 23 DISTRICTWIDE	Total Project Cost	$704,279
		Project Benefit	0.1
		Project Benefit / Total Cost	1.5

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	4.0 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.2 jobs per resident	0.1 jobs per resident	6.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.5 adjusted points	0.0 impacted acres	7.5 access * pop/emp density	8.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5	0.0	10.4	11.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.0		0.1			0.0			0.5		10.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.0			0.0			0.1	0.0	1.1	
Project Benefit	0.1													
SMART SCALE Cost	$470,042													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 7 Improvements - Route 9 to Dulles Greenway

Project Id: 11465

This project includes design, row acquisition, and construction to widen Route 7 from 2 to 3 lanes. The EB widening is about 4.4 mi long from the Route 9 interchange to the Dulles Greenway. The WB widening extends about 2.4 mi from the Dulles Greenway to the W. Market Street interchange. Project includes: 12' lane addition, retaining walls, access management, and bridge widening of two structures. Temporary and permanent ROW easements are needed. Utility impacts will be minimal as the widening is primarily to the median.

2.3 SMART SCALE SCORE			
	#135 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$49,631,037
	#15 OF 23 DISTRICTWIDE	**Total Project Cost**	$195,134,112
		Project Benefit	11.3
		Project Benefit / Total Cost	0.6

Submitting Entity: Loudoun County

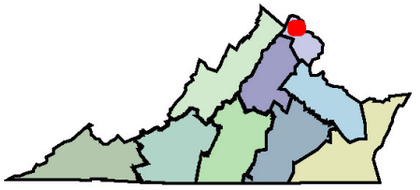
PE/RW/CN: Not Started / Not Started / Not Started

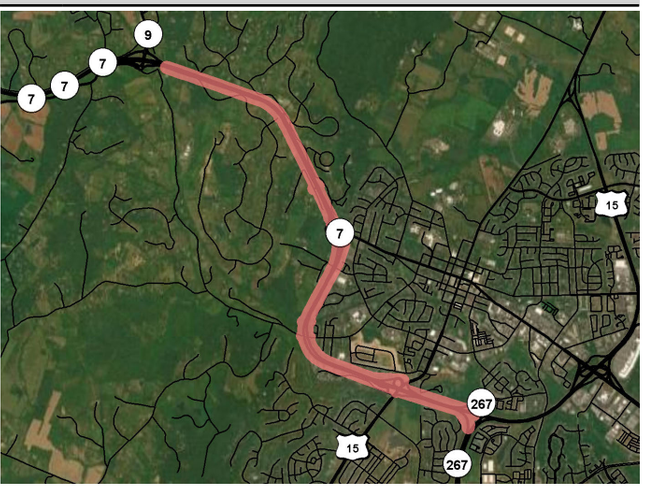
Eligible Fund Program: BOTH

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	527.2 persons	180.0 person hrs.	195.7 EPDO	309.8 EPDO / 100M VMT	51.8 jobs per resident	29.6 jobs per resident	0.0 adjusted users	0.0 adjusted points	13,416.4 thousand adj. daily tons	244,799,000.0 adj. buffer time index	2.7 adjusted points	90.7 impacted acres	27.5 access * pop/emp density	28.3 access * pop/emp density change
Normalized Measure Value (0-100)	9.5	11.0	34.9	0.5	13.5	4.9	0.0	0.0	28.5	3.4	2.7	59.9	38.3	39.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	10.3		24.6		9.1			6.4			2.7		38.7	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	4.6		3.7		2.3			0.3			0.3	-3.0	1.4	
Project Benefit	11.3													
SMART SCALE Cost	$49,631,037													
SMART SCALE Score***	**2.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

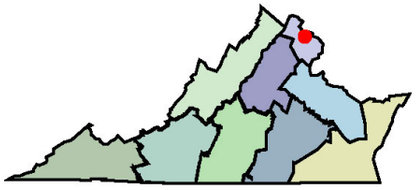
Old Ox Road Widening - Shaw Road to Fairfax County Line

Project Id: 11524

This project provides funding for the planning, design, right-of-way acquisition, and widening of Old Ox Road (VA 606) from four lanes to a six- lane roadway of the approximately 0.92-mile section between Shaw Road and Rockhill Road to include shared use paths on both sides of the roadway. There are no new sidewalks along Route 606. The proposed shared use paths are to be tied to existing sidewalks in Fairfax County. Route 606 would have one crossing across the mainline at each of the signalized intersections. Additionally, crosswalks to be installed across each of the minor street approaches. The proposed SMART SCALE Project is part of a larger VDOT STARS Study of Route 28.

1.9 SMART SCALE SCORE			
	#152 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$52,114,636
	#16 OF 23 DISTRICTWIDE	**Total Project Cost**	$104,490,636
		Project Benefit	10.1
		Project Benefit / Total Cost	1.0

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	83.2 persons	81.9 person hrs.	135.9 EPDO	1,055.0 EPDO / 100M VMT	35.0 jobs per resident	40.6 jobs per resident	249.7 adjusted users	0.0 adjusted points	2,720.0 thousand adj. daily tons	26,361,800.0 adj. buffer time index	13.4 adjusted points	0.3 impacted acres	20.1 access * pop/emp density	18.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.5	5.0	24.3	1.7	9.1	6.7	16.5	0.0	5.8	0.4	13.4	0.2	27.9	25.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.3		17.5		10.1			1.2			13.4		26.5	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.5		2.6		2.5			0.1			1.3	0.0	1.3	
Project Benefit	10.1													
SMART SCALE Cost	$52,114,636													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Dale Boulevard/Rippon Boulevard Corridor Improvements

Project Id: 11793

The project extends from 500 feet west of Dale Boulevard/Gideon Drive to Rippon Boulevard/Blackburn Road. Project constructs pedestrian facilities on Dale Boulevard/Rippon Boulevard between Gideon Drive and Forest Grove Drive, installs a new traffic signal at the intersection of Rippon Boulevard and Forest Grove Drive, and a new right turn lane with 300 foot storage and 100 foot taper on westbound Dale Boulevard at intersection with Gideon Drive. Bicycle and pedestrian improvements include concrete sidewalk with a minimum width of 5-feet, with 2.5-foot curb and gutter, 2-6 foot shoulder and 4 foot buffer, installation of pedestrian signals and signage. Project requires reconstruction of existing pavement and curb and relocation of guardrail. Project includes sidewalk addition between Blackburn Rd and Forest Grove Dr along westbound Rippon Blvd. Project includes sidewalk addition along Dale Blvd/Rippon Blvd WB from the I-95 SB off-ramp to Potomac Center Blvd and US 1 to Blackburn Rd.

1.9 SMART SCALE SCORE			
	#157 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$51,767,817
		Total Project Cost	$51,767,817
	#17 OF 23 DISTRICTWIDE	**Project Benefit**	9.6
		Project Benefit / Total Cost	1.9

Submitting Entity: Prince William County

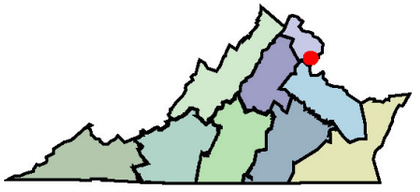
PE/RW/CN: Not Started / Not Started / Not Started

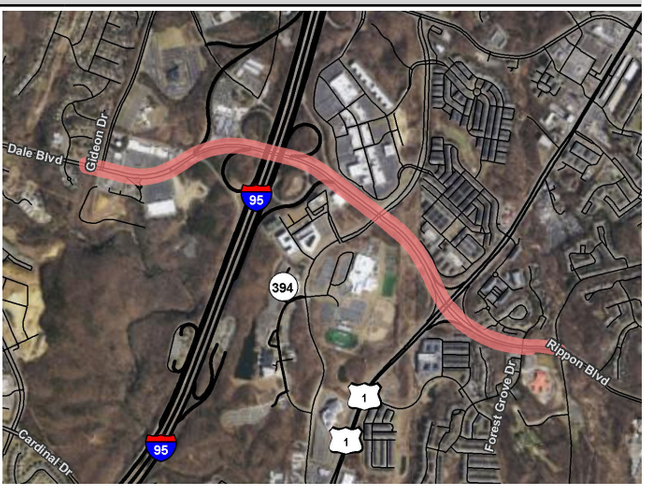
Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	245.5 persons	35.6 person hrs.	101.8 EPDO	1,062.5 EPDO / 100M VMT	2.1 jobs per resident	2.4 jobs per resident	368.2 adjusted users	0.0 adjusted points	368.3 thousand adj. daily tons	55,674,700.0 adj. buffer time index	32.5 adjusted points	0.0 impacted acres	13.8 access * pop/emp density	14.6 access * pop/emp density change
Normalized Measure Value (0-100)	4.4	2.2	18.2	1.7	0.6	0.4	24.3	0.0	0.8	0.8	32.5	0.0	19.1	20.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.3		13.2		5.3			0.3			32.5		19.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.5		2.0		1.3			0.0			3.3	0.0	1.2	
Project Benefit	9.6													
SMART SCALE Cost	$51,767,817													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

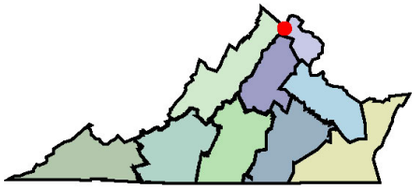
Route 7/Route 601 Intersection Improvements

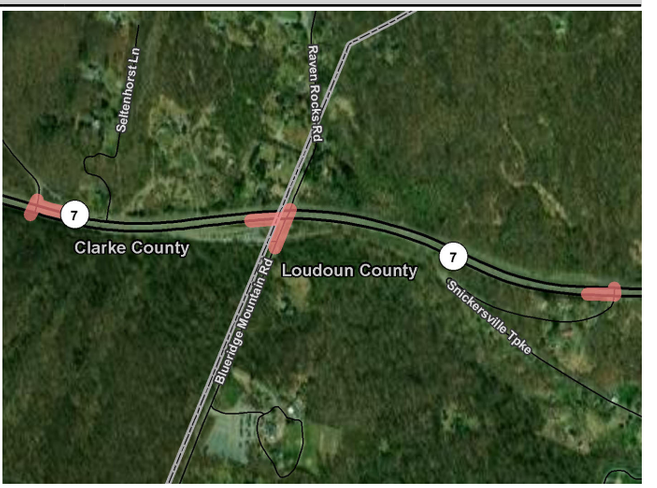
Project Id: 11557

Based on the recommendation of the VDOT Staunton District Intersection Study, the project will consist of the addition of a designated northbound right turn lane on Route 601 and the extension of existing Route 7 left turn lanes for the eastbound movement at the primary intersection, the eastbound movement at the intersection with Route 734 to the east and the westbound movement at the intersection with Route 679 to the west. Crossover improvements at these three locations will consist of pavement markings to define turning movements. The project will include right of way take and utility relocations.

1.6 SMART SCALE SCORE			
	#171 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$4,636,091
	#18 OF 23 DISTRICTWIDE	**Total Project Cost**	$5,186,091
		Project Benefit	0.8
		Project Benefit / Total Cost	1.5

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	20.9 persons	12.4 person hrs.	10.0 EPDO	933.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,409,700.0 adj. buffer time index	0.1 adjusted points	0.0 impacted acres	1.2 access * pop/emp density	1.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.8	1.8	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.6	1.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		1.7		0.0			0.0			0.1		1.6	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.7		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.8													
SMART SCALE Cost	$4,636,091													
SMART SCALE Score***	**1.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

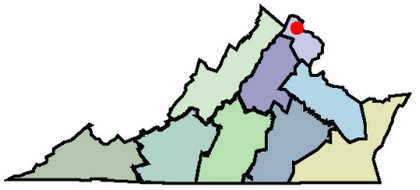
Town of Leesburg, Catoctin Circle turn lane and sidewalk

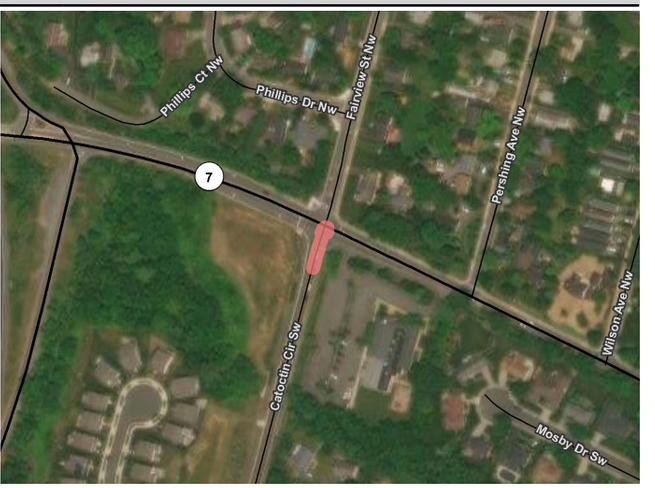
Project Id: 11630

The purpose of this project is to construct a dedicated right turn lane from Catoctin Circle northbound to W Market Street eastbound and approximately 500 linear feet of concrete sidewalk along the east side of Catoctin Circle. The proposed sidewalk is between the W Market Street intersection and an existing trail that ends near the Ashton Downs subdivision. The project will include improvements to crosswalks, curb ramps, and pedestrian signals at the W Market Street intersection, as well as signal work for the new turn lane.

1.5 SMART SCALE SCORE			
	#175 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$3,722,554
	#19 OF 23 DISTRICTWIDE	**Total Project Cost**	$6,368,444
		Project Benefit	0.6
		Project Benefit / Total Cost	0.9

Submitting Entity: Leesburg Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.3 persons	0.5 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.7 jobs per resident	0.5 jobs per resident	24.4 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	2.2 adjusted points	0.0 impacted acres	31.0 access * pop/emp density	32.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	0.0	0.0	0.2	0.1	1.6	0.0	0.0	0.0	2.2	0.0	43.1	44.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.0		0.5			0.0			2.2		43.7	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.0		0.1			0.0			0.2	0.0	1.4	
Project Benefit	0.6													
SMART SCALE Cost	$3,722,554													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)

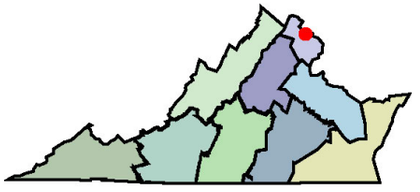
Project Id: 11468

The project includes preliminary engineering, right-of-way, utilities, and construction of approximately 2075 LF (0.39 miles) of 10-foot-wide shared use path along Cascades Parkway from Nokes Boulevard to Woodshire Drive/Bartholomew Fair Drive. This includes construction of 575 LF of SUP along the east side of Cascades Parkway from Gentry Drive to Bartholomew Court and 1500 LF of SUP along the west side of Cascades Parkway from Nokes Blvd to Bartholomew Fair Drive. The project also proposes 6-foot-wide sidewalks along the north side of Bartholomew Fair Drive from Cascades Parkway to Potomac Run Plaza, along the south side of Bartholomew Fair Drive from Cascades Parkway to the existing sidewalk east of Price Cascades Plaza, and along the north side of Woodshire Drive from Cascades Parkway to Springlake Court. This project will connect to the proposed shared use path and sidewalk project from Victoria Station Drive to Nokes Boulevard/Potomac View Road.

1.5 SMART SCALE SCORE			
	#181	OF 270 STATEWIDE	
	#20	OF 23 DISTRICTWIDE	

SMART SCALE Requested Funds	$20,285,740
Total Project Cost	$26,378,740
Project Benefit	3.0
Project Benefit / Total Cost	1.1

Submitting Entity: Loudoun County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA



SMART SCALE Area Type A

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	54.8 persons	0.0 person hrs.	4.9 EPDO	157.6 EPDO / 100M VMT	13.5 jobs per resident	16.3 jobs per resident	164.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	3,628,170.0 adj. buffer time index	8.5 adjusted points	0.0 impacted acres	19.0 access * pop/emp density	19.5 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.0	0.9	0.3	3.5	2.7	10.9	0.0	0.0	0.1	8.5	0.0	26.4	26.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		0.7		4.8			0.0			8.5		26.7	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.1		1.2			0.0			0.8	0.0	1.3	
Project Benefit	3.0													
SMART SCALE Cost	$20,285,740													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

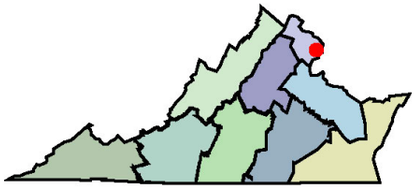
Frontier Drive Extension

Project Id: 11530

The project will extend Frontier Drive from S of Franconia-Springfield Parkway to Loisdale Road, including access to the Franconia-Springfield Transit Center, and will also include the reconstruction of the existing Franconia-Springfield Pkwy ramps (E of Frontier Drive) with new braided ramps to and from Franconia-Springfield Pkwy. The project will include a new 4-lane, divided, minor arterial with 11' lanes and a new bridge over Long Branch. Approx. 1.27 miles, the project includes shared-use paths on both sides of the roadway and sidewalk and other pedestrian improvements in and around the Transit Center. Turn lane improvements will occur at all signalized intersections. The project also includes roadway realignment, two new traffic signals, traffic signal modifications, ramp improvements, bike/ped crossing, right of way, and utilities. The project will include three new bus bays (stops) to be added to the west of the existing 12 bus bays at the Transit Center.

0.8 SMART SCALE SCORE			
	#225 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$71,503,584
	#21 OF 23 DISTRICTWIDE	**Total Project Cost**	$267,227,772
		Project Benefit	5.6
		Project Benefit / Total Cost	0.2

Submitting Entity: Fairfax County
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	138.6 persons	21.3 person hrs.	70.0 EPDO	505.5 EPDO / 100M VMT	21.6 jobs per resident	25.2 jobs per resident	381.4 adjusted users	0.0 adjusted points	919.5 thousand adj. daily tons	20,833.0 adj. buffer time index	11.0 adjusted points	34.6 impacted acres	17.6 access * pop/emp density	17.7 access * pop/emp density change
Normalized Measure Value (0-100)	2.5	1.3	12.5	0.8	5.6	4.2	25.2	0.0	2.0	0.0	11.0	22.8	24.4	24.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.9		9.0		9.3			0.4			11.0		24.4	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		1.3		2.3			0.0			1.1	-1.1	1.2	
Project Benefit	5.6													
SMART SCALE Cost	$71,503,584													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

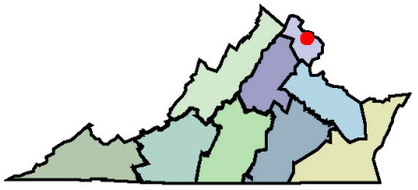
Town Center Parkway Underpass

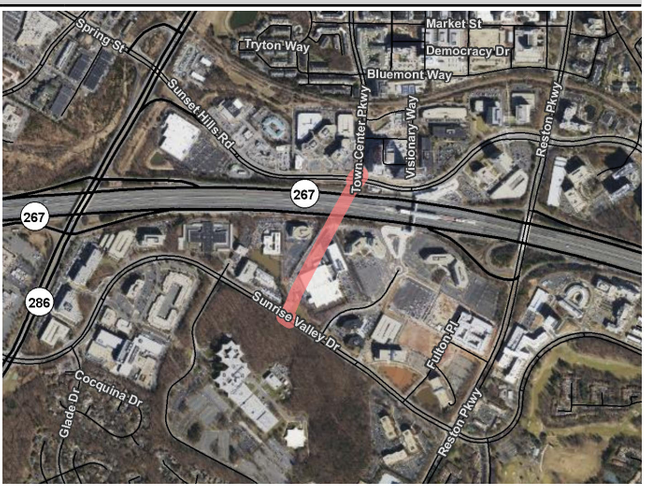
Project Id: 11527

The project will extend the existing Town Center Parkway by constructing a new roadway (approximately 0.4-mile-long) between Sunrise Valley Drive and Sunset Hills Road under the Dulles Toll Road and Metrorail Silver Line Tracks. It will be a four-lane divided roadway with 11' travel lanes, a 16' median outside the underpass and concrete barrier within the underpass. The cross-section will include a 10' shared use path outside the underpass ,a 8' shared use path within the underpass as well as a 5' sidewalk outside the underpass and a 6' sidewalk within the underpass. The project includes intersection modifications with turn lane improvements at Sunset Hills Road and Town Center Parkway, to allow for the new connection along with pedestrian signals. A new traffic signal at Town Center Pkwy is included. A new traffic circle will be installed at the intersection of Sunrise Valley Drive and the Town Center Parkway extension. The project includes two new bridges, ROW, and utilities.

0.3 SMART SCALE SCORE			
	#261 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$407,530,736
	#22 OF 23 DISTRICTWIDE	**Total Project Cost**	$419,530,736
		Project Benefit	12.5
		Project Benefit / Total Cost	0.3

Submitting Entity: Fairfax County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN





SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	347.0 persons	85.5 person hrs.	30.8 EPDO	40.2 EPDO / 100M VMT	100.8 jobs per resident	101.4 jobs per resident	289.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	2,873.0 adj. buffer time index	15.1 adjusted points	70.1 impacted acres	36.8 access * pop/emp density	42.1 access * pop/emp density change
Normalized Measure Value (0-100)	6.2	5.2	5.5	0.1	26.2	16.8	19.1	0.0	0.0	0.0	15.1	46.3	51.1	58.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.7		3.9		22.9			0.0			15.1		54.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.6		0.6		5.7			0.0			1.5	-2.3	1.5	
Project Benefit	12.5													
SMART SCALE Cost	$407,530,736													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Van Buren Road Improvements: Route 234 to Cardinal Dr

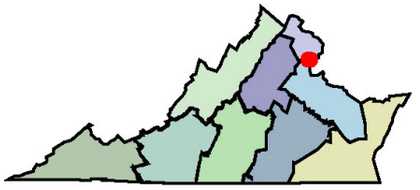
Project Id: 11685

The project will extend Van Buren Rd from its current terminus at Route 234/Dumfries Rd to Cardinal Dr as a four-lane roadway with an approximate length of 14,650 linear feet. Roadway will be constructed with 12' travel lanes, 4-16' median, 10' shared use path and 5' sidewalk. Existing portion of the roadway between termini will be widened. Project includes a storm water facility west of the northbound lane and traffic signal modifications at Van Buren Rd and Route 234 and Cardinal Dr. Right of Way impacts and utility relocation have been included in the cost estimate. A bridge will be constructed over Powell's Ck. The intersection conceptual design requires certain turn lane improvements on Van Buren Rd and Benita Fitzgerald Dr.

0.2 SMART SCALE SCORE			
	#266	OF 270 STATEWIDE	
	#23	OF 23 DISTRICTWIDE	

SMART SCALE Requested Funds	$218,675,095
Total Project Cost	$228,675,095
Project Benefit	5.0
Project Benefit / Total Cost	0.2

Submitting Entity: Prince William County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	63.6 persons	15.6 person hrs.	188.6 EPDO	35.4 EPDO / 100M VMT	22.5 jobs per resident	25.9 jobs per resident	53.5 adjusted users	6.8 adjusted points	0.0 thousand adj. daily tons	83,251.4 adj. buffer time index	2.9 adjusted points	45.7 impacted acres	11.8 access * pop/emp density	12.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	1.0	33.7	0.1	5.9	4.3	3.5	7.7	0.0	0.0	2.9	30.2	16.4	17.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.1		23.6		5.1			4.6			2.9		16.9	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		3.5		1.3			0.2			0.3	-1.5	1.2	
Project Benefit	5.0													
SMART SCALE Cost	$218,675,095													
SMART SCALE Score***	**0.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

RICHMOND DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11598	Fairground Rd/Maidens Rd Roundabout	Goochland County	1	3	07-01
11596	Rte 288 - New SB Auxiliary Lane South of U.S. 250	Goochland County	2	6	07-02
11656	W Broad St & Glenside Dr Intersection Improvements	Henrico County	3	8	07-03
11689	Operational and Bike/Ped Improvements on US Route Corridor	Hanover County	4	12	07-04
11456	I-95/Route 10 Interchange Improvement, Phase II	Richmond Regional TPO	5	14	07-05
11508	Mechanicsville Tpke (Rte 360) SUP - Laburnum Ave to City	Henrico County	6	15	07-06
11441	B Belt Boulevard (SR161) Transit Streetscape	Richmond Regional TPO	7	17	07-07
11740	I-95@Rives Rd Exit Roundabouts	Petersburg City	8	19	07-08
11435	J Hull Street / Clopton Street / Midlothian Roundabout	Richmond City	9	21	07-09
11434	I Cowardin Avenue at Semmes Avenue Protected Intersection	Richmond City	10	23	07-10
11652	Springfield Road Improvements	Henrico County	11	25	07-11
11498	G US Route 360 Mechanicsville Tpk Roundabouts & Streetscape	Richmond City	12	27	07-12
11774	VA-36 (Winston Churchhill Drive) Corridor - PH. 1	Hopewell City	13	28	07-13
11764	New Dorset Road & Route 60 RCUT	Powhatan County	14	32	07-14
11542	Salem Church Road/Kingsland Road Roundabout	Chesterfield County	15	33	07-15
11761	U.S. Route 60 at State Route 13/603 RCUT	Powhatan County	16	34	07-16
11702	Rt 1 and I-85 Exit 63B Widening	Dinwiddie County	17	35	07-17
11521	US 58 at Freemans Cross Rd/Reedy Crk Rd (RCUT)	Brunswick County	18	36	07-18
11507	W Broad St and Parham Rd Intersection Improvements	Henrico County	19	39	07-19
11595	Route 250 at Route 288 Interchange Improvements	Goochland County	20	41	07-20
11590	Busy Street Extended	PlanRVA Richmond Regional PDC	21	43	07-21
11608	Winston Churchill Drive Corridor Improvements	Tri-Cities Area MPO	22	51	07-22
11605	I-85/95 Interchange Improvements	Tri-Cities Area MPO	23	53	07-23
11792	I-95 and Route 54 Interchange	Ashland Town	24	54	07-24
11788	VA-36 (Winston Churchhill Drive) Corridor - PH. 2	Hopewell City	25	55	07-25
11476	Rivers Bend Boulevard/Kingston Avenue Roundabout	Chesterfield County	26	58	07-26
11779	S Crater Rd at Crater Cir and Wagner Rd (WITH SIDEWALKS)	Petersburg City	27	60	07-27
11544	Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Imprvts	Chesterfield County	28	62	07-28

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11500	Belmont Road/Cogbill Road - Roundabout	Chesterfield County	29	64	07-29
11742	Rt. 1 and Ashcake Intersection	Ashland Town	30	67	07-30
11509	Route 360/I-64 Interchange Improvements	PlanRVA Richmond Regional PDC	31	71	07-31
11541	Woodpecker Road/Bradley Bridge Road Roundabout	Chesterfield County	32	72	07-32
11505	Parham Road Ped Improvements - Holly Hill to Three Chopt	Henrico County	33	73	07-33
11572	Rt 60 (Old Otterdale Rd-Woolridge Rd) Corridor Enhancements	Chesterfield County	34	79	07-34
11597	Route 288 Southbound Hard Shoulder Running Lane	Goochland County	35	83	07-35
11433	H Arthur Ashe / Hermitage / Westwood / Brookland Roundabout	Richmond City	36	88	07-36
11688	Park and Ride on US 301 Corridor	Hanover County	37	92	07-37
11591	Route 360 (Woodlake - Otterdale) Widening	Richmond RTPO	38	94	07-38
11592	Huguenot Rd (Robious - Cranbeck) Capacity & Safety Improvemt	Richmond Regional TPO	39	95	07-39
11667	Short Pump Area Improvements	Richmond RTPO	40	96	07-40
11503	E. Parham Road Improvements - I-95 to Cleveland St	Henrico County	41	97	07-41
11428	B Port of Virginia Interchange / Commerce Road Streetscape	Richmond City	42	98	07-42
11676	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements	Chesterfield County	43	101	07-43
11717	E Randolph Rd. Safety Improvements	Hopewell City	44	102	07-44
11440	A Walmsley Boulevard Bridge and Extension	Richmond RTPO	45	121	07-45
11452	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements	Chesterfield County	46	122	07-46
11439	C Chamberlayne Avenue Transit Streetscape	Greater Richmond (GRTC)	47	127	07-47
11429	C Forest Hill Avenue Phase II Improvements	Richmond City	48	136	07-48
11665	Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes)	Richmond RTPO	49	137	07-49
11687	Roundabout at Intersection of Atlee Road and Barnfield Lane	Hanover County	50	145	07-50
11470	I64 Exit 211 Interchange Improvement Project	New Kent County	51	149	07-51
11543	River Road/Pickett Avenue Roundabout	Chesterfield County	52	150	07-52
11427	A Commerce Road Phase II Fall Line Trail	Richmond City	53	154	07-53
11545	Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd	Henrico County	54	156	07-54
11504	Glenside Drive and Horsepen Road Safety Improvements	Henrico County	55	161	07-55
11783	Wagner Road at Normandy Drive (US-301 Corridor)	Petersburg City	56	172	07-56

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11432	E Norfolk Street Bridge Connection	Richmond City	57	176	07-57
11741	Hines Road [Rte. 625]Realignment at County Drive [Rte. 460]	Prince George County	58	182	07-58
11666	Gaskins Road Interchange @ I-64 (Southern Quad)	Richmond Regional TPO	59	192	07-59
11515	US 58 at Brooks Crossing/Old Stage Rd (RCUT)	Brunswick County	60	210	07-60
11762	U.S. Route 60 at Red Lane Road: Continuous Green-T	Powhatan County	61	223	07-61
11607	Washington/Wythe Conversion to 2-Way and SPUI @ I-95	Tri-Cities Area MPO	62	231	07-62
11464	Courthouse Road Pedestrian Improvements Ph. 2	Hopewell City	63	238	07-63
11621	Tobacco Heritage Trail - Trailhead Ramp & Trail Extension	Brunswick County	64	241	07-64
11673	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	PlanRVA Richmond Regional PDC	65	258	07-65

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

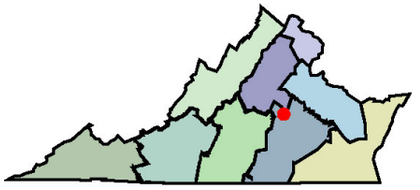
Fairground Rd/Maidens Rd Roundabout

Project Id: 11598

Install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd in Goochland Courthouse Village. This project will also include shoulder improvements on each approach to the roundabout.

22.2 SMART SCALE SCORE			SMART SCALE Requested Funds	$5,175,347
	#3	OF 270 STATEWIDE	**Total Project Cost**	$8,465,347
	#1	OF 65 DISTRICTWIDE	**Project Benefit**	11.5
			Project Benefit / Total Cost	13.6

Submitting Entity: Goochland County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.6 person hrs.	67.3 EPDO	38,104.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	310,950.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	4.3 access * pop/emp density	4.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	12.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	6.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		27.1		0.0			0.0			0.0		6.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		10.8		0.0			0.0			0.0	0.0	1.1	
Project Benefit	11.5													
SMART SCALE Cost	$5,175,347													
SMART SCALE Score***	**22.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

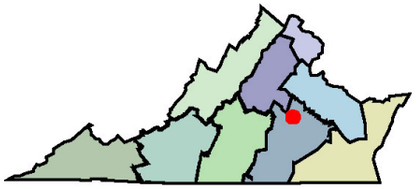
Rte 288 - New SB Auxiliary Lane South of U.S. 250

Project Id: 11596

Construct new southbound auxiliary lane with 12 foot shoulders on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).

17.8 SMART SCALE SCORE	#6 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,437,569
	#2 OF 65 DISTRICTWIDE	Total Project Cost	$21,937,569
		Project Benefit	25.7
		Project Benefit / Total Cost	11.7

Submitting Entity: Goochland County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,863.5 persons	56.3 person hrs.	6.1 EPDO	26.7 EPDO / 100M VMT	162.2 jobs per resident	141.2 jobs per resident	0.0 adjusted users	71.2 adjusted points	1,487.1 thousand adj. daily tons	20,947,700.0 adj. buffer time index	0.6 adjusted points	16.6 impacted acres	13.9 access * pop/emp density	14.5 access * pop/emp density change
Normalized Measure Value (0-100)	33.4	3.5	1.1	0.0	42.3	23.4	0.0	79.8	3.2	0.3	0.6	11.0	19.3	20.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	18.4		0.8		30.0			48.5			0.6		19.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	4.6		0.2		7.5			9.7			0.1	-0.5	1.2	
Project Benefit	25.7													
SMART SCALE Cost	$14,437,569													
SMART SCALE Score***	**17.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

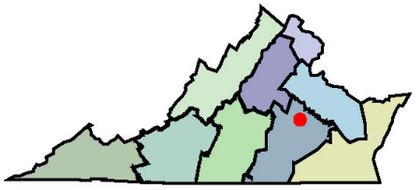
W Broad St & Glenside Dr Intersection Improvements

Project Id: 11656

The proposed project will provide additional turn lanes and through lanes at the intersection of W. Broad Street at Glenside Drive. The improvements on the southbound approach include reconfiguration of the existing left turn lane into a third thru lane, accommodated through re-purposing one northbound lane, median modifications, and shifting the left turn lane. The improvements on the northbound approach include the reconfiguration of the existing northbound shared through-left lane into a second dedicated left-turn and a second dedicated through lane, accommodated through widening to the outside. Sidewalks will be installed along the north side of Glenside Drive from the development entrance to Paragon Place. The project will also provide a new ADA bus shelter (with amenities) at GRTC stop #429.

16.7 SMART SCALE SCORE	#8 OF 270 STATEWIDE	SMART SCALE Requested Funds	$10,199,788
	#3 OF 65 DISTRICTWIDE	Total Project Cost	$12,199,788
		Project Benefit	17.0
		Project Benefit / Total Cost	14.0

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B													
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	208.8 persons	118.0 person hrs.	86.4 EPDO	2,310.3 EPDO / 100M VMT	59.3 jobs per resident	73.2 jobs per resident	1,044.2 adjusted users	0.0 adjusted points	160.2 thousand adj. daily tons	45,596,700.0 adj. buffer time index	27.6 adjusted points	4.6 impacted acres	23.6 access * pop/emp density	24.5 access * pop/emp density change
Normalized Measure Value (0-100)	3.7	7.2	15.4	3.8	15.4	12.1	69.0	0.0	0.3	0.6	27.6	3.1	32.8	33.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.5		11.9		25.5			0.2			27.6		33.3	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.4		2.4		6.4			0.0			2.8	-0.2	1.3	
Project Benefit	17.0													
SMART SCALE Cost	$10,199,788													
SMART SCALE Score***	**16.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Operational and Bike/Ped Improvements on US Route Corridor

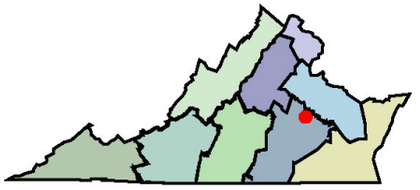
Project Id: 11689

Widen SB US 301 from 2 to 3 lanes from Atlee Rd to Leon Ln. This additional through lane will turn into a RT only lane at Atlee Station Rd. Cudlipp Ave/Lockwood Blvd - Change lane use on WB Lockwood Blvd to 1 LT, 1 TL, and 1 RT; change signal phasing to operate permissively. Leon Ln/T-D Blvd - change lane use on WB T-D Blvd to 1 LT, 1 TL, and 1 RT; change signal phasing to operate permissively; install pedestrian facilities for the west, south, and east legs of the intersection. Atlee Station Rd - change lane use on EB & WB Atlee Station Rd approaches to 1 LT, 1 TL, and 1 RT; change signal phasing to operate permissively; install pedestrian facilities for the west, north, and east legs of the intersection. Atlee Road - change lane use on WB Atlee Rd approach to 1 LT, 2 TLs, and 1 RT; extend NB 301 double LT by 225'; add TL/RT on SB 301 approaching Atlee Station Rd; install pedestrian facilities for all approaches of the intersection. Project includes a total of 44 ADA compliant ramps.

13.5 SMART SCALE SCORE			
	#12	OF 270 STATEWIDE	
	#4	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,960,668
Total Project Cost	$14,460,668
Project Benefit	16.1
Project Benefit / Total Cost	11.2

Submitting Entity: Hanover County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,315.8 persons	256.9 person hrs.	15.5 EPDO	527.1 EPDO / 100M VMT	126.7 jobs per resident	76.6 jobs per resident	102.7 adjusted users	22.0 adjusted points	845.6 thousand adj. daily tons	8,832,170.0 adj. buffer time index	10.4 adjusted points	0.0 impacted acres	3.6 access * pop/emp density	3.7 access * pop/emp density change
Normalized Measure Value (0-100)	23.6	15.8	2.8	0.9	33.0	12.7	6.8	24.6	1.8	0.1	10.4	0.0	5.1	5.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	19.7		2.2		23.7			15.2			10.4		5.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	4.9		0.4		5.9			3.0			1.0	0.0	1.1	
Project Benefit	16.1													
SMART SCALE Cost	$11,960,668													
SMART SCALE Score***	**13.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-95/Route 10 Interchange Improvement, Phase II

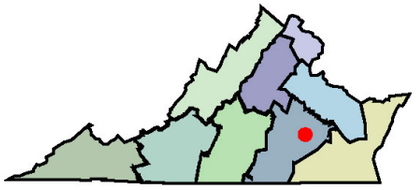
Project Id: 11456

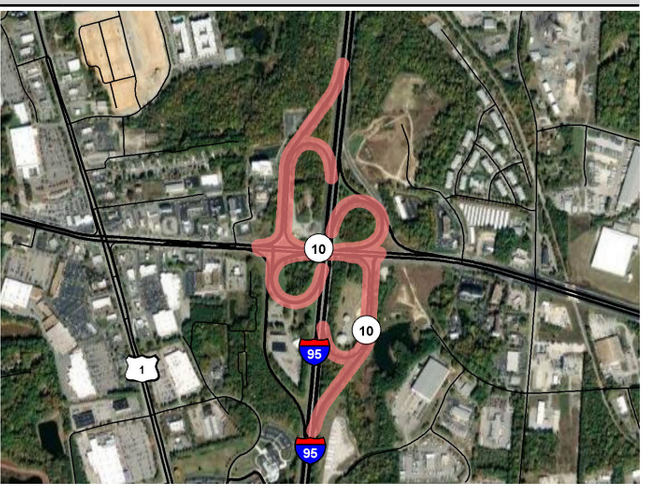
Modify interchange to a partial cloverleaf interchange. Phase II improvements include: Remove the weaving sections on I-95 and Rt 10 by removing the NB I-95 to WB Rt 10 and SB I-95 to EB Route 10 loop-ramps; Signalize the SB and NB I-95 off-ramp intersections at Rt 10; Widen the SB off-ramp at the Rt 10 intersection to provide 3 left-turn lanes to EB Rt 10; Widen the NB off-ramp at the Rt 10 intersection to provide dual left-turn lanes to WB Rt 10; Add 600' single lane driveway to the facility located in SW loop; Add 1,380' SB I-95 acceleration lane with 300' taper. Add 1,320' NB I-95 acceleration lane with 300' taper; Add 3400' sidewalk on the south side of Rt 10 from entrance west of interchange, through interchange to Old Stage Rd; Add 750' sidewalk on north side of Route 10 from Chestnut Hill Rd to Old Stage Rd; Modify signal at Rt 10 and Old Stage Rd to provide pedestrian crossing on the west leg; Add 600' sidewalk on north side of Rt 10 from Redwater Creek Rd to SB I-95 off ramp.

11.1 SMART SCALE SCORE			
	#14	OF 270 STATEWIDE	
	#5	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$30,535,523
Total Project Cost	$49,199,490
Project Benefit	33.8
Project Benefit / Total Cost	6.9

Submitting Entity: Richmond Regional TPO
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,148.6 persons	76.1 person hrs.	37.9 EPDO	114.6 EPDO / 100M VMT	332.2 jobs per resident	402.9 jobs per resident	99.7 adjusted users	33.5 adjusted points	33,328.3 thousand adj. daily tons	38,657,900.0 adj. buffer time index	38.8 adjusted points	0.1 impacted acres	4.0 access * pop/emp density	4.2 access * pop/emp density change
Normalized Measure Value (0-100)	20.6	4.7	6.8	0.2	86.6	66.8	6.6	37.5	70.8	0.5	38.8	0.0	5.5	5.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	12.6		4.8		66.6			36.8			38.8		5.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.2		1.0		16.7			7.4			3.9	0.0	1.1	
Project Benefit	33.8													
SMART SCALE Cost	$30,535,523													
SMART SCALE Score***	**11.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Mechanicsville Tpke (Rte 360) SUP - Laburnum Ave to City

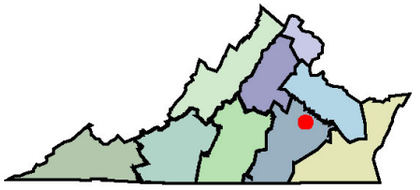
Project Id: 11508

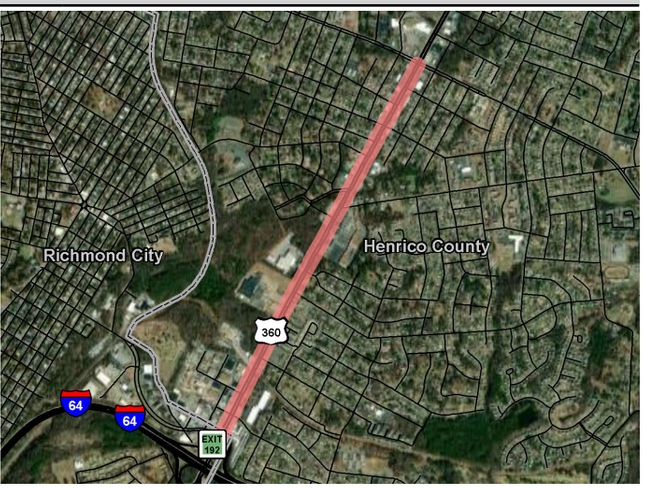
The project will provide an approximately 1.52-mile shared use path along the east side of US Route 360 (Mechanicsville Turnpike) between Laburnum Avenue and the Henrico County / City of Richmond limits. The proposed path will be a 10' wide asphalt path with a 4' buffer. Signalized pedestrian crossings will be provided at the existing traffic signals at E. Laburnum Avenue, Byron Street, Dill Road, Harvie Road, Watts Lane, and Bloom Lane.

10.6 SMART SCALE SCORE			
	#15	OF 270 STATEWIDE	
	#6	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$25,107,338
Total Project Cost	$27,607,338
Project Benefit	26.7
Project Benefit / Total Cost	9.7

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	116.4 persons	0.0 person hrs.	369.8 EPDO	2,140.9 EPDO / 100M VMT	26.4 jobs per resident	41.4 jobs per resident	349.1 adjusted users	2.3 adjusted points	0.0 thousand adj. daily tons	33,375,800.0 adj. buffer time index	17.5 adjusted points	0.0 impacted acres	62.1 access * pop/emp density	63.0 access * pop/emp density change
Normalized Measure Value (0-100)	2.1	0.0	66.0	3.5	6.9	6.9	23.1	2.5	0.0	0.5	17.5	0.0	86.4	86.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.0		47.2		10.1			1.6			17.5		86.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		9.4		2.5			0.3			1.8	0.0	1.9	
Project Benefit	26.7													
SMART SCALE Cost	$25,107,338													
SMART SCALE Score***	**10.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

B Belt Boulevard (SR161) Transit Streetscape

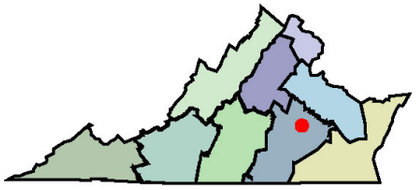
Project Id: 11441

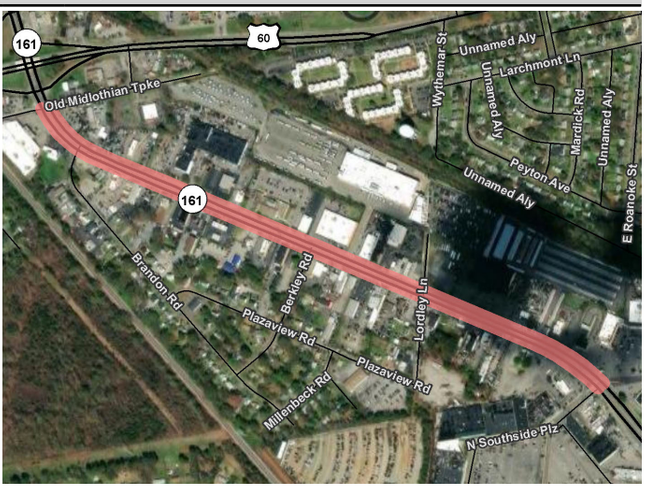
This project will improve the typical section of E. Belt Boulevard (Route 161) along the 0.6 mile stretch between Midlothian Turnpike and Hull Street Road by providing a raised median, dedicated turn lanes, convert curbside lanes in each direction of travel to dedicated transit only lanes, a 10' shared use path with 4' buffer typical section along the south side of the corridor, and a 5' sidewalk with 4' buffer typical section along the north side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, a pedestrian hybrid beacon (PHB) with ADA accessible ramps, and bike, pedestrian, and transit access improvements at eight transit stops.

10.0 SMART SCALE SCORE			
	#17	OF 270 STATEWIDE	
	#7	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$31,373,813
Total Project Cost	$33,373,813
Project Benefit	31.5
Project Benefit / Total Cost	9.4

Submitting Entity: Richmond Regional TPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	38.7 persons	0.2 person hrs.	49.1 EPDO	3,908.9 EPDO / 100M VMT	383.9 jobs per resident	603.1 jobs per resident	193.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	327,459,000.0 adj. buffer time index	10.1 adjusted points	0.0 impacted acres	23.9 access * pop/emp density	23.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.0	8.8	6.4	100.0	100.0	12.8	0.0	0.0	4.5	10.1	0.0	33.2	32.6
Measure Weight (% of Factor)	50%	50%	100%	0%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		8.8		82.6			0.9			10.1		32.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.8		20.6			0.2			1.0	0.0	1.3	
Project Benefit	31.5													
SMART SCALE Cost	$31,373,813													
SMART SCALE Score***	**10.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-95@Rives Rd Exit Roundabouts

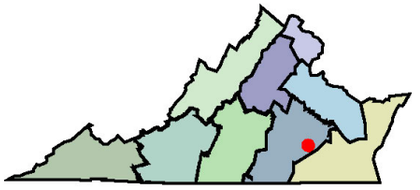
Project Id: 11740

Convert the I-95 and Rives Rd interchange from a traditional diamond interchange to double roundabouts (single-lane). This is the preferred alternative in the US 301/Crater Rd Pipeline study.

9.4 SMART SCALE SCORE			
	#19	OF 270 STATEWIDE	
	#8	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$15,743,044
Total Project Cost	$20,995,240
Project Benefit	14.8
Project Benefit / Total Cost	7.0

Submitting Entity: Petersburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.1 person hrs.	113.5 EPDO	18,524.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	37.5 adjusted points	0.0 thousand adj. daily tons	4,513,850.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	7.9 access * pop/emp density	8.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	20.2	30.2	0.0	0.0	0.0	42.0	0.0	0.1	0.0	0.0	11.0	11.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		23.2		0.0			25.2			0.0		11.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		7.0		0.0			6.3			0.0	0.0	1.1	
Project Benefit	14.8													
SMART SCALE Cost	$15,743,044													
SMART SCALE Score***	**9.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

J Hull Street / Clopton Street / Midlothian Roundabout

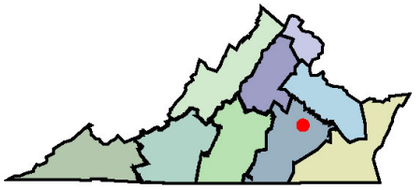
Project Id: 11435

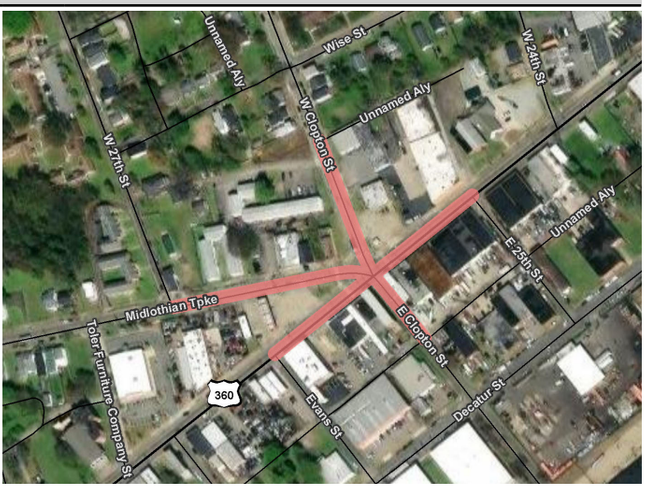
This project will convert the existing five-legged signalized intersection of Hull Street/Clopton Street/Midlothian Turnpike to a peanut style roundabout that has a two-lane approach for eastbound and westbound Hull Street and single-lane approaches on the other three approaches of the intersection. On the north side of the roundabout, the outer circulating lane will exit at Midlothian Turnpike. This project will also provide sidewalk, pedestrian crossing accommodations, multimodal access improvements at three transit stops, and access management improvements by consolidating commercial entrances, removing four entrances in total. A transit only lane will be provided for the eastbound Hull Street direction.

8.9 SMART SCALE SCORE			
	#21	OF 270 STATEWIDE	
	#9	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$25,807,499
Total Project Cost	$26,807,499
Project Benefit	22.8
Project Benefit / Total Cost	8.5

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	45.5 persons	16.9 person hrs.	308.9 EPDO	25,069.7 EPDO / 100M VMT	11.6 jobs per resident	17.4 jobs per resident	227.3 adjusted users	0.0 adjusted points	772.6 thousand adj. daily tons	4,065,890.0 adj. buffer time index	5.9 adjusted points	0.0 impacted acres	60.1 access * pop/emp density	61.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	1.0	55.1	40.9	3.0	2.9	15.0	0.0	1.6	0.1	5.9	0.0	83.5	84.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.9		50.9		5.4			0.3			5.9		84.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		10.2		1.3			0.1			0.6	0.0	1.8	
Project Benefit	22.8													
SMART SCALE Cost	$25,807,499													
SMART SCALE Score***	**8.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I Cowardin Avenue at Semmes Avenue Protected Intersection

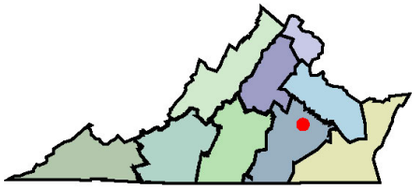
Project Id: 11434

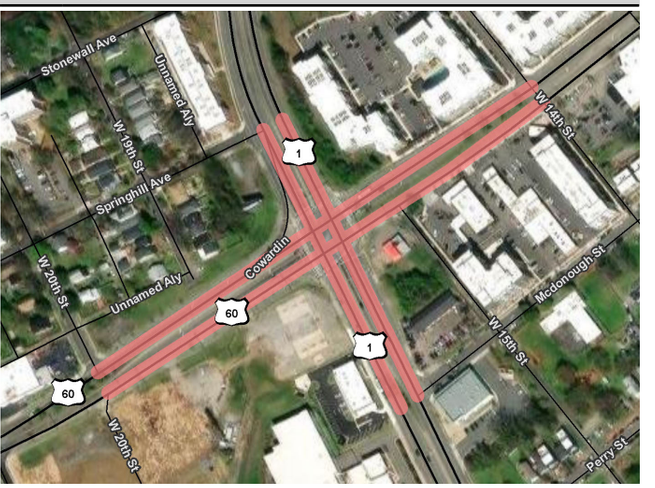
This project will improve the intersection of Cowardin Avenue and Semmes Avenue by implementing the protected intersection concept from the Route 60 (Semmes Avenue) Pipeline Study. Improvements include removing the southbound right-turn slip lane and adding a southbound right turn protected-overlap phase, converting one lane per direction from US 60 to a shared through-right lane (and removing the exclusive eastbound and westbound right-turn only lanes), and adding protected bicycle lanes on the north side of Semmes Avenue from 20th Street to 14th Street and on the south side of Semmes Avenue from just east of 20th Street to Cowardin Avenue. Access management will be improved by removal of the southbound right turn slip lane and closure of one existing driveway. Essential transit infrastructure improvements will be provided at four transit stops.

8.3 SMART SCALE SCORE			
	#23	OF 270 STATEWIDE	
	#10	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$7,896,436
Total Project Cost	$7,896,436
Project Benefit	6.6
Project Benefit / Total Cost	8.3

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	76.5 persons	0.0 person hrs.	33.5 EPDO	1,262.7 EPDO / 100M VMT	1.2 jobs per resident	1.3 jobs per resident	382.4 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	20,887,500.0 adj. buffer time index	10.6 adjusted points	0.0 impacted acres	62.5 access * pop/emp density	63.5 access * pop/emp density change
Normalized Measure Value (0-100)	1.4	0.0	6.0	2.1	0.3	0.2	25.3	0.0	0.0	0.3	10.6	0.0	86.8	87.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		4.8		5.3			0.1			10.6		87.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		1.0		1.3			0.0			1.1	0.0	1.9	
Project Benefit	6.6													
SMART SCALE Cost	$7,896,436													
SMART SCALE Score***	**8.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

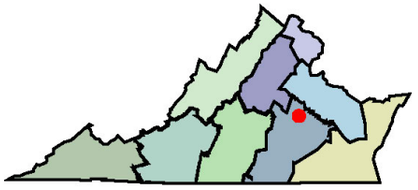
Springfield Road Improvements

Project Id: 11652

This project proposes intersection and roadway improvements and bicycle/pedestrian accommodations on Springfield Rd (State Route 157) between Staples Mill Rd (US Route 33) and Francistown Rd. This project will add two approach lanes on eastbound Springfield Rd (SR 157) at the intersection with Staples Mill Road (US 33). The proposed configuration will be dual lefts, a through lane, and a dedicated right turn lane. The existing shoulder/roadside ditch will be upgraded to curb and gutter with drainage improvements along Springfield Rd within the project limits. Approximately 1,500 linear feet of 10-foot wide shared-use path will be constructed along Springfield Road on the north side between Staples Mill Rd and Francistown Rd which will increase pedestrian connectivity. Finally, the traffic light will be modified at the Springfield Rd/Staples Mill Rd/Mountain Rd intersection to be a 6-phase signal.

7.7 SMART SCALE SCORE	#25 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,849,800
	#11 OF 65 DISTRICTWIDE	Total Project Cost	$17,349,800
		Project Benefit	11.5
		Project Benefit / Total Cost	6.6

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	769.3 persons	281.3 person hrs.	14.4 EPDO	1,406.8 EPDO / 100M VMT	108.1 jobs per resident	80.2 jobs per resident	100.1 adjusted users	0.0 adjusted points	362.5 thousand adj. daily tons	4,201,550.0 adj. buffer time index	5.6 adjusted points	0.0 impacted acres	9.1 access * pop/emp density	9.3 access * pop/emp density change
Normalized Measure Value (0-100)	13.8	17.3	2.6	2.3	28.2	13.3	6.6	0.0	0.8	0.1	5.6	0.0	12.6	12.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	15.5		2.5		20.9			0.2			5.6		12.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.9		0.5		5.2			0.0			0.6	0.0	1.1	
Project Benefit	11.5													
SMART SCALE Cost	$14,849,800													
SMART SCALE Score***	**7.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

G US Route 360 Mechanicsville Tpk Roundabouts & Streetscape

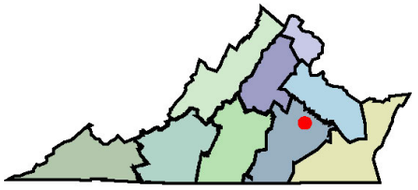
Project Id: 11498

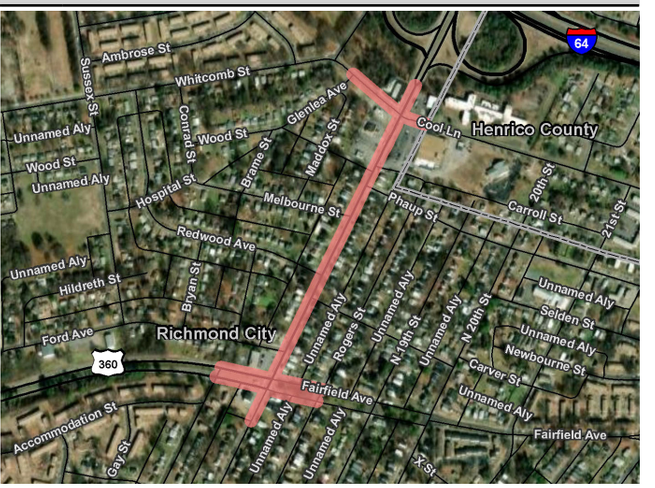
This project will improve 0.35-miles of Mechanicsville Turnpike (US360) between Fairfield Way and Whitcomb St / Cool Ln by providing one through lane in each direction, a shared center two-way left turn lane, 10' shared use path w/ 5' buffer along the east side, 5' sidewalk w/ 4' buffer along the west side, and 5' sidewalk w/ 4' buffer along Fairfield Way from Spotslyvania St to Rogers St and on Whitcomb St /Cool Ln from 50' west of and 100' east of US360. This project will provide a single lane roundabout at US360 and Fairfield Way and a two-lane roundabout at US360 and Whitcomb St / Cool Ln. Pedestrian access improvements and crossing accommodations will be provided at the two roundabouts and at a new pedestrian hybrid beacon near Redwood Ave with pedestrian refuge island. Essential transit infrastructure improvements will be provided at five transit stops. Access movement improvements include removing/consolidating fourteen entrances adjacent to the roundabouts to improve safety.

7.7 SMART SCALE SCORE			
	#27	OF 270 STATEWIDE	
	#12	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$45,164,001
Total Project Cost	$47,164,001
Project Benefit	34.7
Project Benefit / Total Cost	7.4

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.7 persons	31.3 person hrs.	560.3 EPDO	25,562.1 EPDO / 100M VMT	8.0 jobs per resident	10.7 jobs per resident	183.6 adjusted users	2.3 adjusted points	186.5 thousand adj. daily tons	13,106,200.0 adj. buffer time index	5.4 adjusted points	0.0 impacted acres	61.2 access * pop/emp density	62.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	1.9	100.0	41.7	2.1	1.8	12.1	2.5	0.4	0.2	5.4	0.0	85.0	85.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.3		82.5		4.0			1.6			5.4		85.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		16.5		1.0			0.3			0.5	0.0	1.9	
Project Benefit	34.7													
SMART SCALE Cost	$45,164,001													
SMART SCALE Score***	**7.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

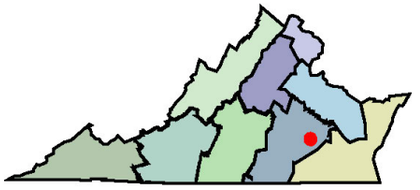
VA-36 (Winston Churchhill Drive) Corridor - PH. 1

Project Id: 11774

Phase 1 will improve the operations and multi-modal safety along Rte. 36 Winston Churchill Dr. at High Ave to Stewart Avenue by adding a roundabout, ADA Ramps crosswalks and RRFB's. Project also includes crosswalks, ADA Ramps and lighting improvements at the intersection of Oaklawn Blvd and High Ave.

7.6 SMART SCALE SCORE	#28 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,877,683
	#13 OF 65 DISTRICTWIDE	Total Project Cost	$14,877,683
		Project Benefit	11.4
		Project Benefit / Total Cost	7.6

Submitting Entity: Hopewell City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	24.7 persons	5.7 person hrs.	149.7 EPDO	15,638.0 EPDO / 100M VMT	1.3 jobs per resident	1.7 jobs per resident	74.0 adjusted users	1.6 adjusted points	343.2 thousand adj. daily tons	3,217,300.0 adj. buffer time index	3.8 adjusted points	0.0 impacted acres	21.9 access * pop/emp density	19.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.4	26.7	25.5	0.3	0.3	4.9	1.8	0.7	0.0	3.8	0.0	30.4	26.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		26.4		1.2			1.2			3.8		28.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		7.9		0.2			0.3			0.4	0.0	1.3	
Project Benefit	11.4													
SMART SCALE Cost	$14,877,683													
SMART SCALE Score***	**7.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

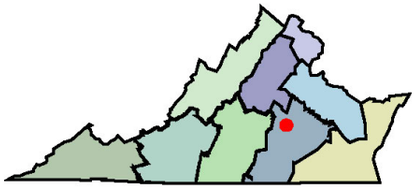
New Dorset Road & Route 60 RCUT

Project Id: 11764

Re-alignment and additional lanes will be constructed between New Dorset Road at its intersection with Anderson Highway (Rt. 60) and Judes Ferry Road to form an RCUT.

7.4 SMART SCALE SCORE			
	#32 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$3,591,951
	#14 OF 65 DISTRICTWIDE	**Total Project Cost**	$8,977,951
		Project Benefit	2.7
		Project Benefit / Total Cost	3.0

Submitting Entity: Powhatan County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	43.3 person hrs.	31.8 EPDO	1,717.2 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	0.0 adjusted users	9.4 adjusted points	254.0 thousand adj. daily tons	7,616,690.0 adj. buffer time index	0.5 adjusted points	0.0 impacted acres	0.8 access * pop/emp density	1.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	2.7	5.7	2.8	0.0	0.0	0.0	10.5	0.5	0.1	0.5	0.0	1.1	1.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.3		4.8		0.0			6.4			0.5		1.3	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		1.0		0.0			1.3			0.0	0.0	1.0	
Project Benefit	2.7													
SMART SCALE Cost	$3,591,951													
SMART SCALE Score***	**7.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Salem Church Road/Kingsland Road Roundabout

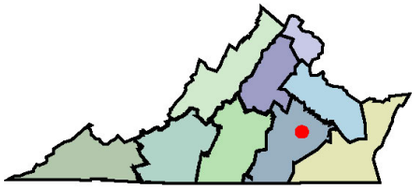
Project Id: 11542

Construct a single-lane roundabout at the intersection of Kingsland Rd and Salem Church Rd to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection to tie into proposed shared use path and sidewalk to be constructed by others.

7.3 SMART SCALE SCORE			
	#33	OF 270 STATEWIDE	
	#15	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,234,279
Total Project Cost	$10,234,279
Project Benefit	7.5
Project Benefit / Total Cost	7.3

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	14.9 persons	10.4 person hrs.	124.8 EPDO	32,947.8 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	44.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	2.3 adjusted points	0.0 impacted acres	6.7 access * pop/emp density	7.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.6	22.3	53.7	0.0	0.0	2.9	0.0	0.0	0.0	2.3	0.0	9.2	9.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		31.7		0.6			0.0			2.3		9.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		6.3		0.1			0.0			0.2	0.0	1.1	
Project Benefit	7.5													
SMART SCALE Cost	$10,234,279													
SMART SCALE Score***	**7.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

U.S. Route 60 at State Route 13/603 RCUT

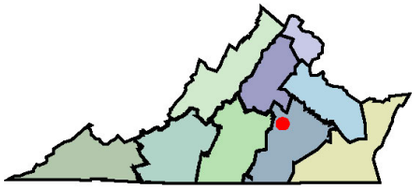
Project Id: 11761

This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes. This will involve improvements at two intersections. At the 13/60 intersection, an RCUT, a new dedicated right-turn acceleration lane from 13 NB onto 60 EB that is 380' in length with a 100' taper, a 200' right-turn taper on EB 60 onto 13 SB, a left-turn lane with 200' of storage and 200' of taper on 60 WB turning onto 13 SB, and a concrete median at the Maxey Center entrance will be installed. At the 60/603 intersection, an additional left-turn lane on 60 EB turning onto 603 NB with 200' of storage and 200' of taper, a merge lane on 603 NB, and an additional left-turn lane on 603 SB turning onto 60 EB will be installed. Signal modifications will also be required.

7.3 SMART SCALE SCORE			
	#34	OF 270 STATEWIDE	
	#16	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$3,633,231
Total Project Cost	$10,190,338
Project Benefit	2.7
Project Benefit / Total Cost	2.6

Submitting Entity: Powhatan County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	82.0 persons	51.4 person hrs.	24.0 EPDO	2,593.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	2.7 adjusted points	0.0 thousand adj. daily tons	2,523,640.0 adj. buffer time index	0.5 adjusted points	0.0 impacted acres	2.9 access * pop/emp density	3.2 access * pop/emp density change
Normalized Measure Value (0-100)	1.5	3.2	4.3	4.2	0.0	0.0	0.0	3.1	0.0	0.0	0.5	0.0	4.0	4.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.3		4.3		0.0			1.8			0.5		4.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		1.7		0.0			0.6			0.1	0.0	1.0	
Project Benefit	2.7													
SMART SCALE Cost	$3,633,231													
SMART SCALE Score***	**7.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

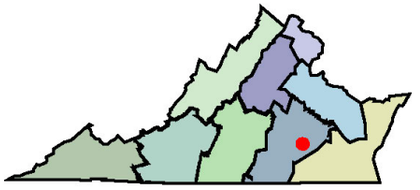
Rt 1 and I-85 Exit 63B Widening

Project Id: 11702

At Route 1 north and I-85 Exit 63B extend the northbound merge lane to Albermarle Street to allow for vehicles exiting I-85 to safely merge onto Route 1 north or turn onto Albermarle Street.

7.2 SMART SCALE SCORE	#35 OF 270 STATEWIDE	SMART SCALE Requested Funds	$4,892,088
	#17 OF 65 DISTRICTWIDE	Total Project Cost	$4,892,088
		Project Benefit	3.5
		Project Benefit / Total Cost	7.2

Submitting Entity: Dinwiddie County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	11.7 person hrs.	3.0 EPDO	1,033.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	15.5 adjusted points	250.9 thousand adj. daily tons	280,406.0 adj. buffer time index	0.1 adjusted points	0.0 impacted acres	13.0 access * pop/emp density	12.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.7	0.5	1.7	0.0	0.0	0.0	17.3	0.5	0.0	0.1	0.0	18.1	17.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		0.9		0.0			10.5			0.1		17.8	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.3		0.0			2.6			0.0	0.0	1.2	
Project Benefit	3.5													
SMART SCALE Cost	$4,892,088													
SMART SCALE Score***	**7.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 58 at Freemans Cross Rd/Reedy Crk Rd (RCUT)

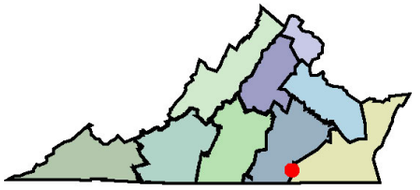
Project Id: 11521

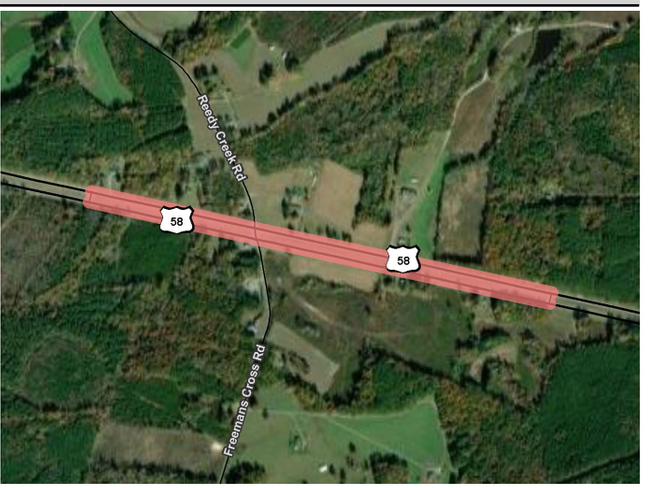
Construct RCUT at intersection of US 58 and 634. US 58 EB and WB will include 11' wide turn lane while the WB and EB U-Turn areas will be 12' wide. All turn lanes on US 58 will have 300' of storage and 200' tapers. Existing EB and WB crossovers on US 58 will be closed to accommodate the RCUT. Construct bulb-outs at both U-Turn areas and channelized right turn lanes with an island at the US 58/634 intersection.

6.9 SMART SCALE SCORE			
	#36	OF 270 STATEWIDE	
	#18	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,728,594
Total Project Cost	$11,728,594
Project Benefit	8.1
Project Benefit / Total Cost	6.9

Submitting Entity: Brunswick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS





SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	24.0 EPDO	8,309.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	26.1 adjusted points	0.0 thousand adj. daily tons	201,994.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.3	13.6	0.0	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		7.1		0.0			17.6			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.8		0.0			5.3			0.0	0.0	1.0	
Project Benefit	8.1													
SMART SCALE Cost	$11,728,594													
SMART SCALE Score***	**6.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

W Broad St and Parham Rd Intersection Improvements

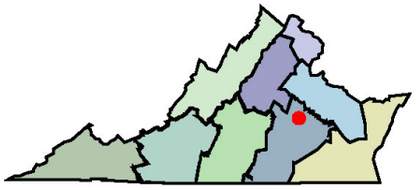
Project Id: 11507

Modify the intersection of W Broad Street and N Parham Road to act as a quadrant intersection using Skipwith Road. The project includes elimination of the NB left turn lane and median nose modifications at W Broad St and Parham Road, extension of left turn lanes at Parham Road and Skipwith Road, and median turn lane restrictions on Broad Street between Skipwith Road and Carousel Lane. The project also includes sidewalk on Parham Road between W Broad St and Skipwith Road and sidewalk along W. Broad Street to fill in gaps not addressed by adjacent UPC 115717 project.

6.6 SMART SCALE SCORE			
	#39	OF 270 STATEWIDE	
	#19	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$9,027,868
Total Project Cost	$13,988,880
Project Benefit	6.0
Project Benefit / Total Cost	4.3

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	102.1 persons	39.4 person hrs.	72.6 EPDO	989.7 EPDO / 100M VMT	2.7 jobs per resident	3.0 jobs per resident	387.6 adjusted users	0.0 adjusted points	174.3 thousand adj. daily tons	38,230,400.0 adj. buffer time index	10.2 adjusted points	0.0 impacted acres	15.5 access * pop/emp density	16.3 access * pop/emp density change
Normalized Measure Value (0-100)	1.8	2.4	12.9	1.6	0.7	0.5	25.6	0.0	0.4	0.5	10.2	0.0	21.5	22.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.1		9.5		5.6			0.2			10.2		22.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		1.9		1.4			0.0			1.0	0.0	1.2	
Project Benefit	6.0													
SMART SCALE Cost	$9,027,868													
SMART SCALE Score***	**6.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 250 at Route 288 Interchange Improvements

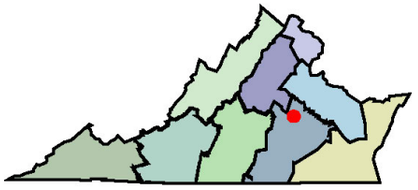
Project Id: 11595

This project includes widening eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours. It is important to note that this project is in Phase I of the FHWA accepted Build Package for the Short Pump Area Interchange Access Report.

6.2 SMART SCALE SCORE			
	#41	OF 270 STATEWIDE	
	#20	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$22,461,918
Total Project Cost	$29,961,918
Project Benefit	14.0
Project Benefit / Total Cost	4.7

Submitting Entity: Goochland County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, UDA



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.7 persons	0.0 person hrs.	43.9 EPDO	1,086.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	55.0 adjusted users	73.8 adjusted points	0.0 thousand adj. daily tons	27,239,100.0 adj. buffer time index	4.9 adjusted points	20.9 impacted acres	17.5 access * pop/emp density	18.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.0	7.8	1.8	0.0	0.0	3.6	82.7	0.0	0.4	4.9	13.8	24.3	25.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		6.0		0.7			49.7			4.9		25.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.2		0.2			9.9			0.5	-0.7	1.3	
Project Benefit	14.0													
SMART SCALE Cost	$22,461,918													
SMART SCALE Score***	**6.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Busy Street Extended

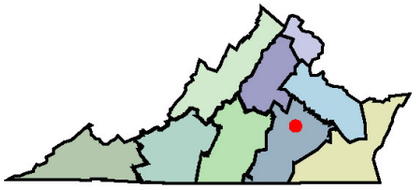
Project Id: 11590

Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual northbound left turn lanes and receiving lane on Busy St. Add second northbound left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on south side of Busy St and east side of Courthouse Rd. Add shared-use path on west side of Courthouse Road. Add two bus stop landing and amenities pads with sidewalk connections to adjacent commercial entrances on Route 60.

5.9 SMART SCALE SCORE	**#43** OF 270 STATEWIDE
	#21 OF 65 DISTRICTWIDE

SMART SCALE Requested Funds	$14,762,577
Total Project Cost	$22,293,031
Project Benefit	8.8
Project Benefit / Total Cost	3.9

Submitting Entity: PlanRVA Richmond Regional PDC
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	377.8 persons	157.2 person hrs.	60.2 EPDO	688.3 EPDO / 100M VMT	23.1 jobs per resident	15.8 jobs per resident	489.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,671.2 adj. buffer time index	14.6 adjusted points	4.0 impacted acres	10.4 access * pop/emp density	11.5 access * pop/emp density change
Normalized Measure Value (0-100)	6.8	9.6	10.7	1.1	6.0	2.6	32.3	0.0	0.0	0.0	14.6	2.6	14.4	15.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	8.2		7.9		10.6			0.0			14.6		15.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.1		1.6		2.6			0.0			1.5	-0.1	1.2	
Project Benefit	8.8													
SMART SCALE Cost	$14,762,577													
SMART SCALE Score***	**5.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Winston Churchill Drive Corridor Improvements

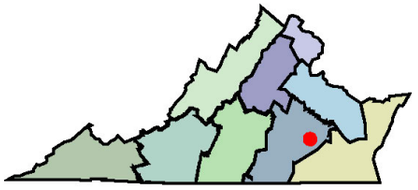
Project Id: 11608

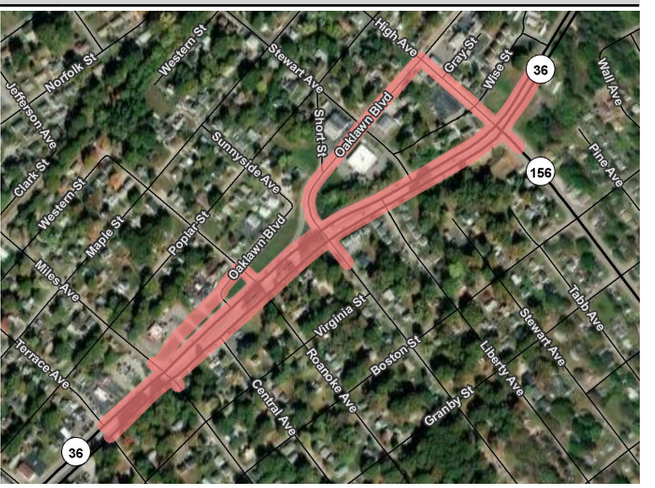
Install roundabouts along Winston Churchill Drive at Miles Ave, Oaklawn Blvd, and High Ave. Add buffered bike lanes and sidewalks along Winston Churchill Drive between the three roundabouts and along adjacent street network of High Avenue and Oaklawn Blvd. Add pedestrian crossings at all cross streets and Roundabouts. Add RRFBS at roundabouts across Route 36. Relocated bus stop and reshape access for four properties near the southern end of the project.

5.2 SMART SCALE SCORE			
	#51	OF 270 STATEWIDE	
	#22	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$42,654,365
Total Project Cost	$42,654,365
Project Benefit	22.0
Project Benefit / Total Cost	5.2

Submitting Entity: Tri-Cities Area MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.0 persons	12.6 person hrs.	360.8 EPDO	14,375.2 EPDO / 100M VMT	4.5 jobs per resident	5.6 jobs per resident	180.1 adjusted users	1.6 adjusted points	435.5 thousand adj. daily tons	14,125,200.0 adj. buffer time index	5.6 adjusted points	0.0 impacted acres	22.0 access * pop/emp density	19.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.8	64.4	23.4	1.2	0.9	11.9	1.8	0.9	0.2	5.6	0.0	30.5	26.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		52.1		3.3			1.3			5.6		28.5	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		15.6		0.5			0.3			0.6	0.0	1.3	
Project Benefit	22.0													
SMART SCALE Cost	$42,654,365													
SMART SCALE Score***	**5.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-85/95 Interchange Improvements

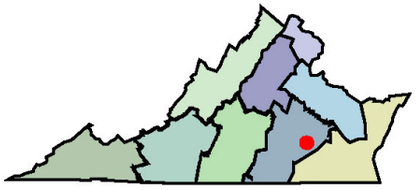
Project Id: 11605

Improve safety and operations of the interchange by 1) removing the Graham Road off-ramp, 2) removing the Crater Rd to NB I-95 on-ramp, 3) removing the I-95 NB to Crater Rd NB off-ramp, 4) adding a signal at the Rte. 460/Winfield Rd intersection, 5) converting Winfield Rd to a 2-way street and better connecting it to Crater Rd for WBL and WBL movements; 6) installing signals at the intersection of Winfield Rd and Crater Rd and at the intersection of Crater Rd and the off-ramp from I-95 NB to Crater Rd, 7) adding a lane to the I-85 NB to I-95 NB ramp. This is the preferred alternative to the STARS Study.

5.1 SMART SCALE SCORE			
	#53	OF 270 STATEWIDE	
	#23	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$45,990,644
Total Project Cost	$45,990,644
Project Benefit	23.3
Project Benefit / Total Cost	5.1

Submitting Entity: Tri-Cities Area MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	554.5 persons	158.0 person hrs.	210.8 EPDO	10,455.3 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	45.1 adjusted users	12.7 adjusted points	6,679.2 thousand adj. daily tons	161.0 adj. buffer time index	33.0 adjusted points	0.1 impacted acres	22.1 access * pop/emp density	24.3 access * pop/emp density change
Normalized Measure Value (0-100)	9.9	9.7	37.6	17.1	0.0	0.0	3.0	14.2	14.2	0.0	33.0	0.1	30.7	33.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	9.8		31.4		0.6			11.4			33.0		32.1	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.0		9.4		0.1			2.8			3.3	0.0	1.3	
Project Benefit	23.3													
SMART SCALE Cost	$45,990,644													
SMART SCALE Score***	**5.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-95 and Route 54 Interchange

Project Id: 11792

This project consists of converting the existing interchange of I-95 and Route 54 (England Street/E Patrick Henry), Exit 92A, to a diverging diamond interchange. The improvements include retrofitting the existing bridge, two new signals at the proposed crossovers along Route 54, ramp improvements, and bike/ped facilities that don't currently exist.

5.0 SMART SCALE SCORE	#54 OF 270 STATEWIDE	SMART SCALE Requested Funds	$41,091,948
	#24 OF 65 DISTRICTWIDE	Total Project Cost	$45,756,123
		Project Benefit	20.5
		Project Benefit / Total Cost	4.5

Submitting Entity: Ashland Town

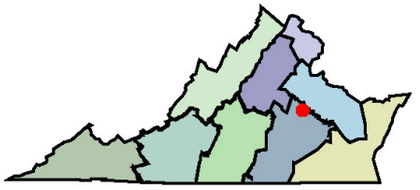
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: CoSS, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	37.6 persons	0.0 person hrs.	50.3 EPDO	978.2 EPDO / 100M VMT	3.1 jobs per resident	2.4 jobs per resident	112.9 adjusted users	89.3 adjusted points	0.0 thousand adj. daily tons	36,266,900.0 adj. buffer time index	5.9 adjusted points	4.9 impacted acres	30.2 access * pop/emp density	30.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.0	9.0	1.6	0.8	0.4	7.5	100.0	0.0	0.5	5.9	3.2	42.0	42.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		6.8		2.1			60.1			5.9		42.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.4		0.5			12.0			0.6	-0.2	1.4	
Project Benefit	20.5													
SMART SCALE Cost	$41,091,948													
SMART SCALE Score***	**5.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

VA-36 (Winston Churchhill Drive) Corridor - PH. 2

Project Id: 11788

Phase 2 will improve the operations and multi-modal safety along Rte. 36 Winston Churchill Dr. from Terrace Ave to Stuart Avenue by adding 2 roundabouts, shared use path, ADA Ramps, crosswalks and RRFB's.

4.8 SMART SCALE SCORE			
	#55 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$27,991,292
		Total Project Cost	$27,991,292
	#25 OF 65 DISTRICTWIDE	**Project Benefit**	13.5
		Project Benefit / Total Cost	4.8

Submitting Entity: Hopewell City

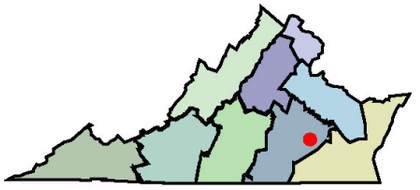
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	31.0 persons	7.0 person hrs.	206.7 EPDO	10,009.5 EPDO / 100M VMT	3.4 jobs per resident	4.1 jobs per resident	154.8 adjusted users	1.6 adjusted points	206.3 thousand adj. daily tons	14,230,100.0 adj. buffer time index	4.9 adjusted points	0.0 impacted acres	21.9 access * pop/emp density	19.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.4	36.9	16.3	0.9	0.7	10.2	1.8	0.4	0.2	4.9	0.0	30.5	26.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		30.7		2.7			1.2			4.9		28.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		9.2		0.4			0.3			0.5	0.0	1.3	
Project Benefit	13.5													
SMART SCALE Cost	$27,991,292													
SMART SCALE Score***	**4.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rivers Bend Boulevard/Kingston Avenue Roundabout

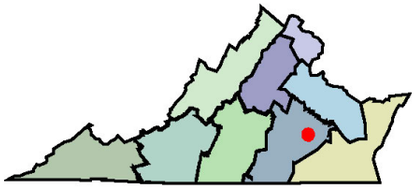
Project Id: 11476

Construction of a hybrid 2x1 roundabout at the intersection of Rivers Bend Boulevard and Kingston Avenue to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) on all four quadrants of the intersection and tie into existing sidewalk on southwest corner of intersection. Construct sidewalk along north side of Rivers Bend Boulevard from northeast quadrant of Rivers Bend Boulevard/Kingston Avenue intersection to Liverpool Lane (430 ft).

4.8 SMART SCALE SCORE			
	#58	OF 270 STATEWIDE	
	#26	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$13,961,014
Total Project Cost	$13,961,014
Project Benefit	6.6
Project Benefit / Total Cost	4.8

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	17.8 persons	6.8 person hrs.	41.1 EPDO	4,667.0 EPDO / 100M VMT	1.0 jobs per resident	1.0 jobs per resident	26.7 adjusted users	32.4 adjusted points	0.0 thousand adj. daily tons	1,266,590.0 adj. buffer time index	2.4 adjusted points	0.0 impacted acres	3.8 access * pop/emp density	3.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.4	7.3	7.6	0.3	0.2	1.8	36.3	0.0	0.0	2.4	0.0	5.3	5.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		7.4		0.5			21.8			2.4		5.3	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.5		0.1			4.4			0.2	0.0	1.1	
Project Benefit	6.6													
SMART SCALE Cost	$13,961,014													
SMART SCALE Score***	**4.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

S Crater Rd at Crater Cir and Wagner Rd (WITH SIDEWALKS)

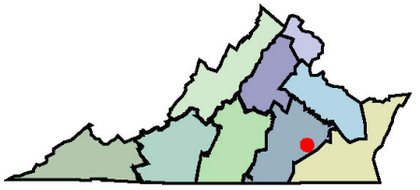
Project Id: 11779

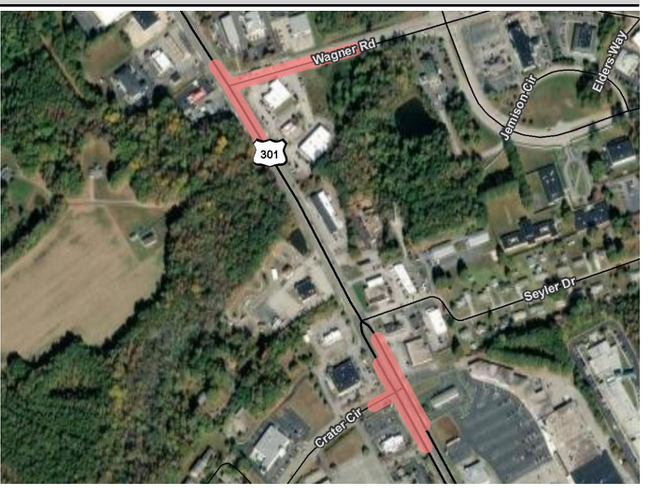
Improvements will include restricting turn movements at WaWa and closing driveways at Enterprise and Subway as well as adding lighting, turn lanes (right turn lane from Crater Road to Wagner Road), and medians. Pedestrian improvements will also be included such as sidewalks, crosswalks at the intersections of Crater Road and Wagner Road as well as Crater Road and Crater Circle, and pedestrian signals.

4.6 SMART SCALE SCORE			
	#60	OF 270 STATEWIDE	
	#27	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$15,240,948
Total Project Cost	$15,240,948
Project Benefit	7.0
Project Benefit / Total Cost	4.6

Submitting Entity: Petersburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	29.8 persons	1.4 person hrs.	64.0 EPDO	7,439.1 EPDO / 100M VMT	1.4 jobs per resident	1.5 jobs per resident	44.8 adjusted users	11.0 adjusted points	491.3 thousand adj. daily tons	7,142,070.0 adj. buffer time index	4.0 adjusted points	0.0 impacted acres	12.0 access * pop/emp density	12.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.1	11.4	12.1	0.4	0.3	3.0	12.3	1.0	0.1	4.0	0.0	16.7	17.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		11.6		0.9			7.6			4.0		16.9	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		3.5		0.1			1.9			0.4	0.0	1.2	
Project Benefit	7.0													
SMART SCALE Cost	$15,240,948													
SMART SCALE Score***	**4.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

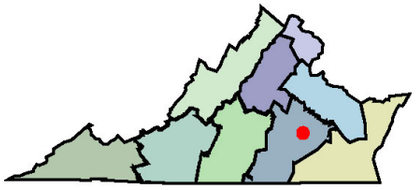
Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Imprvts

Project Id: 11544

Construct a 2x1 hybrid roundabout at the intersection of Chester Road and Hamlin Creek Parkway to improve operations and safety at the intersection. Construct access management improvements at the intersection of Chester Road and Old Lane to restrict left-out movements from Old Lane onto Chester Road. Provide pedestrian accommodations (crosswalks, ADA accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection. Construct shared use path along the east side of Chester Road from Old Lane to 870 feet south. Construct sidewalk along the west side of Chester Road from Old Lane to south of Hamlin Creek Parkway (650 ft).

4.5 SMART SCALE SCORE	#62 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,626,197
	#28 OF 65 DISTRICTWIDE	Total Project Cost	$14,651,197
		Project Benefit	6.5
		Project Benefit / Total Cost	4.5

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	143.9 persons	43.8 person hrs.	138.5 EPDO	7,255.0 EPDO / 100M VMT	1.3 jobs per resident	1.1 jobs per resident	130.6 adjusted users	0.9 adjusted points	0.0 thousand adj. daily tons	8,403,960.0 adj. buffer time index	6.9 adjusted points	0.0 impacted acres	4.9 access * pop/emp density	4.9 access * pop/emp density change
Normalized Measure Value (0-100)	2.6	2.7	24.7	11.8	0.3	0.2	8.6	1.0	0.0	0.1	6.9	0.0	6.8	6.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.6		20.8		2.0			0.6			6.9		6.8	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.7		4.2		0.5			0.1			0.7	0.0	1.1	
Project Benefit	6.5													
SMART SCALE Cost	$14,626,197													
SMART SCALE Score***	**4.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Belmont Road/Cogbill Road - Roundabout

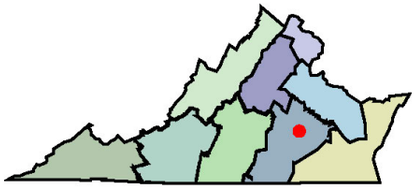
Project Id: 11500

Construct a single-lane roundabout at the intersection of Belmont Road and Cogbill Road to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5-foot) / shared use path (10-foot) on all four quadrants of the intersection. Construct a 10-foot shared-use path from a point 0.16 miles south along the east side of Belmont Rd to the intersection of Belmont Rd/Cogbill Rd. Construct a 10-foot shared-use path from a point 0.07 miles east along the north side of Cogbill Rd to the intersection of Belmont Rd/Cogbill Rd. This project constructs a phased improvement of a future bike/pedestrian network between Stratton Park, Cogbill Park, and Pocahontas State Park as shown on the County's Bikeways and Trail Plan (see attached). This project, in addition to future phases, will ultimately provide adjacent communities access to three parks.

4.4 SMART SCALE SCORE			
	#64	OF 270 STATEWIDE	
	#29	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,099,490
Total Project Cost	$11,099,490
Project Benefit	4.9
Project Benefit / Total Cost	4.4

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.9 persons	0.8 person hrs.	21.3 EPDO	12,027.5 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	26.6 adjusted users	20.8 adjusted points	0.0 thousand adj. daily tons	173,926.0 adj. buffer time index	1.4 adjusted points	0.0 impacted acres	2.5 access * pop/emp density	2.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.1	3.8	19.6	0.0	0.0	1.8	23.3	0.0	0.0	1.4	0.0	3.5	3.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		8.6		0.4			14.0			1.4		3.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.7		0.1			2.8			0.1	0.0	1.0	
Project Benefit	4.9													
SMART SCALE Cost	$11,099,490													
SMART SCALE Score***	**4.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

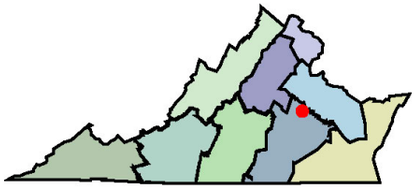
Rt. 1 and Ashcake Intersection

Project Id: 11742

The Route 1 and Ashcake Road Intersection project includes sidewalk and signal improvements that tie to the adjacent VDOT projects along Route 1 (Washington Hwy) and Route 657 (Ashcake Road). The project proposes high visibility crosswalks, ADA curb ramps, and pedestrian signals for each leg and a signal modification .

4.3 SMART SCALE SCORE	#67 OF 270 STATEWIDE	SMART SCALE Requested Funds	$6,158,329
	#30 OF 65 DISTRICTWIDE	Total Project Cost	$8,388,669
		Project Benefit	2.6
		Project Benefit / Total Cost	3.1

Submitting Entity: Ashland Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, UDA



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	29.1 persons	0.0 person hrs.	25.2 EPDO	2,733.4 EPDO / 100M VMT	0.2 jobs per resident	0.2 jobs per resident	116.3 adjusted users	0.6 adjusted points	0.0 thousand adj. daily tons	1,198,520.0 adj. buffer time index	4.5 adjusted points	0.0 impacted acres	27.7 access * pop/emp density	28.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.0	4.5	4.5	0.0	0.0	7.7	0.7	0.0	0.0	4.5	0.0	38.5	39.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		4.5		1.6			0.4			4.5		39.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.9		0.4			0.1			0.5	0.0	1.4	
Project Benefit	2.6													
SMART SCALE Cost	$6,158,329													
SMART SCALE Score***	**4.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 360/I-64 Interchange Improvements

Project Id: 11509

This project will realign the I-64 WB off-ramp at US360 to the unsignalized intersection with the WB on-ramp. A new traffic signal is proposed at the intersection of US 360 and I-64 ramps. The project also includes pedestrian improvements including a 5' sidewalk on both sides of US 360 through the project limits, pedestrian signals, and ADA ramps at the signalized intersections. The project will also extend the existing deceleration lane along westbound I-64.

4.1 SMART SCALE SCORE	#71 OF 270 STATEWIDE #31 OF 65 DISTRICTWIDE		
		SMART SCALE Requested Funds	$26,971,616
		Total Project Cost	$26,971,616
		Project Benefit	11.0
		Project Benefit / Total Cost	4.1

Submitting Entity: PlanRVA Richmond Regional PDC

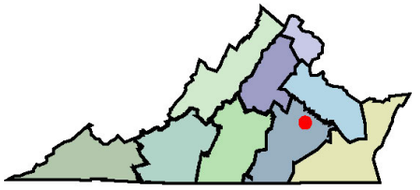
PE/RW/CN: Not Started / Not Started / Not Started

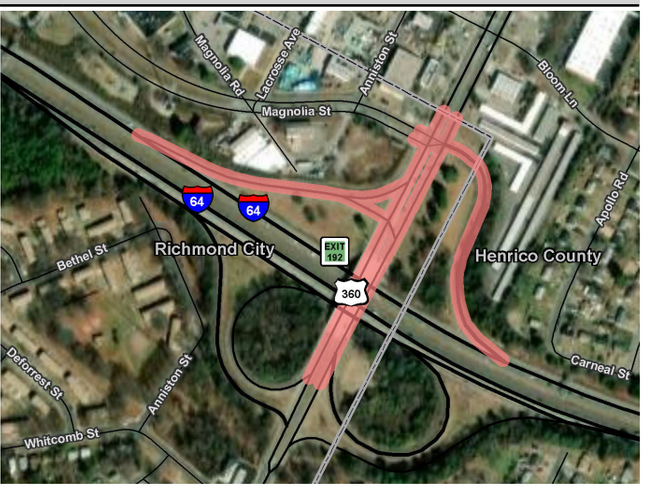
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	319.6 persons	86.1 person hrs.	97.8 EPDO	2,090.4 EPDO / 100M VMT	6.9 jobs per resident	9.0 jobs per resident	90.2 adjusted users	2.3 adjusted points	333.6 thousand adj. daily tons	20,933,300.0 adj. buffer time index	8.7 adjusted points	0.0 impacted acres	61.9 access * pop/emp density	62.9 access * pop/emp density change
Normalized Measure Value (0-100)	5.7	5.3	17.4	3.4	1.8	1.5	6.0	2.5	0.7	0.3	8.7	0.0	86.1	86.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.5		13.2		2.6			1.7			8.7		86.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.4		2.6		0.6			0.3			0.9	0.0	1.9	
Project Benefit	11.0													
SMART SCALE Cost	$26,971,616													
SMART SCALE Score***	**4.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Woodpecker Road/Bradley Bridge Road Roundabout

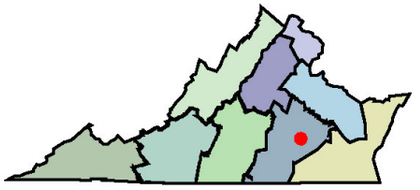
Project Id: 11541

Construct single-lane roundabout at intersection of Woodpecker Rd and Bradley Bridge Rd to mitigate pattern of angle crashes. Provide ped accommodations (crosswalks, ADA-accessible ramps, refuge islands) and construct shared use path (10 foot) / sidewalk (5 foot) on all three quadrants of the roundabout. Extend shared use path along south side of Woodpecker Rd from the intersection of Woodpecker Rd/Bradley Bridge Rd to N Rhodes Lane. Relocate access drive from Woodpecker Rd to N Rhodes Ln for property address 7401 Woodpecker Rd.

4.0 SMART SCALE SCORE			
	#72	OF 270 STATEWIDE	
	#32	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,305,167
Total Project Cost	$11,305,167
Project Benefit	4.6
Project Benefit / Total Cost	4.0

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	18.2 persons	5.8 person hrs.	31.2 EPDO	19,918.1 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	54.7 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	197,356.0 adj. buffer time index	2.9 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.4	5.6	32.5	0.0	0.0	3.6	0.0	0.0	0.0	2.9	0.0	0.1	0.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		13.6		0.7			0.0			2.9		0.1	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		4.1		0.1			0.0			0.3	0.0	1.0	
Project Benefit	4.6													
SMART SCALE Cost	$11,305,167													
SMART SCALE Score***	**4.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

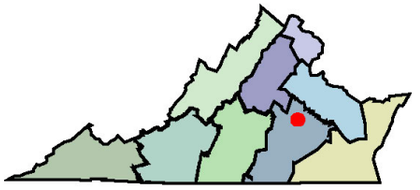
Parham Road Ped Improvements - Holly Hill to Three Chopt

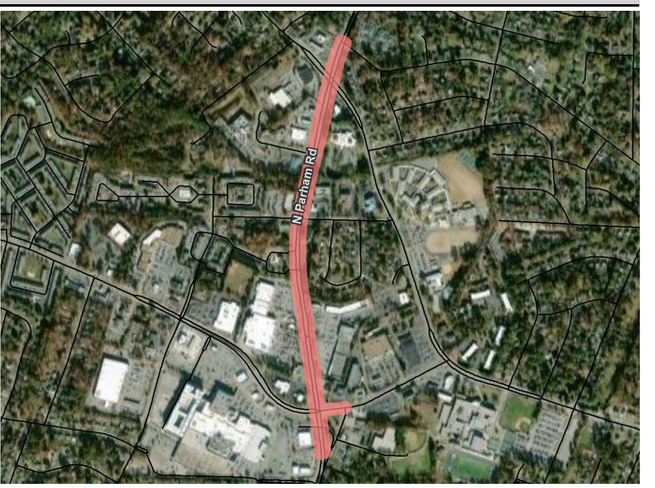
Project Id: 11505

This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.

4.0 SMART SCALE SCORE	#73 OF 270 STATEWIDE	SMART SCALE Requested Funds	$12,388,823
	#33 OF 65 DISTRICTWIDE	Total Project Cost	$14,388,823
		Project Benefit	5.0
		Project Benefit / Total Cost	3.4

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	82.1 persons	0.0 person hrs.	84.7 EPDO	1,055.3 EPDO / 100M VMT	2.2 jobs per resident	2.6 jobs per resident	123.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	31,378,100.0 adj. buffer time index	10.9 adjusted points	0.0 impacted acres	16.4 access * pop/emp density	17.0 access * pop/emp density change
Normalized Measure Value (0-100)	1.5	0.0	15.1	1.7	0.6	0.4	8.1	0.0	0.0	0.4	10.9	0.0	22.8	23.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		11.1		2.1			0.1			10.9		23.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		2.2		0.5			0.0			1.1	0.0	1.2	
Project Benefit	5.0													
SMART SCALE Cost	$12,388,823													
SMART SCALE Score***	**4.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rt 60 (Old Otterdale Rd-Woolridge Rd) Corridor Enhancements

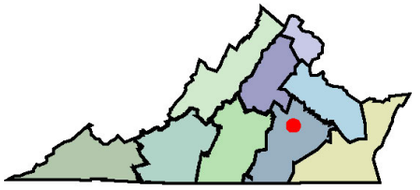
Project Id: 11572

On Rt 60: Construct a SUP along the south side and missing sections of SW from Old Otterdale Rd to Woolridge Rd. Narrow travel lanes to 11'. Add raised median between Mt. Pisgah Dr and Old Otterdale Rd. Install four mid-block ped crossings (X-walks, ramps, RRFBs or PHBs): Winterfield X-ing, Village Mill Dr, Sycamore Sq Dr, Salisbury Dr. Install new traffic signal with ped signals at Grove Hill Rd. Add ped signals to existing signals. Project includes streetscaping and pedestrian-scale lighting.

3.9 SMART SCALE SCORE			
	#79	OF 270 STATEWIDE	
	#34	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$31,720,757
Total Project Cost	$52,572,873
Project Benefit	12.3
Project Benefit / Total Cost	2.3

Submitting Entity: Chesterfield County
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	264.2 persons	136.3 person hrs.	187.4 EPDO	1,188.1 EPDO / 100M VMT	3.1 jobs per resident	2.2 jobs per resident	459.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	144,160,000.0 adj. buffer time index	24.1 adjusted points	0.0 impacted acres	10.9 access * pop/emp density	12.2 access * pop/emp density change
Normalized Measure Value (0-100)	4.7	8.4	33.4	1.9	0.8	0.4	30.3	0.0	0.0	2.0	24.1	0.0	15.2	16.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	6.6		24.0		6.6			0.4			24.1		16.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.6		4.8		1.7			0.1			2.4	0.0	1.2	
Project Benefit	12.3													
SMART SCALE Cost	$31,720,757													
SMART SCALE Score***	**3.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 288 Southbound Hard Shoulder Running Lane

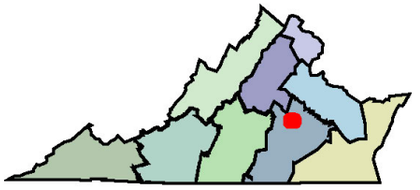
Project Id: 11597

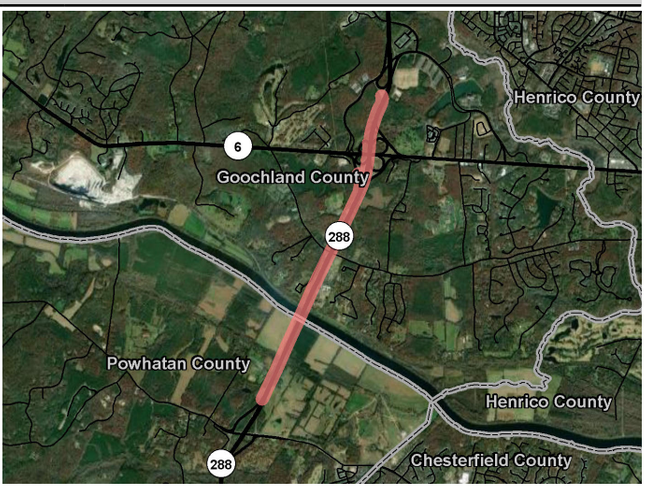
The project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. The project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.

3.7 SMART SCALE SCORE			
	#83	OF 270 STATEWIDE	
	#35	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$71,995,546
Total Project Cost	$76,957,652
Project Benefit	26.8
Project Benefit / Total Cost	3.5

Submitting Entity: Goochland County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	529.9 persons	289.0 person hrs.	29.4 EPDO	96.6 EPDO / 100M VMT	361.5 jobs per resident	278.0 jobs per resident	0.0 adjusted users	26.4 adjusted points	6,073.8 thousand adj. daily tons	40,315,100.0 adj. buffer time index	3.1 adjusted points	7.6 impacted acres	6.1 access * pop/emp density	5.9 access * pop/emp density change
Normalized Measure Value (0-100)	9.5	17.7	5.3	0.2	94.2	46.1	0.0	29.6	12.9	0.6	3.1	5.0	8.5	8.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	13.6		3.7		65.7			20.4			3.1		8.3	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.4		0.7		16.4			4.1			0.3	-0.3	1.1	
Project Benefit	26.8													
SMART SCALE Cost	$71,995,546													
SMART SCALE Score***	**3.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

H Arthur Ashe / Hermitage / Westwood / Brookland Roundabout

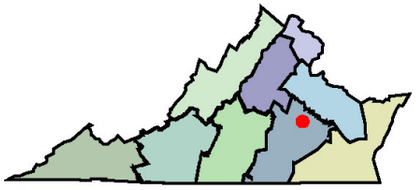
Project Id: 11433

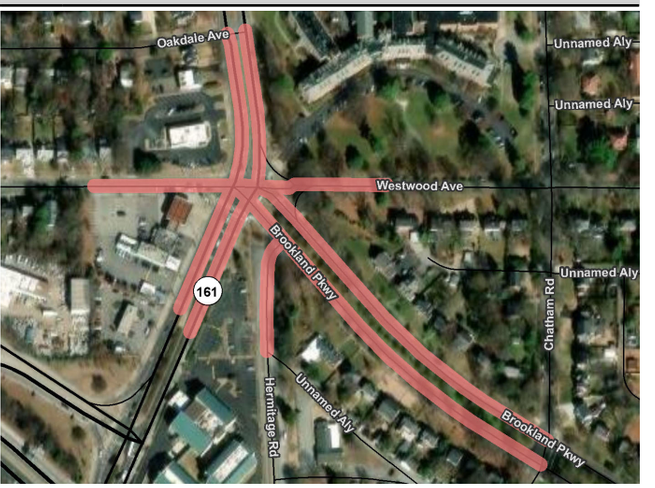
This project will convert the existing five-legged traffic control signal at the intersection of Arthur Ashe Boulevard / Hermitage Road / Westwood Avenue / Brookland Parkway to a modern roundabout with lane configuration improvements and pedestrian access improvements and crossing accommodations. This project includes a shared use path for the regional Fall Line Trail and provides access improvements to the $2.4 Billion Diamond District development and the I-95 / I-64 overlap. Access and safety improvements for people who walk, bike, and ride transit will be improved for all ages and abilities. Essential transit stop infrastructure will be installed at four transit stops.

3.4 SMART SCALE SCORE			
	#88	OF 270 STATEWIDE	
	#36	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$27,545,480
Total Project Cost	$30,545,480
Project Benefit	9.5
Project Benefit / Total Cost	3.1

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	66.1 persons	11.8 person hrs.	43.7 EPDO	13,167.8 EPDO / 100M VMT	9.2 jobs per resident	9.7 jobs per resident	330.5 adjusted users	0.0 adjusted points	377.9 thousand adj. daily tons	570,185.0 adj. buffer time index	9.8 adjusted points	0.1 impacted acres	60.2 access * pop/emp density	59.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.2	0.7	7.8	21.5	2.4	1.6	21.8	0.0	0.8	0.0	9.8	0.1	83.7	82.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.0		11.9		6.1			0.2			9.8		83.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		2.4		1.5			0.0			1.0	0.0	1.8	
Project Benefit	9.5													
SMART SCALE Cost	$27,545,480													
SMART SCALE Score***	**3.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Park and Ride on US 301 Corridor

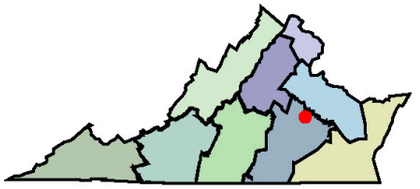
Project Id: 11688

The proposed improvement includes constructing a park and ride lot in the southeast corner of Chamberlayne Road/Times Dispatch Boulevard intersection. This would include a right-in/right-out restricted access from Times Dispatch Boulevard for vehicles and a sidewalk access from Chamberlayne Road for pedestrians.

3.3 SMART SCALE SCORE			
	#92	OF 270 STATEWIDE	
	#37	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$13,733,044
Total Project Cost	$13,733,044
Project Benefit	4.6
Project Benefit / Total Cost	3.3

Submitting Entity: Hanover County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B													
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	49.1 persons	1.6 person hrs.	8.0 EPDO	0.0 EPDO / 100M VMT	8.2 jobs per resident	4.6 jobs per resident	245.3 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	27.0 adjusted points	0.0 impacted acres	4.0 access * pop/emp density	4.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.1	1.4	0.0	2.1	0.8	16.2	0.3	0.0	0.0	27.0	0.0	5.6	5.7
Measure Weight (% of Factor)	50%	50%	100%	0%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		1.4		4.7			0.2			27.0		5.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.3		1.2			0.0			2.7	0.0	1.1	
Project Benefit	4.6													
SMART SCALE Cost	$13,733,044													
SMART SCALE Score***	**3.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 360 (Woodlake - Otterdale) Widening

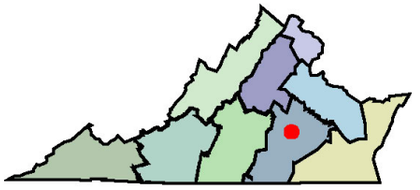
Project Id: 11591

Widen Rt 360 to six lanes from Cosby Rd to 300' west of Otterdale Rd as recommended by the VDOT Rt 360 Arterial Management Plan (refer to pgs 15 & 16 of attached report) with right turn lanes at Fox Club Pkwy/Hampton Park Dr, Otterdale Rd and Cosby Village Dr. Modify existing signal at Rt 360/Otterdale Rd to accommodate widening for 3rd westbound thru lane. Construct 5-foot sidewalk on the north and south sides of Rt 360 within the project limits (see sketch). Construct pedestrian crossings & signals at Rt 360/Fox Club Pkwy/Hampton Park Dr.

3.2 SMART SCALE SCORE			
	#94	OF 270 STATEWIDE	
	#38	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,697,475
Total Project Cost	$44,498,551
Project Benefit	3.8
Project Benefit / Total Cost	0.9

Submitting Entity: Richmond RTPO
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	46.0 persons	11.6 person hrs.	61.6 EPDO	1,031.2 EPDO / 100M VMT	5.2 jobs per resident	4.1 jobs per resident	68.9 adjusted users	6.0 adjusted points	0.0 thousand adj. daily tons	25,351,000.0 adj. buffer time index	6.3 adjusted points	3.8 impacted acres	3.5 access * pop/emp density	3.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.7	11.0	1.7	1.4	0.7	4.6	6.7	0.0	0.4	6.3	2.5	4.9	5.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		8.2		1.9			4.1			6.3		5.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		1.6		0.5			0.8			0.6	-0.1	1.1	
Project Benefit	3.8													
SMART SCALE Cost	$11,697,475													
SMART SCALE Score***	**3.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Huguenot Rd (Robious - Cranbeck) Capacity & Safety Improvemt

Project Id: 11592

Add one northbound through lane from south of Robious Road to the intersection with Cranbeck Road and one southbound through lane from east of Promenade Pkwy to south of Robious Road. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Provide shared-use path adjacent to southbound Huguenot Road from Big Oak Ln to Robious Rd and adjacent to southbound Cranbeck Rd from Huguenot Rd to existing sidewalk (including crossing the railroad tracks). Extend sidewalk adjacent to westbound Robious Rd at mini storage. Add sidewalk from Sheetz/Starbucks entrance to free-flow right at intersection. Provide pedestrian crossings at Cranbeck Rd, Polo Pkwy, and all legs of Robious Rd.

3.2 SMART SCALE SCORE			
	#95	OF 270 STATEWIDE	
	#39	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$32,103,960
Total Project Cost	$32,103,960
Project Benefit	10.2
Project Benefit / Total Cost	3.2

Submitting Entity: Richmond Regional TPO

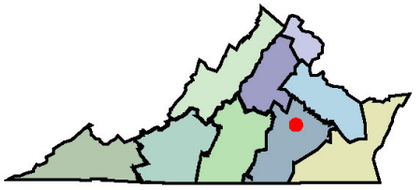
PE/RW/CN: Not Started / Not Started / Not Started

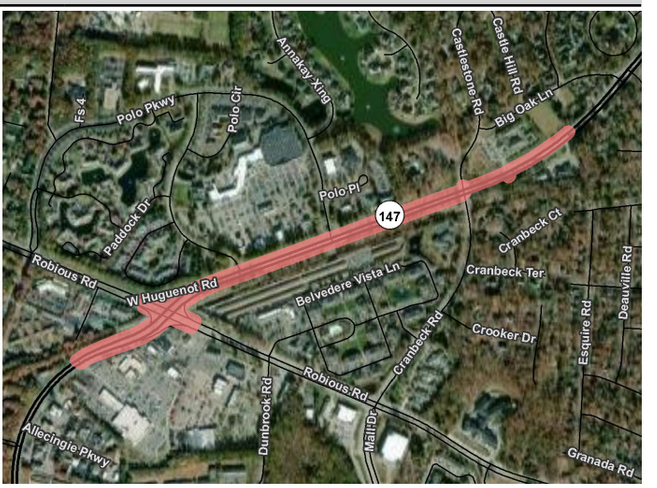
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	192.6 persons	70.6 person hrs.	50.6 EPDO	467.5 EPDO / 100M VMT	32.7 jobs per resident	19.6 jobs per resident	577.8 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	65,455,700.0 adj. buffer time index	29.2 adjusted points	1.2 impacted acres	13.3 access * pop/emp density	14.4 access * pop/emp density change
Normalized Measure Value (0-100)	3.5	4.3	9.0	0.8	8.5	3.3	38.2	0.0	0.0	0.9	29.2	0.8	18.5	19.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.9		6.6		13.4			0.2			29.2		19.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.0		1.3		3.4			0.0			2.9	0.0	1.2	
Project Benefit	10.2													
SMART SCALE Cost	$32,103,960													
SMART SCALE Score***	**3.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Short Pump Area Improvements

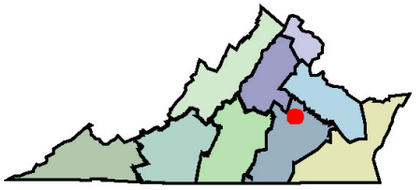
Project Id: 11667

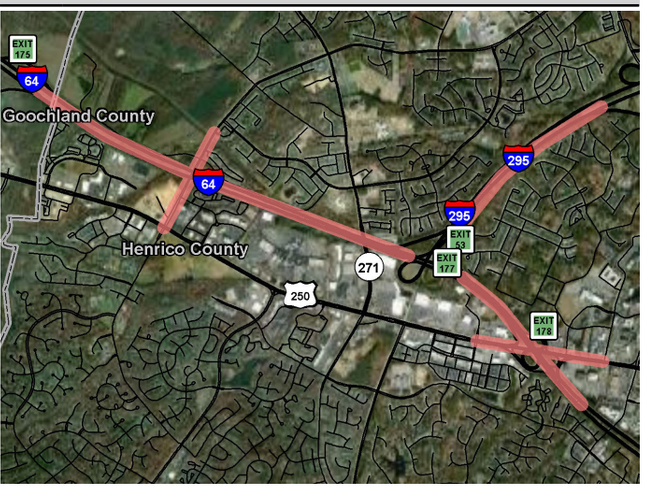
This project will improve safety and address traffic congestion with the Short Pump Area of Henrico County. The project includes the proposed new diverging diamond interchange at N Gayton Road and additional mainline improvements along I-64 and N Gayton Road; restriping the eastbound I-64 ramp diverge at I-295 to create one exit only lane and one choice lane; a new auxiliary lane on northbound I-295 between I-64 and Nuckols Road interchanges; converting the existing I-64 and US 250 interchange to a partial cloverleaf interchange with improvements along US 250; construction of an auxiliary lane on westbound I-64 between the US 250 and I-295 interchanges. Two improvements identified within the study, not included within this application, are being submitted by Goochland County. One improvement identified by the study, not included within this application, is currently under design (UPC 123583). NEPA is currently underway.

3.1 SMART SCALE SCORE			
	#96	OF 270 STATEWIDE	
	#40	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$247,249,891
Total Project Cost	$372,234,891
Project Benefit	76.7
Project Benefit / Total Cost	2.1

Submitting Entity: Richmond RTPO
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	5,575.1 persons	1,629.6 person hrs.	521.9 EPDO	234.6 EPDO / 100M VMT	157.8 jobs per resident	142.1 jobs per resident	501.2 adjusted users	75.2 adjusted points	47,047.4 thousand adj. daily tons	310,092,000.0 adj. buffer time index	43.7 adjusted points	45.3 impacted acres	13.7 access * pop/emp density	14.5 access * pop/emp density change
Normalized Measure Value (0-100)	100.0	100.0	93.1	0.4	41.1	23.6	33.1	84.2	100.0	4.3	43.7	29.9	19.0	20.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	100.0		65.3		36.0			71.4			43.7		19.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	25.0		13.1		9.0			14.3			4.4	-1.5	1.2	
Project Benefit	76.7													
SMART SCALE Cost	$247,249,891													
SMART SCALE Score***	**3.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

E. Parham Road Improvements - I-95 to Cleveland St

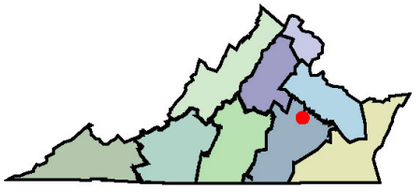
Project Id: 11503

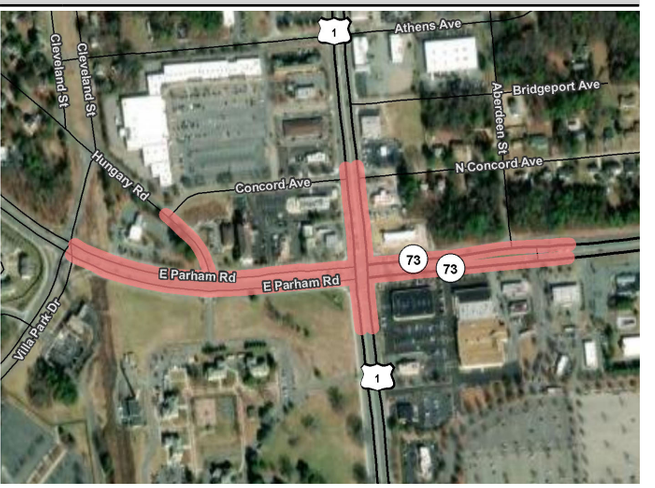
The project will add one through lane (three total) westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. & Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail; Provide new pedestrian curb ramps on southeast corner of Brook Road at Concord Avenue; Provide new traffic signal poles with luminaires for improved pedestrian safety.

3.1 SMART SCALE SCORE			
	#97	OF 270 STATEWIDE	
	#41	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$13,037,079
Total Project Cost	$15,537,079
Project Benefit	4.0
Project Benefit / Total Cost	2.6

Submitting Entity: Henrico County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	91.7 persons	19.0 person hrs.	39.3 EPDO	634.9 EPDO / 100M VMT	7.7 jobs per resident	8.7 jobs per resident	137.5 adjusted users	0.3 adjusted points	105.8 thousand adj. daily tons	49,551,200.0 adj. buffer time index	12.2 adjusted points	0.0 impacted acres	10.4 access * pop/emp density	10.8 access * pop/emp density change
Normalized Measure Value (0-100)	1.6	1.2	7.0	1.0	2.0	1.4	9.1	0.4	0.2	0.7	12.2	0.0	14.4	14.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.4		5.2		3.3			0.4			12.2		14.7	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		1.0		0.8			0.1			1.2	0.0	1.1	
Project Benefit	4.0													
SMART SCALE Cost	$13,037,079													
SMART SCALE Score***	**3.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

B Port of Virginia Interchange / Commerce Road Streetscape

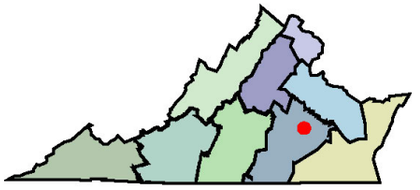
Project Id: 11428

This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard / I-95 by providing a 5' sidewalk with 4' buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing two entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard.

3.1 SMART SCALE SCORE			
	#98	OF 270 STATEWIDE	
	#42	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$16,063,089
Total Project Cost	$25,554,090
Project Benefit	4.9
Project Benefit / Total Cost	1.9

Submitting Entity: Richmond City
PE/RW/CN: Underway / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	42.0 persons	5.5 person hrs.	48.6 EPDO	2,880.7 EPDO / 100M VMT	1.3 jobs per resident	2.0 jobs per resident	209.8 adjusted users	1.2 adjusted points	3,593.5 thousand adj. daily tons	23,389,600.0 adj. buffer time index	16.1 adjusted points	0.0 impacted acres	7.2 access * pop/emp density	6.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.3	8.7	4.7	0.3	0.3	13.9	1.4	7.6	0.3	16.1	0.0	9.9	9.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		7.5		3.0			2.4			16.1		9.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.5		0.8			0.5			1.6	0.0	1.1	
Project Benefit	4.9													
SMART SCALE Cost	$16,063,089													
SMART SCALE Score***	**3.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements

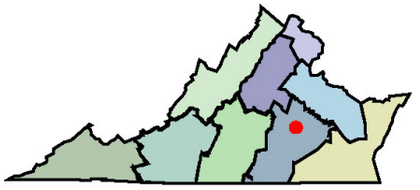
Project Id: 11676

Convert T-intersection to R-Cut by installing directional island at Cherylann Road crossover on Courthouse Rd, constructing u-turn bump out near 750 Courthouse Road. Project will include sidewalk on the east side of Courthouse Road from Kewbridge Court to Lucks Lane & shared use path on the west side of Courthouse Road from Harvest Way to Lucks Lane. Project will include pedestrian signal at Courthouse Road/Lucks Lane intersection for crossing north leg of Courthouse Road. Project includes ADA-accessible crossings.

3.0 SMART SCALE SCORE			
	#101	OF 270 STATEWIDE	
	#43	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$11,685,069
Total Project Cost	$11,685,069
Project Benefit	3.5
Project Benefit / Total Cost	3.0

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	55.6 persons	4.0 person hrs.	54.2 EPDO	1,014.2 EPDO / 100M VMT	1.0 jobs per resident	0.8 jobs per resident	166.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	18,463,600.0 adj. buffer time index	8.6 adjusted points	0.0 impacted acres	9.9 access * pop/emp density	11.0 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.2	9.7	1.7	0.3	0.1	11.0	0.0	0.0	0.3	8.6	0.0	13.8	15.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		7.3		2.4			0.1			8.6		14.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		1.5		0.6			0.0			0.9	0.0	1.1	
Project Benefit	3.5													
SMART SCALE Cost	$11,685,069													
SMART SCALE Score***	**3.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

E Randolph Rd. Safety Improvements

Project Id: 11717

Roadway diet and safety improvements for E Randolph Rd through extending Appomattox St., construction of a new turn lane, closing N. Main St. to vehicular traffic between Appomattox St to W. Broadway, greenspace construction and construction of a SUP along E. Randolph Rd.

3.0 SMART SCALE SCORE			
	#102 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$24,983,109
		Total Project Cost	$24,983,109
	#44 OF 65 DISTRICTWIDE	**Project Benefit**	7.4
		Project Benefit / Total Cost	3.0

Submitting Entity: Hopewell City

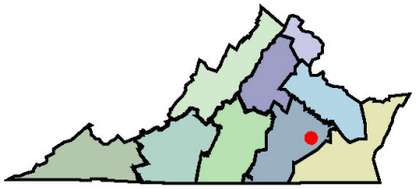
PE/RW/CN: Not Started / Not Started / Not Started

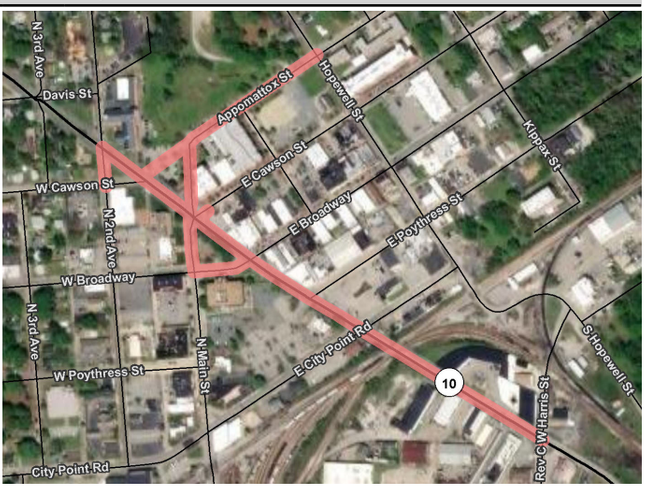
Eligible Fund Program: BOTH

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	27.4 persons	0.0 person hrs.	96.2 EPDO	5,672.0 EPDO / 100M VMT	3.8 jobs per resident	4.1 jobs per resident	137.1 adjusted users	2.2 adjusted points	0.0 thousand adj. daily tons	11,814,400.0 adj. buffer time index	4.2 adjusted points	0.0 impacted acres	22.8 access * pop/emp density	21.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	0.0	17.2	9.3	1.0	0.7	9.1	2.5	0.0	0.2	4.2	0.0	31.7	30.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		14.8		2.5			1.5			4.2		30.9	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.4		0.4			0.4			0.4	0.0	1.3	
Project Benefit	7.4													
SMART SCALE Cost	$24,983,109													
SMART SCALE Score***	**3.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

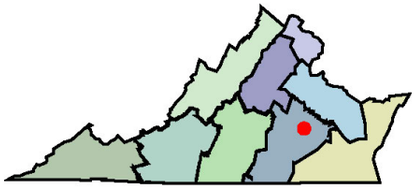
A Walmsley Boulevard Bridge and Extension

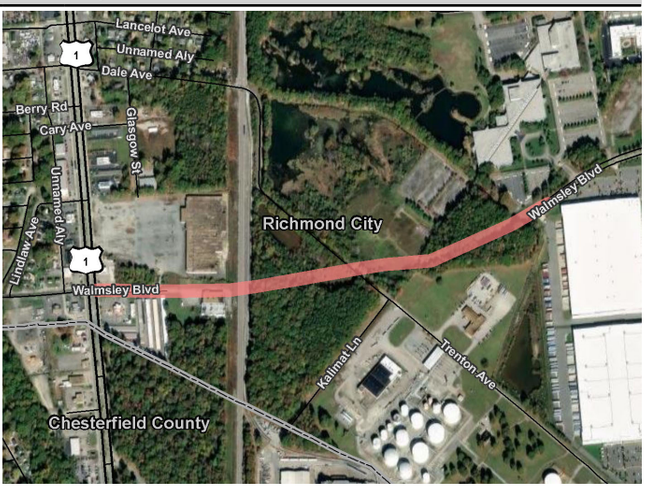
Project Id: 11440

This project will improve multimodal safety and operations for Walmsley Boulevard, Commerce Road, Bells Road, and Richmond Highway by providing new roadway construction to create a 0.8-mile continuous corridor connecting Walmsley Boulevard from Commerce Road to Richmond Highway, improving access to the Port of Virginia. The corridor will include 12' lanes in both directions of travel, raised median, dedicated turn lanes, a 10' shared use path with 7.5' buffer along the eastbound side, a 5' sidewalk with 4.5' buffer along the westbound side, and bike, pedestrian, and transit access improvements at two existing bus stops and one new bus stop to service a new 270 space park and ride lot.

2.5 SMART SCALE SCORE			
	#121 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$89,466,829
	#45 OF 65 DISTRICTWIDE	**Total Project Cost**	$89,466,829
		Project Benefit	22.4
		Project Benefit / Total Cost	2.5

Submitting Entity: Richmond RTPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	227.3 persons	43.3 person hrs.	235.6 EPDO	275.0 EPDO / 100M VMT	30.5 jobs per resident	44.5 jobs per resident	419.9 adjusted users	0.6 adjusted points	5,364.0 thousand adj. daily tons	14,921.6 adj. buffer time index	100.0 adjusted points	4.8 impacted acres	8.2 access * pop/emp density	8.3 access * pop/emp density change
Normalized Measure Value (0-100)	4.1	2.7	42.0	0.4	8.0	7.4	27.7	0.7	11.4	0.0	100.0	3.2	11.4	11.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		29.6		11.8			2.7			100.0		11.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		5.9		2.9			0.5			10.0	-0.2	1.1	
Project Benefit	22.4													
SMART SCALE Cost	$89,466,829													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

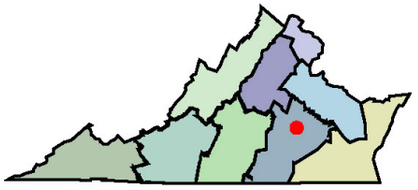
Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements

Project Id: 11452

Convert intersection to an R-Cut by installing directional island at Dakins/Central Baptist Church X-over on Courthouse Road, constructing NB and SB channelized left turn lanes & bump outs for u-turns approximately 700' south of Dakins Drive and approximately 250' north of Pennway Drive. Project will include sidewalk on the east side of Courthouse Road from Dakins Drive to Lucks Lane and shared use path on the west side of Courthouse Road from Lucks Lane to Central Baptist Church. Project will include installation of lighting and pedestrian signal at Courthouse Road/Lucks Lane intersection to facilitate the crossing of the south and west legs of Courthouse Road and Lucks Lane. Project includes ADA-accessible crossings at roads and entrances. Project includes intersection lighting for the Courthouse Road/Lucks Lane intersection.

2.5 SMART SCALE SCORE			
	#122 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$14,919,032
	#46 OF 65 DISTRICTWIDE	**Total Project Cost**	$15,019,032
		Project Benefit	3.7
		Project Benefit / Total Cost	2.5

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	106.7 persons	9.0 person hrs.	59.3 EPDO	1,243.8 EPDO / 100M VMT	0.3 jobs per resident	0.2 jobs per resident	163.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	14,631,900.0 adj. buffer time index	8.5 adjusted points	0.0 impacted acres	8.0 access * pop/emp density	9.1 access * pop/emp density change
Normalized Measure Value (0-100)	1.9	0.5	10.6	2.0	0.1	0.0	10.8	0.0	0.0	0.2	8.5	0.0	11.1	12.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.2		8.0		2.2			0.0			8.5		11.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		1.6		0.6			0.0			0.8	0.0	1.1	
Project Benefit	3.7													
SMART SCALE Cost	$14,919,032													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

C Chamberlayne Avenue Transit Streetscape

Project Id: 11439

This project will provide dedicated transit lanes and associated transit and multimodal corridor improvements along the 2.5-mile stretch of Chamberlayne Avenue from Azalea Avenue to Lombardy Street to increase access to reliable and high-frequency transit service. This project will include roadway and traffic signal improvements to accommodate the dedicated transit lanes, including transit signal priority, sidewalk, access management, and streetscape, and bicycle, pedestrian, and transit access improvements and crossing accommodations at six signalized intersections and 34 local transit stops.

2.4 SMART SCALE SCORE			
	#127 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$99,516,737
	#47 OF 65 DISTRICTWIDE	**Total Project Cost**	$99,516,737
		Project Benefit	23.6
		Project Benefit / Total Cost	2.4

Submitting Entity: Greater Richmond (GRTC)

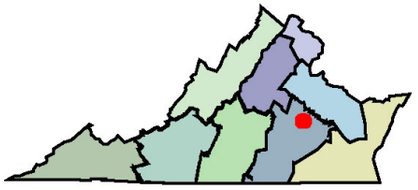
PE/RW/CN: Not Started / Not Started / Not Started

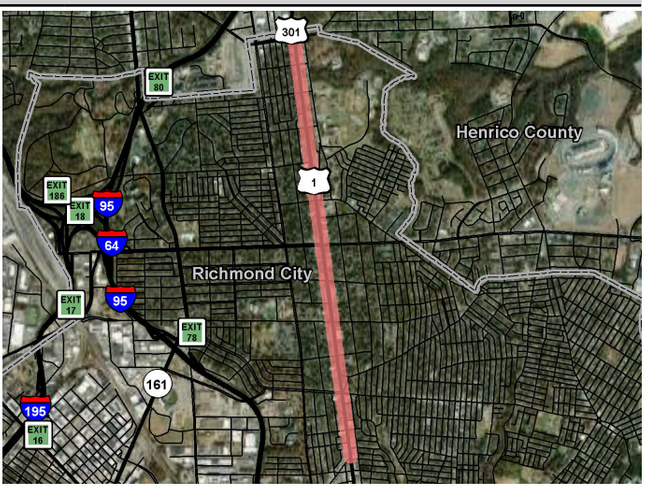
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	43.4 persons	10.2 person hrs.	147.0 EPDO	2,198.9 EPDO / 100M VMT	113.6 jobs per resident	159.6 jobs per resident	216.9 adjusted users	0.0 adjusted points	673.7 thousand adj. daily tons	47,681,900.0 adj. buffer time index	7.8 adjusted points	1.4 impacted acres	62.0 access * pop/emp density	62.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.6	26.2	3.6	29.6	26.5	14.3	0.0	1.4	0.7	7.8	0.9	86.1	85.6
Measure Weight (% of Factor)	50%	50%	100%	0%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		26.2		25.9			0.4			7.8		85.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		5.2		6.5			0.1			0.8	0.0	1.9	
Project Benefit	23.6													
SMART SCALE Cost	$99,516,737													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

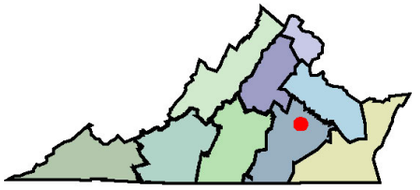
C Forest Hill Avenue Phase II Improvements

Project Id: 11429

This project will provide 5' sidewalk with 4' buffer typical section along the eastbound side of the corridor where there is none today, 5' bike lanes with 2' buffer in both directions, a raised median for access management where there is not one today, improved dedicated turn lanes, crossing accommodations at two existing signalized intersections and one new pedestrian hybrid beacon, bike, pedestrian, and transit access improvements at ten transit stops, and other streetscape features including lighting along the one mile stretch of Forest Hill Avenue from Powhite Parkway to Dorchester Road.

2.2 SMART SCALE SCORE			
	#136 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$40,211,165
	#48 OF 65 DISTRICTWIDE	**Total Project Cost**	$56,887,785
		Project Benefit	9.0
		Project Benefit / Total Cost	1.6

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	40.4 persons	0.0 person hrs.	125.8 EPDO	6,857.3 EPDO / 100M VMT	6.3 jobs per resident	7.2 jobs per resident	202.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	6,845,260.0 adj. buffer time index	5.9 adjusted points	0.0 impacted acres	47.2 access * pop/emp density	46.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.0	22.5	11.2	1.6	1.2	13.4	0.0	0.0	0.1	5.9	0.0	65.6	64.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		19.1		3.9			0.0			5.9		65.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		3.8		1.0			0.0			0.6	0.0	1.7	
Project Benefit	9.0													
SMART SCALE Cost	$40,211,165													
SMART SCALE Score***	**2.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes)

Project Id: 11665

This project will remove the I-64 off-ramp Interchange loop in the northwest quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 westbound off-ramp to Gaskins Road eastbound to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain three (3) 12' left-turn lanes and one (1) 12' right-turn lane. This project will also include the construction of auxiliary lanes along I-64 westbound between the Gaskins Road Interchange and the N Parham Road Interchange. This project will include the widening and realignment of the I-64 westbound on-ramp from northbound Gaskins Road. This project will include the construction of a 12' through lane along southbound Gaskins Road from the I-64 westbound on-ramp and will tie into the third through lane at I-64 westbound off-ramp terminal.

2.2 SMART SCALE SCORE			
	#137 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$76,349,845
		Total Project Cost	$76,349,845
	#49 OF 65 DISTRICTWIDE	**Project Benefit**	16.6
		Project Benefit / Total Cost	2.2

Submitting Entity: Richmond RTPO

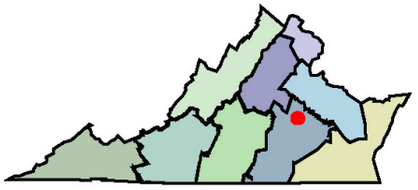
PE/RW/CN: Not Started / Not Started / Not Started

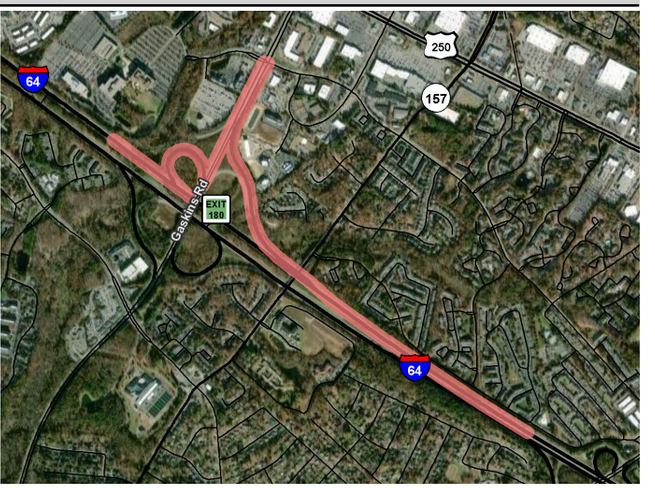
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1,209.6 persons	46.7 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	211.0 jobs per resident	267.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	70,641,800.0 adj. buffer time index	0.4 adjusted points	3.4 impacted acres	16.1 access * pop/emp density	17.0 access * pop/emp density change
Normalized Measure Value (0-100)	21.7	2.9	0.0	0.0	55.0	44.4	0.0	0.0	0.0	1.0	0.4	2.2	22.4	23.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	12.3		0.0		41.8			0.2			0.4		22.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.1		0.0		10.5			0.0			0.0	-0.1	1.2	
Project Benefit	16.6													
SMART SCALE Cost	$76,349,845													
SMART SCALE Score***	**2.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

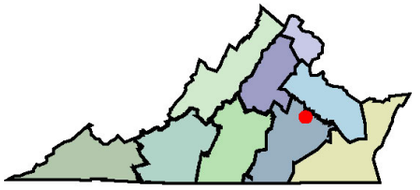
Roundabout at Intersection of Atlee Road and Barnfield Lane

Project Id: 11687

The project is the construction of a hybrid roundabout at the intersection of Atlee Road at Barnfield Lane. The proposed improvements include constructing a hybrid roundabout including two circulating lanes along Atlee Road and one circulating lane along Barnfield Lane. This change will improve safety for all road users by removing vehicle conflicts, reducing motorist speeds, and creating refuge areas for pedestrian crossings. It will also reduce overall queues and delays at the intersection.

2.0 SMART SCALE SCORE	#145 OF 270 STATEWIDE	SMART SCALE Requested Funds	$12,178,529
	#50 OF 65 DISTRICTWIDE	Total Project Cost	$14,678,529
		Project Benefit	2.5
		Project Benefit / Total Cost	1.7

Submitting Entity: Hanover County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	120.8 persons	45.1 person hrs.	26.3 EPDO	6,041.9 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	30.8 adjusted users	0.6 adjusted points	0.0 thousand adj. daily tons	243,507.0 adj. buffer time index	2.8 adjusted points	0.0 impacted acres	3.9 access * pop/emp density	4.1 access * pop/emp density change
Normalized Measure Value (0-100)	2.2	2.8	4.7	9.9	0.0	0.0	2.0	0.6	0.0	0.0	2.8	0.0	5.4	5.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.5		6.2		0.4			0.4			2.8		5.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.6		1.2		0.1			0.1			0.3	0.0	1.1	
Project Benefit	2.5													
SMART SCALE Cost	$12,178,529													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

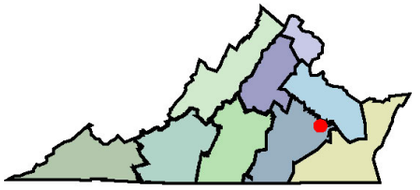
I64 Exit 211 Interchange Improvement Project

Project Id: 11470

The proposed interchange configuration consists of constructing a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. New signals will be placed along Route 106 and the I-64 ramp intersections. A shared use path will be constructed generally along the west side Route 106 for the length of the project. The interim condition constructed by Buc-ee's as a conventional signalized diamond interchange will act as the "existing condition". Additional capacity will be added along Route 106 to tie into the new bridge, taking the roadway from a three-lane undivided roadway to a four-lane divided roadway.

2.0 SMART SCALE SCORE			
	#149 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$46,917,847
	#51 OF 65 DISTRICTWIDE	**Total Project Cost**	$75,223,740
		Project Benefit	9.2
		Project Benefit / Total Cost	1.2

Submitting Entity: New Kent County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	77.2 persons	81.8 person hrs.	11.1 EPDO	1,917.3 EPDO / 100M VMT	7.6 jobs per resident	6.6 jobs per resident	90.8 adjusted users	49.6 adjusted points	789.6 thousand adj. daily tons	322,584.0 adj. buffer time index	6.5 adjusted points	1.8 impacted acres	0.1 access * pop/emp density	0.1 access * pop/emp density change
Normalized Measure Value (0-100)	1.4	5.0	2.0	3.1	2.0	1.1	6.0	55.5	1.7	0.0	6.5	1.2	0.1	0.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.2		2.3		2.6			33.6			6.5		0.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.8		0.5		0.7			6.7			0.7	-0.1	1.0	
Project Benefit	9.2													
SMART SCALE Cost	$46,917,847													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

River Road/Pickett Avenue Roundabout

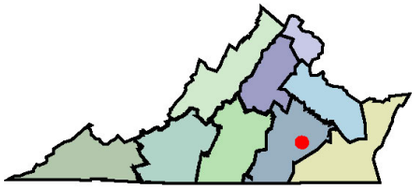
Project Id: 11543

Construct a single-lane roundabout at intersection of River Road and Pickett Avenue to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection.

2.0 SMART SCALE SCORE			
	#150	OF 270 STATEWIDE	
	#52	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$9,800,170
Total Project Cost	$9,800,170
Project Benefit	1.9
Project Benefit / Total Cost	2.0

Submitting Entity: Chesterfield County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	19.3 persons	5.3 person hrs.	16.4 EPDO	4,535.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	57.9 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	564,744.0 adj. buffer time index	3.0 adjusted points	0.0 impacted acres	7.8 access * pop/emp density	5.5 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.3	2.9	7.4	0.0	0.0	3.8	0.0	0.0	0.0	3.0	0.0	10.9	7.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		4.3		0.8			0.0			3.0		9.2	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.3		0.1			0.0			0.3	0.0	1.1	
Project Benefit	1.9													
SMART SCALE Cost	$9,800,170													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

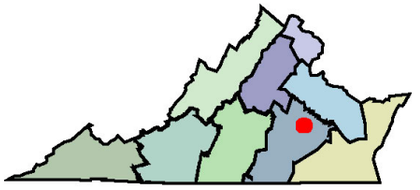
A Commerce Road Phase II Fall Line Trail

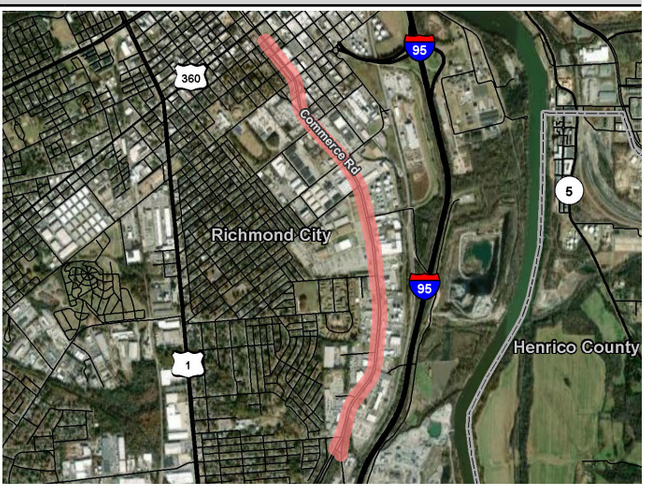
Project Id: 11427

This project will improve the typical section of Commerce Road along the 2-mile stretch between Decatur Street and Bellemeade Road by converting the typical section to include two through lanes in each direction, a raised median, dedicated turn lanes, a 10' sidewalk with 5' buffer along the west side of the corridor, and a 10' shared-use path with 5' buffer (Fall Line Trail) along the east side of the corridor. The project will improve multimodal safety and operations by providing access management improvements, signal modifications to accommodate the proposed improvements, and access improvements and crossing accommodations for people who walk, bike, roll, and use transit at five signalized intersections and three transit stops.

1.9 SMART SCALE SCORE			
	#154 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$49,503,135
	#53 OF 65 DISTRICTWIDE	**Total Project Cost**	$87,661,374
		Project Benefit	9.5
		Project Benefit / Total Cost	1.1

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	58.6 persons	0.0 person hrs.	63.9 EPDO	1,082.1 EPDO / 100M VMT	28.5 jobs per resident	41.6 jobs per resident	293.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	45,994,700.0 adj. buffer time index	8.7 adjusted points	0.0 impacted acres	59.7 access * pop/emp density	60.8 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	0.0	11.4	1.8	7.4	6.9	19.4	0.0	0.0	0.6	8.7	0.0	82.9	83.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		8.5		9.7			0.1			8.7		83.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.7		2.4			0.0			0.9	0.0	1.8	
Project Benefit	9.5													
SMART SCALE Cost	$49,503,135													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Nine Mile Rd Improvements - Gordons Ln to Dabbs House Rd

Project Id: 11545

This project will provide pedestrian accommodations and improve safety by providing access management improvements, signal modifications to accommodate the proposed improvements, and ped access and crossing accommodations at 2 signalized intersections along Nine Mile Road from Gordons Lane to Dabbs House Road. The pedestrian improvements include a 5' sidewalk along the south side of the corridor from Gordons Lane and Dabbs House Road. Finally, this project will add a left-turn lane along Nine Mile Road at the intersection with Echo Avenue that has 160' of storage and 100' of taper.

1.9 SMART SCALE SCORE			
	#156 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,845,098
	#54 OF 65 DISTRICTWIDE	**Total Project Cost**	$22,345,098
		Project Benefit	3.7
		Project Benefit / Total Cost	1.7

Submitting Entity: Henrico County

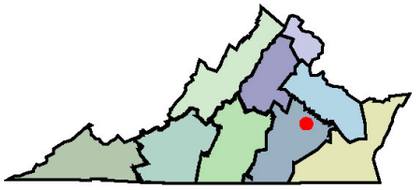
PE/RW/CN: Not Started / Not Started / Not Started

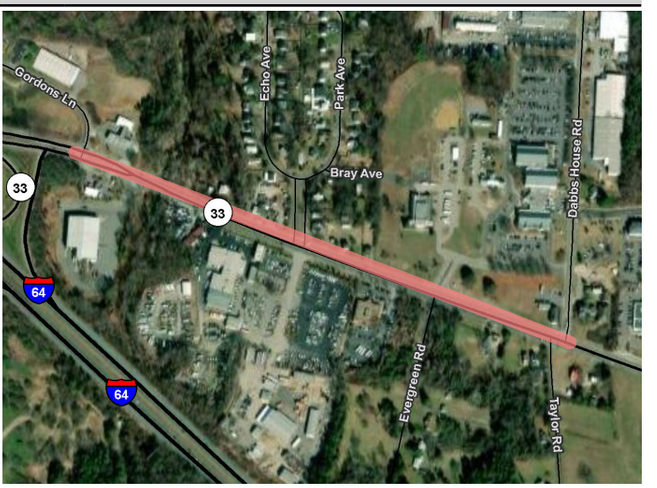
Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: RN, Safety





SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	24.3 persons	0.0 person hrs.	43.2 EPDO	1,722.8 EPDO / 100M VMT	1.5 jobs per resident	1.8 jobs per resident	121.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	10,952,200.0 adj. buffer time index	3.1 adjusted points	0.0 impacted acres	55.5 access * pop/emp density	56.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	7.7	2.8	0.4	0.3	8.0	0.0	0.0	0.2	3.1	0.0	77.1	78.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		6.2		1.9			0.0			3.1		77.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.2		0.5			0.0			0.3	0.0	1.8	
Project Benefit	3.7													
SMART SCALE Cost	$19,845,098													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Glenside Drive and Horsepen Road Safety Improvements

Project Id: 11504

The project will install sidewalk to fill in network gaps along on both sides of Horsepen Rd. and Glenside Dr. from Three Chopt Rd. to Eaton Rd. The intersection of Horsepen Rd. and Three Chopt Rd. will be modified to provide two through lanes southbound along Horsepen Rd. and convert the southbound channelized right-turn lane into a parallel right-turn lane. Crosswalks will be installed at the Horsepen Rd. and Three Chopt Rd. intersection and the signal will be modified for the geometric changes and to add pedestrian pushbuttons and heads. The intersection of Horsepen Rd. and Monument Ave. will add a right-turn lane for northbound Horsepen Rd. and install a median on the west leg of the intersection. Horsepen Rd. and Glenside Dr. will add a crosswalk, pedestrian pushbuttons and heads to the east leg, extend the southbound left-turn lane and install a median on the west leg of the intersection. Median improvement will be made on Glenside Dr. at Furman Ave. and Eaton Rd.

1.8 SMART SCALE SCORE			
	#161 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$17,548,772
	#55 OF 65 DISTRICTWIDE	**Total Project Cost**	$21,501,925
		Project Benefit	3.1
		Project Benefit / Total Cost	1.5

Submitting Entity: Henrico County

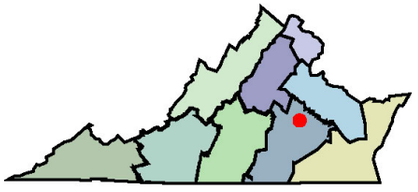
PE/RW/CN: Not Started / Not Started / Not Started

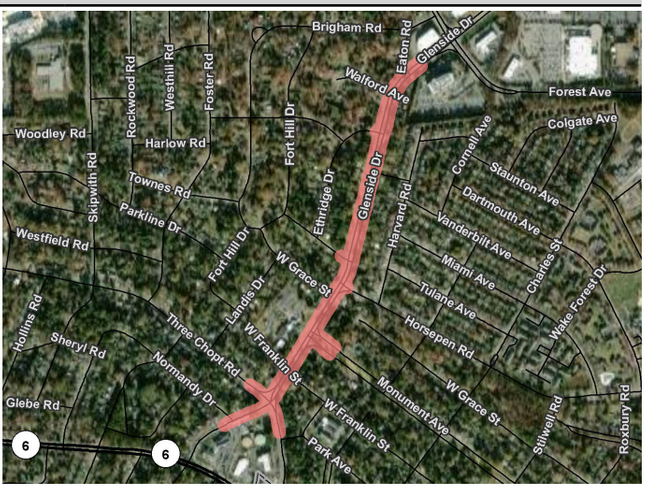
Eligible Fund Program: BOTH

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	55.2 persons	0.0 person hrs.	31.8 EPDO	975.5 EPDO / 100M VMT	8.5 jobs per resident	5.8 jobs per resident	82.8 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	11,605,500.0 adj. buffer time index	7.3 adjusted points	2.7 impacted acres	24.9 access * pop/emp density	25.8 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.0	5.7	1.6	2.2	1.0	5.5	0.0	0.0	0.2	7.3	1.8	34.6	35.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		4.4		2.6			0.0			7.3		35.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.9		0.7			0.0			0.7	-0.1	1.4	
Project Benefit	3.1													
SMART SCALE Cost	$17,548,772													
SMART SCALE Score***	**1.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

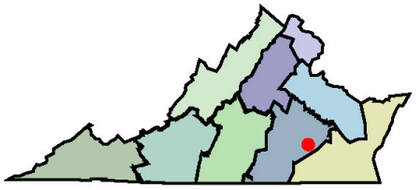
Wagner Road at Normandy Drive (US-301 Corridor)

Project Id: 11783

The scope of this project will include a southbound right-turn bay from Normandy Drive to Wagner Road, intersection lighting, reflective backplates on signal heads, signal timing, phasing optimization, and uniform street name signs at Wagner Road and Normandy Drive.

1.6 SMART SCALE SCORE	#172 OF 270 STATEWIDE	SMART SCALE Requested Funds	$3,235,932
	#56 OF 65 DISTRICTWIDE	Total Project Cost	$3,235,932
		Project Benefit	0.5
		Project Benefit / Total Cost	1.6

Submitting Entity: Petersburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.5 person hrs.	4.6 EPDO	790.9 EPDO / 100M VMT	0.5 jobs per resident	0.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	1,459.3 thousand adj. daily tons	854,556.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	8.5 access * pop/emp density	8.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	0.8	1.3	0.1	0.1	0.0	0.0	3.1	0.0	0.0	0.0	11.8	11.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		1.0		0.1			0.6			0.0		11.6	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.2			0.0	0.0	1.1	
Project Benefit	0.5													
SMART SCALE Cost	$3,235,932													
SMART SCALE Score***	**1.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

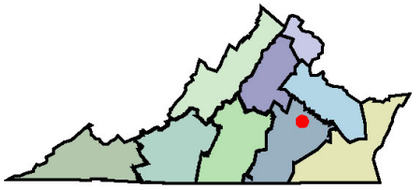
E Norfolk Street Bridge Connection

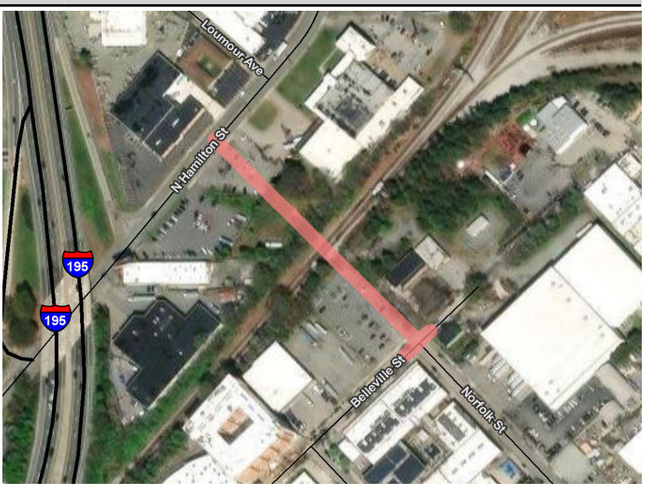
Project Id: 11432

This project will provide new roadway construction to create a 700' continuous corridor extending Norfolk Street from Belleville Street to Hamilton Street to connect the Scott's Addition neighborhood to the west. The proposed Norfolk Street connection includes construction of a new bridge over the CSX railroad. This project will also provide 6' sidewalks on both sides of the roadway and include crossing accommodations at the existing intersection of Norfolk Street and Belleville Street.

1.5 SMART SCALE SCORE			
	#176 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$47,953,408
	#57 OF 65 DISTRICTWIDE	**Total Project Cost**	$47,953,408
		Project Benefit	7.3
		Project Benefit / Total Cost	1.5

Submitting Entity: Richmond City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	197.8 persons	55.8 person hrs.	14.1 EPDO	188.2 EPDO / 100M VMT	55.6 jobs per resident	52.0 jobs per resident	18.8 adjusted users	0.0 adjusted points	81.9 thousand adj. daily tons	6,500,860.0 adj. buffer time index	2.4 adjusted points	5.9 impacted acres	60.4 access * pop/emp density	59.7 access * pop/emp density change
Normalized Measure Value (0-100)	3.5	3.4	2.5	0.3	14.5	8.6	1.2	0.0	0.2	0.1	2.4	3.9	83.9	82.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.5		1.8		10.7			0.1			2.4		83.1	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		0.4		2.7			0.0			0.2	-0.2	1.8	
Project Benefit	7.3													
SMART SCALE Cost	$47,953,408													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

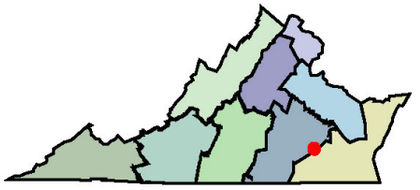
Hines Road [Rte. 625]Realignment at County Drive [Rte. 460]

Project Id: 11741

This improvement consists of realigning the northbound approach of Hines Road with the southbound approach of Hines Road. US 460 will be widened to accommodate for additional turn-lanes onto Hines Road from US 460. A raised median will be constructed on east and westside of the intersection along US 460, both measuring 900' in length. This improvement is expected to have a moderate impact to Right-of-way and utility relocation due to the realignment of Hines Road.

1.5 SMART SCALE SCORE	#182 OF 270 STATEWIDE	SMART SCALE Requested Funds	$11,149,224
	#58 OF 65 DISTRICTWIDE	Total Project Cost	$11,149,224
		Project Benefit	1.6
		Project Benefit / Total Cost	1.5

Submitting Entity: Prince George County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	2.5 persons	4.5 person hrs.	3.6 EPDO	350.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	989,180.0 adj. buffer time index	13.5 adjusted points	0.0 impacted acres	1.3 access * pop/emp density	1.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	13.5	0.0	1.8	1.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.6		0.0			0.0			13.5		1.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.2		0.0			0.0			1.3	0.0	1.0	
Project Benefit	1.6													
SMART SCALE Cost	$11,149,224													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Gaskins Road Interchange @ I-64 (Southern Quad)

Project Id: 11666

This project will remove the I-64 off-ramp Interchange loop in the southeast quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 eastbound off-ramp to southbound Gaskins Road to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain two (2) 12' left-turn lanes and two (2) 12' right-turn lanes. This project will also include the construction of auxiliary lanes along I-64 eastbound between the Gaskins Road Interchange and the Parham Road Interchange. This project will include the realignment of the I-64 eastbound on-ramp from northbound Gaskins Road. This project will also modify the existing Gaskins Road and Three Chopt Road intersection by modifying the eastbound right-turn lane to a shared through/right-turn lane and the existing traffic signal at that intersection will be modified to accept this change.

1.3 SMART SCALE SCORE			
	#192 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$85,599,425
		Total Project Cost	$85,599,425
	#59 OF 65 DISTRICTWIDE	**Project Benefit**	10.8
		Project Benefit / Total Cost	1.3

Submitting Entity: Richmond Regional TPO

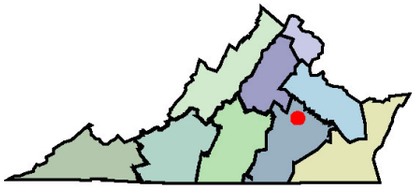
PE/RW/CN: Not Started / Not Started / Not Started

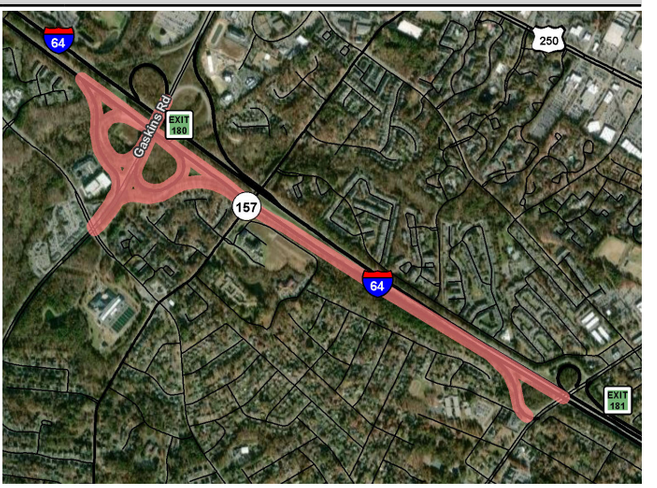
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	835.3 persons	207.2 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	114.8 jobs per resident	95.2 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	62,824,800.0 adj. buffer time index	1.7 adjusted points	3.2 impacted acres	15.8 access * pop/emp density	16.7 access * pop/emp density change
Normalized Measure Value (0-100)	15.0	12.7	0.0	0.0	29.9	15.8	0.0	0.0	0.0	0.9	1.7	2.1	22.0	23.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	13.8		0.0		21.1			0.2			1.7		22.5	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.5		0.0		5.3			0.0			0.2	-0.1	1.2	
Project Benefit	10.8													
SMART SCALE Cost	$85,599,425													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

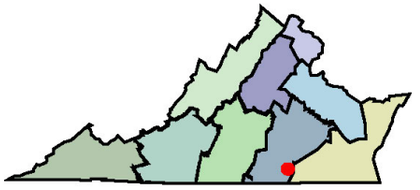
US 58 at Brooks Crossing/Old Stage Rd (RCUT)

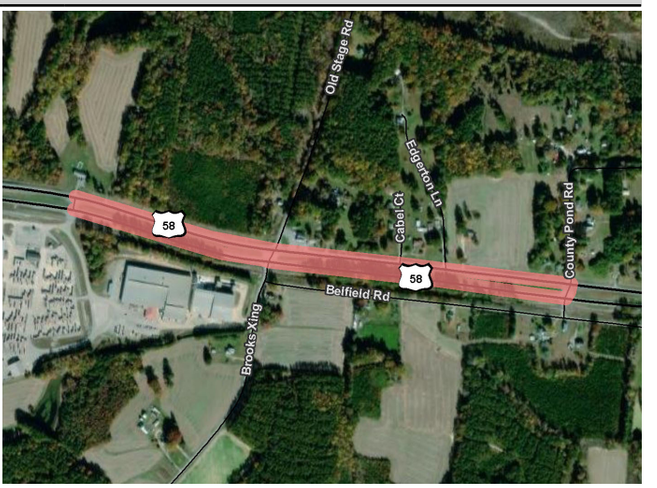
Project Id: 11515

Construct RCUT at US 58 and Brooks Crossing/Old Stage Rd. US 58 EB and WB left turn lanes will be 11' wide and include 300' storage and 200' taper. Convert existing crossovers into U-Turn areas with left-turn only lanes at 14' wide and 300' storage, 200' taper. Install right-turn only islands at Lawrenceville Plant access road and US 58/Brooks Crossing/Old Stage Rd intersection.

1.0 SMART SCALE SCORE			
	#210 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$9,608,808
	#60 OF 65 DISTRICTWIDE	**Total Project Cost**	$9,608,808
		Project Benefit	0.9
		Project Benefit / Total Cost	1.0

Submitting Entity: Brunswick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	12.6 EPDO	1,189.7 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	530,386.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	3.3 access * pop/emp density	5.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.3	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	7.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.2		0.0			0.0			0.0		6.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.0			0.0			0.0	0.0	1.1	
Project Benefit	0.9													
SMART SCALE Cost	$9,608,808													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

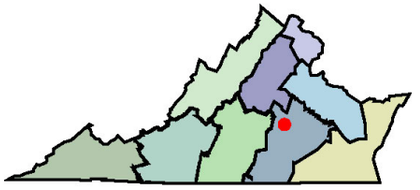
U.S. Route 60 at Red Lane Road: Continuous Green-T

Project Id: 11762

The existing signalized intersection at U.S. Route 60 (Anderson Highway) and State Route 628 (Red Lane Road) will be reconfigured as a Continuous Green-T (CGT). The US 60 westbound left -turn lane will be removed. A protected acceleration lane will be added in the median of U.S. Route 60 accommodating vehicles turning onto eastbound U.S. Route 60.

0.8 SMART SCALE SCORE			
	#223 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,574,400
	#61 OF 65 DISTRICTWIDE	**Total Project Cost**	$7,574,400
		Project Benefit	0.6
		Project Benefit / Total Cost	0.8

Submitting Entity: Powhatan County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type B

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	2.0 person hrs.	16.9 EPDO	1,073.9 EPDO / 100M VMT	0.5 jobs per resident	0.5 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	6,236,480.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.3 access * pop/emp density	0.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	3.0	1.8	0.1	0.1	0.0	0.2	0.0	0.1	0.0	0.0	0.4	0.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		2.6		0.1			0.1			0.0		0.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.5		0.0			0.0			0.0	0.0	1.0	
Project Benefit	0.6													
SMART SCALE Cost	$7,574,400													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Washington/Wythe Conversion to 2-Way and SPUI @ I-95

Project Id: 11607

Construct SPUI Interchange at I-95 and Washington St interchange, and convert Washington and Wythe Streets to 2-Way operation from Atlantic St. to Amelia St. This is the preferred alternative to the STARS Study. Install bike lanes along Wythe Street and add sidewalks along Washington Street and Wythe Street as needed

0.7 SMART SCALE SCORE			
	#231 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$233,284,876
	#62 OF 65 DISTRICTWIDE	**Total Project Cost**	$233,284,876
		Project Benefit	15.5
		Project Benefit / Total Cost	0.7

Submitting Entity: Tri-Cities Area MPO

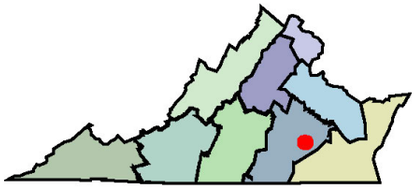
PE/RW/CN: Not Started / Not Started / Not Started

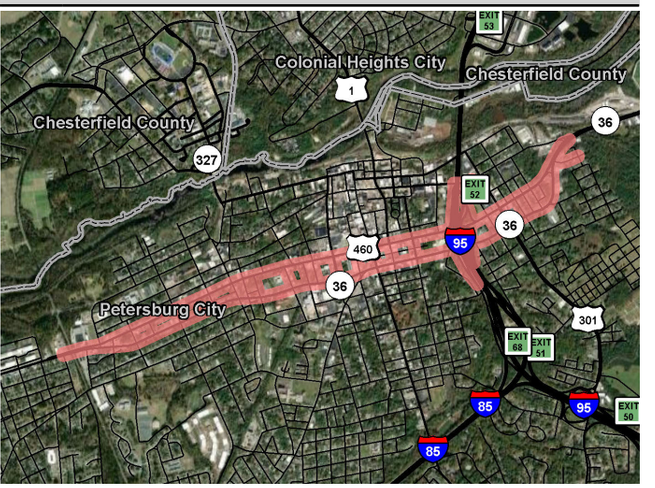
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: N/A

VTRANS Need: RN, Safety





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	993.6 persons	265.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	40.5 jobs per resident	53.1 jobs per resident	342.5 adjusted users	38.5 adjusted points	3,967.6 thousand adj. daily tons	33,584,500.0 adj. buffer time index	17.2 adjusted points	63.1 impacted acres	21.5 access * pop/emp density	23.4 access * pop/emp density change
Normalized Measure Value (0-100)	17.8	16.3	0.0	0.0	10.5	8.8	22.6	43.1	8.4	0.5	17.2	41.7	29.9	32.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	17.0		0.0		12.6			27.6			17.2		31.1	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.4		0.0		1.9			6.9			1.7	-2.1	1.3	
Project Benefit	15.5													
SMART SCALE Cost	$233,284,876													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Courthouse Road Pedestrian Improvements Ph. 2

Project Id: 11464

This project will improve the safety and non-vehicular mobility for users along Courthouse Road from Davis Lane to High Avenue (Rte. 156). The current roadway has no pedestrian facilities. The City of Hopewell seeks to install new underground storm drainage and ADA compliant sidewalk, ramps, pedestrian crossings, curb and gutter. No sidewalk, ADA ramps, bus shelters, crosswalks, etc., existing along these routes and PAT riders are dropped off on the side of the road at each location. Project to continue improvements from UPC 123291 & 109265 to provide pedestrian facilities along the entire corridor of Courthouse Rd.

0.6 SMART SCALE SCORE	#238 OF 270 STATEWIDE	SMART SCALE Requested Funds	$10,432,932
	#63 OF 65 DISTRICTWIDE	Total Project Cost	$10,432,932
		Project Benefit	0.6
		Project Benefit / Total Cost	0.6

Submitting Entity: Hopewell City

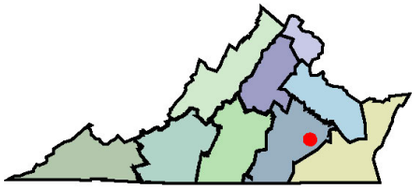
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.3 persons	0.0 person hrs.	1.6 EPDO	1,335.7 EPDO / 100M VMT	2.2 jobs per resident	2.4 jobs per resident	12.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.1 adjusted points	0.0 impacted acres	21.3 access * pop/emp density	17.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.3	2.2	0.6	0.4	0.8	0.0	0.0	0.0	1.1	0.0	29.6	23.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.9		0.6			0.0			1.1		26.6	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.1			0.0			0.1	0.0	1.3	
Project Benefit	0.6													
SMART SCALE Cost	$10,432,932													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Tobacco Heritage Trail - Trailhead Ramp & Trail Extension

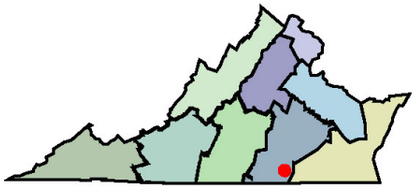
Project Id: 11621

Construct approximately 550LFT of 10-foot wide shared-use path with a gravel surface from the existing South Street trailhead east to just past North Hicks Street and adjacent to the existing Tobacco Heritage Trail Park. This will include 425LFT of 10-foot-wide concrete ramp at a grade less than 5.0% with guardrails and retaining walls where necessary to provide a more equitable connection for pedestrian and bicycles between the trail, park, and downtown goods and services. The design will primarily follow the AASHTO Guide for the Development of Bicycle Facilities as well as any VDOT requirements. Furthermore, construct 5' wide sidewalk along the east side of South Street and 6' wide sidewalk within the Tobacco Heritage Trail Park that connects the trail to the existing sidewalk network along N Hicks Street.

0.5 SMART SCALE SCORE			
	#241	OF 270 STATEWIDE	
	#64	OF 65 DISTRICTWIDE	

SMART SCALE Requested Funds	$675,161
Total Project Cost	$1,724,680
Project Benefit	0.0
Project Benefit / Total Cost	0.2

Submitting Entity: Brunswick County
PE/RW/CN: Underway / Not Needed / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: CoSS



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	1.4 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	4.1 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.2 adjusted points	0.0 impacted acres	13.7 access * pop/emp density	17.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	19.0	24.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.0		0.1			0.0			0.2		21.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.0			0.0			0.0	0.0	1.2	
Project Benefit	0.0													
SMART SCALE Cost	$675,161													
SMART SCALE Score***	**0.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension

Project Id: 11673

Extend 2-lane Route 288 SB CD road beginning approximately 1650' north of Genito Road and continuing through the Route 360 interchange, where it will terminate approximately 400' from the "Route 360 EB to Route 288 SB" on-ramp gore area. Project includes a CD-road off-ramp located approximately 4000' from on-ramp to Route 360 WB. Project includes constructing lanes both outside and inside of existing CD and mainline, bridge widening, culvert extensions, retaining wall, overhead signage and soundwall.

0.3 SMART SCALE SCORE	#258 OF 270 STATEWIDE	SMART SCALE Requested Funds	$200,992,758
	#65 OF 65 DISTRICTWIDE	Total Project Cost	$200,992,758
		Project Benefit	6.5
		Project Benefit / Total Cost	0.3

Submitting Entity: PlanRVA Richmond Regional PDC

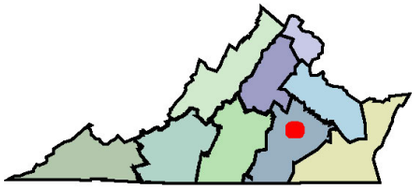
PE/RW/CN: Not Started / Not Started / Not Started

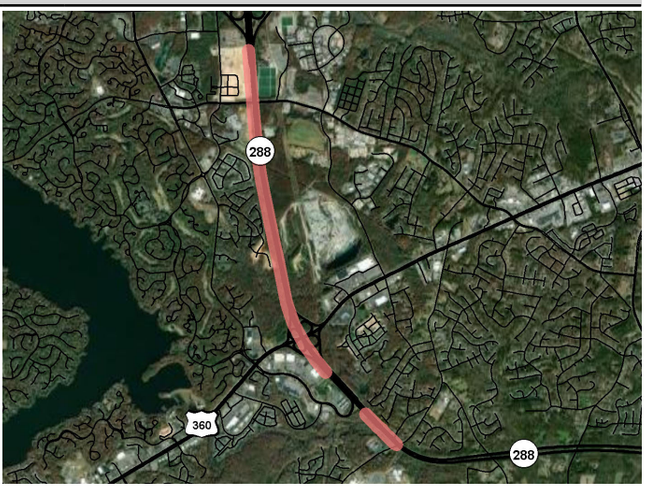
Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: N/A

VTRANS Need: CoSS, RN





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	445.9 persons	158.7 person hrs.	22.4 EPDO	96.5 EPDO / 100M VMT	74.2 jobs per resident	51.3 jobs per resident	0.0 adjusted users	0.8 adjusted points	7,464.6 thousand adj. daily tons	48,003,000.0 adj. buffer time index	1.7 adjusted points	30.3 impacted acres	4.9 access * pop/emp density	5.2 access * pop/emp density change
Normalized Measure Value (0-100)	8.0	9.7	4.0	0.2	19.3	8.5	0.0	0.9	15.9	0.7	1.7	20.0	6.8	7.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	8.9		2.8		13.3			3.8			1.7		7.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	2.2		0.6		3.3			0.8			0.2	-1.0	1.1	
Project Benefit	6.5													
SMART SCALE Cost	$200,992,758													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SALEM DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11538	Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT	Carroll County	1	65	08-01
11728	Roundabout at Dillons Fork Rd (609) and The Great Rd (683)	Henry County	2	99	08-02
11451	Route 11/460 at Dow Hollow Rd Intersection Improvements	Roanoke Valley TPO	3	118	08-03
11539	Intersection Improvements at Route 100 and Route 221	Carroll County	4	155	08-04
11511	Starkey Road/Ogden Road Streetscape Improvements	Roanoke County	5	180	08-05
11697	Rt 40 at Floyd Avenue Intersection Improvement	Rocky Mount Town	6	184	08-06
11563	Transit Center and Campus Mobility Improvements	Montgomery County	7	185	08-07
11750	Peters Creek Rd at Valleypointe Pkwy Improvements	Roanoke City	8	187	08-08
11710	Peters Creek Road Multimodal Safety Improvements	Roanoke County	9	191	08-09
11478	Intersection Improvements Brooks Mill & Scruggs Rtes 834/616	Franklin County	10	194	08-10
11602	Peppers Ferry Road (Rt 114) Improvements	Montgomery County	11	195	08-11
11636	Route 220 NB at Henry Rd. (Rte. 605) Realignment Project	Franklin County	12	197	08-12
11526	Route 40 - Tanyard Rd/Old Franklin Tpke Improvements	Rocky Mount Town	13	198	08-13
11570	Lee Highway (Route 11) Improvements at Hatcher Road	Pulaski County	14	201	08-14
11585	Merrimac Rd (657) & Prices Fork Rd (685) Intersection	Montgomery County	15	206	08-15
11482	Peppers Ferry Road to Cambria Street Connector Route	Christiansburg Town	16	208	08-16
11449	Peters Creek Rd and Williamson Rd Corridor Improvements	Roanoke Valley TPO	17	211	08-17
11784	Barrows Mill Road Improvement	Henry County	18	212	08-18
11734	US 220/Commons Parkway Thru-Cut and Pedestrian Accommodation	Botetourt County	19	213	08-19
11647	Roanoke Street (Route 11/460 Business) Improvements	New River Valley MPO	20	217	08-20
11629	Roundabout at Longwood Ave, Forest Rd, and Independence Blvd	Bedford Town	21	219	08-21
11698	Peters Creek Rd/Williamson Rd Multimodal Safety Improvements	Roanoke County	22	222	08-22
11632	Intersection Improvements Rte 40 & Rte 640	Franklin County	23	224	08-23
11580	Route 419 at Texas St and Lynchburg Trpk Int. Improvements	Salem City	24	227	08-24
11726	Signalized Continuous Green T at the Int. of Routes 220 & 87	Henry County	25	230	08-25
11593	Route 220 Superstreet	Botetourt County	26	233	08-26
11786	Prices Fork and US Route 460 Bypass Pedestrian Improvements	Blacksburg Town	27	237	08-27

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11790	US 220 Pedestrian Crossing and Sidewalks at Daleville	Botetourt County	28	239	08-28
11497	Washington Avenue and Bypass Road Roundabout	Vinton Town	29	244	08-29
11579	E. Main St. (Rt. 460) Multimodal Improvements - Phase II	Salem City	30	247	08-30
11510	Galax E. Stuart Drive Sidewalk Phase III	Galax City	31	248	08-31
11631	Intersection Improvements Harmony School Rte 634 & Rte 122	Franklin County	32	254	08-32
11489	Route 122 Corridor Improvements	Bedford County	33	263	08-33
11514	Carson Road Safety Improvements	Roanoke County	34	268	08-34

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

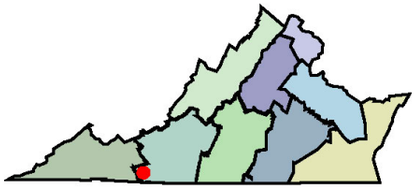
Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT

Project Id: 11538

Construct a restricted crossing U-turn (RCUT) at the intersection of Carrollton Pike (Rt 58) and Coulson Church Rd (Rt 620). Construct an eastbound left turn lane and loon approximately 1,200' east of the RCUT.

4.4 SMART SCALE SCORE	#65 OF 270 STATEWIDE	SMART SCALE Requested Funds	$10,531,849
	#1 OF 34 DISTRICTWIDE	Total Project Cost	$10,531,849
		Project Benefit	4.6
		Project Benefit / Total Cost	4.4

Submitting Entity: Carroll County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.1 person hrs.	60.6 EPDO	7,078.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	8,472,090.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.1 access * pop/emp density	4.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	10.8	11.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	2.9	6.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		11.0		0.0			0.0			0.0		4.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.4		0.0			0.0			0.0	0.0	1.0	
Project Benefit	4.6													
SMART SCALE Cost	$10,531,849													
SMART SCALE Score***	**4.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

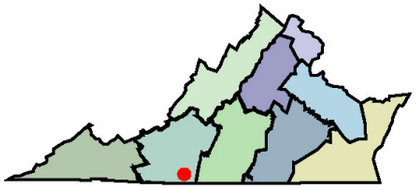
Roundabout at Dillons Fork Rd (609) and The Great Rd (683)

Project Id: 11728

Construct a roundabout at the intersection of Dillons Fork Rd (609) and The Great Rd (683).

3.0 SMART SCALE SCORE	#99 OF 270 STATEWIDE	SMART SCALE Requested Funds	$17,978,683
	#2 OF 34 DISTRICTWIDE	Total Project Cost	$17,978,683
		Project Benefit	5.5
		Project Benefit / Total Cost	3.0

Submitting Entity: Henry County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.7 person hrs.	32.8 EPDO	18,853.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	203,802.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.6 access * pop/emp density	1.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	5.9	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		13.3		0.0			0.0			0.0		2.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		5.3		0.0			0.0			0.0	0.0	1.0	
Project Benefit	5.5													
SMART SCALE Cost	$17,978,683													
SMART SCALE Score***	**3.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 11/460 at Dow Hollow Rd Intersection Improvements

Project Id: 11451

Construct a four-legged peanut roundabout on Route 460 / Route 11 to include traffic from two adjacent intersections, Dow Hollow Road and Fallbrooke Drive.

2.5 SMART SCALE SCORE	#118 OF 270 STATEWIDE	SMART SCALE Requested Funds	$52,697,003
	#3 OF 34 DISTRICTWIDE	Total Project Cost	$56,697,003
		Project Benefit	13.3
		Project Benefit / Total Cost	2.3

Submitting Entity: Roanoke Valley TPO

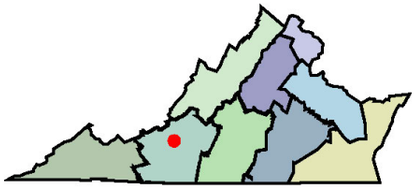
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	2.0 person hrs.	332.6 EPDO	36,576.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	10.4 adjusted points	0.0 thousand adj. daily tons	2,073,070.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.1 access * pop/emp density	0.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	59.4	59.7	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.2	0.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		59.4		0.0			7.0			0.0		0.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		11.9		0.0			1.4			0.0	0.0	1.0	
Project Benefit	13.3													
SMART SCALE Cost	$52,697,003													
SMART SCALE Score***	**2.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

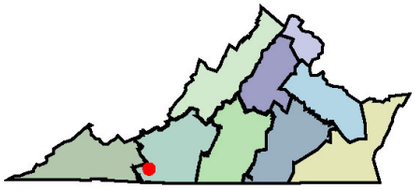
Intersection Improvements at Route 100 and Route 221

Project Id: 11539

Construction of a roundabout at the intersection of routes 100 (Sylvatus Hwy), 669 (Hardscuffle Road) and 221 (Floyd Pike) in Carroll County, alleviating the crashes from the current two-way stop intersection configuration.

1.9 SMART SCALE SCORE	#155 OF 270 STATEWIDE	SMART SCALE Requested Funds	$25,397,984
	#4 OF 34 DISTRICTWIDE	Total Project Cost	$25,397,984
		Project Benefit	4.8
		Project Benefit / Total Cost	1.9

Submitting Entity: Carroll County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.4 person hrs.	31.2 EPDO	11,929.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	230,140.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	16.0 access * pop/emp density	16.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	5.6	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	23.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		9.7		0.0			0.0			0.0		22.6	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.9		0.0			0.0			0.0	0.0	1.2	
Project Benefit	4.8													
SMART SCALE Cost	$25,397,984													
SMART SCALE Score***	**1.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Starkey Road/Ogden Road Streetscape Improvements

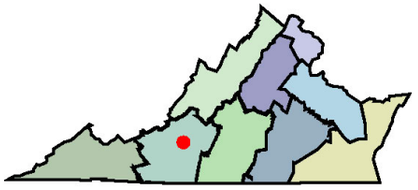
Project Id: 11511

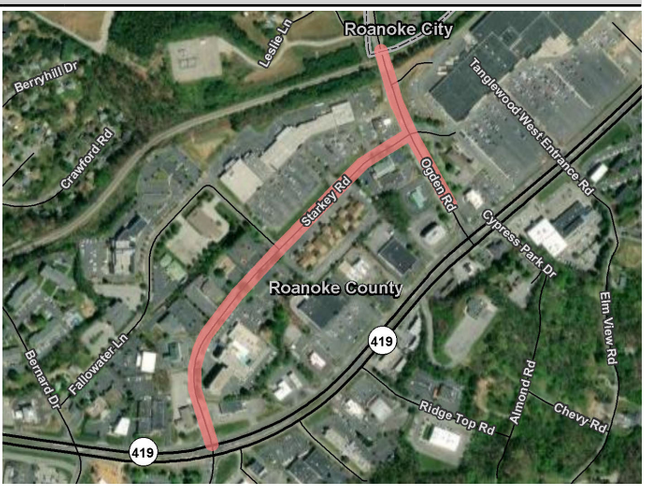
Streetscape improvements for Starkey Road from Route 419 to Ogden Road include bicycle lanes along both sides of the roadway and sidewalk along part of the frontage of Old Country Plaza. Streetscape improvements for Ogden Road from Route 419 to the County boundary at the railroad bridge include sidewalks on the west side of Ogden Road, bicycle lanes from Starkey Road to the railroad bridge, replacement of the Starkey Road/Ogden Road traffic signal to add pedestrian crosswalks and signals, travel lane reconfiguration on Ogden Road north of Starkey Road, reconstruction of a right slip lane to slow vehicle speeds and relocation and upgrade of a Valley Metro bus stop.

1.5 SMART SCALE SCORE			
	#180	OF 270 STATEWIDE	
	#5	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$17,574,820
Total Project Cost	$17,574,820
Project Benefit	2.6
Project Benefit / Total Cost	1.5

Submitting Entity: Roanoke County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	42.3 persons	0.0 person hrs.	0.9 EPDO	200.5 EPDO / 100M VMT	6.5 jobs per resident	5.8 jobs per resident	211.6 adjusted users	1.7 adjusted points	0.0 thousand adj. daily tons	230,497.0 adj. buffer time index	6.0 adjusted points	0.0 impacted acres	25.4 access * pop/emp density	22.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.0	0.2	0.3	1.7	1.0	14.0	1.9	0.0	0.0	6.0	0.0	35.4	30.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		0.2		4.0			1.2			6.0		32.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.0		1.0			0.2			0.6	0.0	1.3	
Project Benefit	2.6													
SMART SCALE Cost	$17,574,820													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

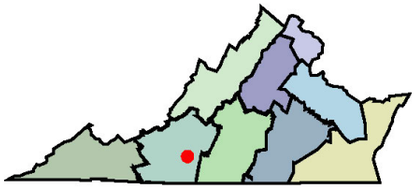
Rt 40 at Floyd Avenue Intersection Improvement

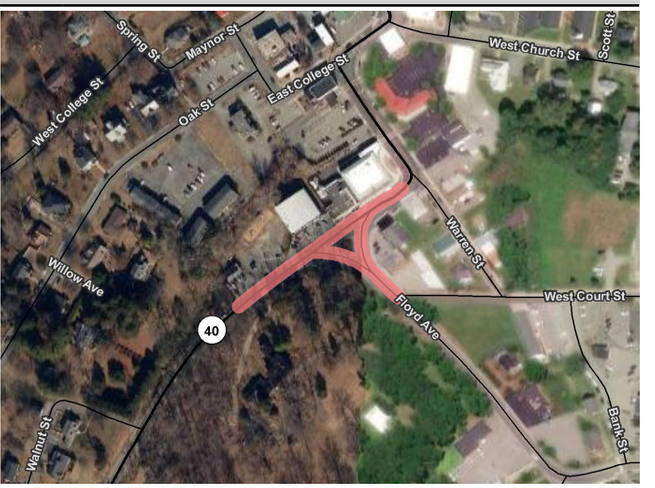
Project Id: 11697

Improve the intersection at Route 40 and Floyd Avenue in Downtown Rocky Mount with the construction of a 3 leg roundabout. To include sidewalk on the eastern portion of the intersection with a pedestrian crossing on the eastern leg of the roundabout, and sidewalk on the northern portion of the intersection extending down to the existing sidewalk along westbound Route 40.

1.5 SMART SCALE SCORE	#184 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,759,282
	#6 OF 34 DISTRICTWIDE	Total Project Cost	$15,759,282
		Project Benefit	2.3
		Project Benefit / Total Cost	1.5

Submitting Entity: Rocky Mount Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: UDA





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	10.0 persons	0.8 person hrs.	6.6 EPDO	1,268.4 EPDO / 100M VMT	0.9 jobs per resident	1.0 jobs per resident	15.1 adjusted users	5.0 adjusted points	0.0 thousand adj. daily tons	579,967.0 adj. buffer time index	1.3 adjusted points	0.1 impacted acres	19.1 access * pop/emp density	23.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.0	1.2	2.1	0.2	0.2	1.0	5.6	0.0	0.0	1.3	0.1	26.6	31.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		1.4		0.4			3.4			1.3		29.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.6		0.0			1.0			0.1	0.0	1.3	
Project Benefit	2.3													
SMART SCALE Cost	$15,759,282													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Transit Center and Campus Mobility Improvements

Project Id: 11563

This project is a closure of Duck Pond Drive and re-alignment as Perry Street Extension. This will require a reconfiguration of the 3-leg signalized intersection at Perry Street and West Campus Drive into a 4-leg signalized intersection with the relocation of Duck Pond Drive (generally out of the flood plain). Two new transit stops will be created on the new Duck Pond Drive/Perry Street Extension alignment. Bike and pedestrian accommodations will include crosswalks, sidewalks, and shared use paths. The intersection of Duck Pond Drive, Perry Street, and Oak Lane will be reconfigured as a "T" (all way stop) and out of the flood plain.

1.4 SMART SCALE SCORE			
	#185 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$39,054,533
	#7 OF 34 DISTRICTWIDE	**Total Project Cost**	$39,054,533
		Project Benefit	5.5
		Project Benefit / Total Cost	1.4

Submitting Entity: Montgomery County

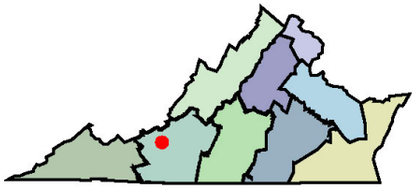
PE/RW/CN: Not Started / Not Started / Not Started

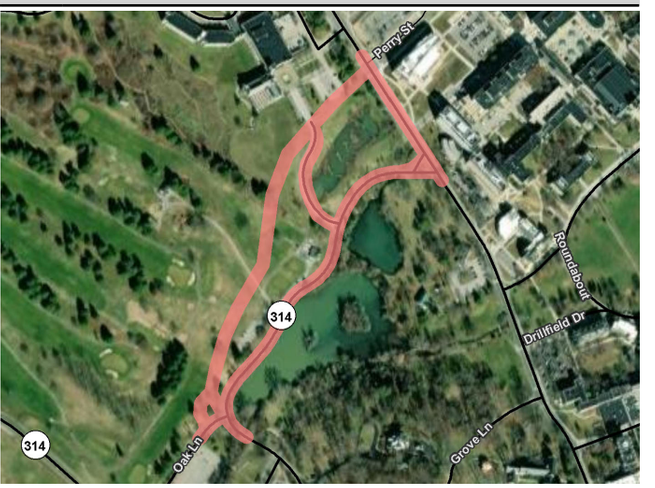
Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.2 persons	6.7 person hrs.	33.3 EPDO	9,031.9 EPDO / 100M VMT	24.9 jobs per resident	38.8 jobs per resident	80.8 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	2.2 adjusted points	0.1 impacted acres	30.9 access * pop/emp density	33.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.4	5.9	14.7	6.5	6.4	5.3	0.0	0.0	0.0	2.2	0.1	42.9	46.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		8.6		6.2			0.0			2.2		44.7	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.6		0.9			0.0			0.2	0.0	1.4	
Project Benefit	5.5													
SMART SCALE Cost	$39,054,533													
SMART SCALE Score***	**1.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Peters Creek Rd at Valleypointe Pkwy Improvements

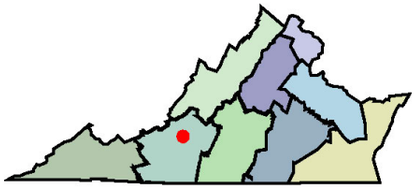
Project Id: 11750

Improve the intersection of Peters Creek Rd at Valleypointe Pkwy by adding a second left turn on EB Peters Creek Rd, reconfiguring SB Valleypointe Pkwy turn lanes, modifying existing signal, adding pedestrian crosswalks and pedestrian signals at the signalized intersection and installing 5' bike lanes along Peters Creek Rd.

1.4 SMART SCALE SCORE			
	#187	OF 270 STATEWIDE	
	#8	OF 34 DISTRICTWIDE	

SMART SCALE Requested Funds	$27,601,325
Total Project Cost	$27,601,325
Project Benefit	3.7
Project Benefit / Total Cost	1.4

Submitting Entity: Roanoke City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	38.5 persons	23.2 person hrs.	17.1 EPDO	736.0 EPDO / 100M VMT	22.5 jobs per resident	28.2 jobs per resident	115.5 adjusted users	0.2 adjusted points	2,037.2 thousand adj. daily tons	7,879,460.0 adj. buffer time index	6.0 adjusted points	0.0 impacted acres	16.4 access * pop/emp density	15.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	1.4	3.1	1.2	5.9	4.7	7.6	0.2	4.3	0.1	6.0	0.0	22.8	20.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.1		2.5		6.0			1.0			6.0		21.8	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		0.5		1.5			0.2			0.6	0.0	1.2	
Project Benefit	3.7													
SMART SCALE Cost	$27,601,325													
SMART SCALE Score***	**1.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Peters Creek Road Multimodal Safety Improvements

Project Id: 11710

Construct improvements along the Peters Creek Rd corridor including a median closure at Wendover Rd.; RCUT at Newland Rd; thru-cut with signalized pedestrian crosswalks, dual NB left turn lanes, offset WB and EB lefts at Airport Rd, SB left turn lane on Airport Rd to Burlington Dr.; RCUT at Dwight St. Construct 8-foot sidewalk with high-visibility crosswalks and ADA ramps along the north side of Peters Creek Rd from the intersection with Archcrest Dr to Dwight St.

1.3 SMART SCALE SCORE			
	#191 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$38,131,297
	#9 OF 34 DISTRICTWIDE	**Total Project Cost**	$38,131,297
		Project Benefit	4.8
		Project Benefit / Total Cost	1.3

Submitting Entity: Roanoke County

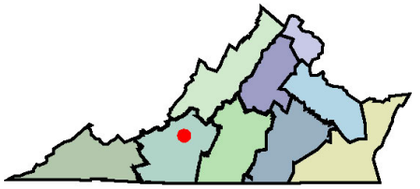
PE/RW/CN: Not Started / Not Started / Not Started

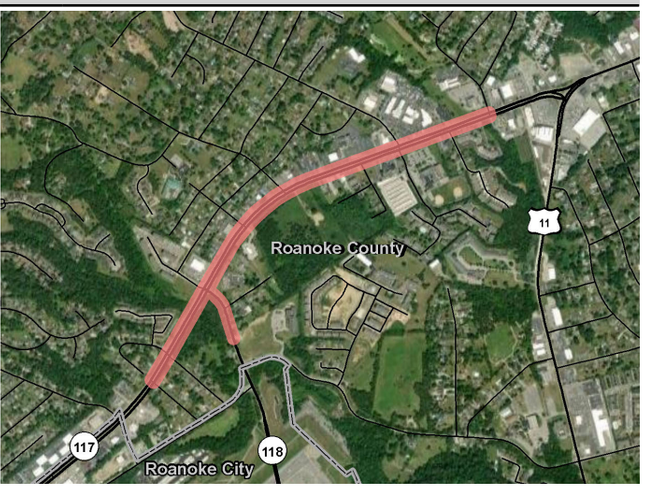
Eligible Fund Program: DGP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	48.4 persons	10.0 person hrs.	82.0 EPDO	4,050.2 EPDO / 100M VMT	3.6 jobs per resident	3.6 jobs per resident	72.6 adjusted users	1.1 adjusted points	906.2 thousand adj. daily tons	10,258,700.0 adj. buffer time index	6.5 adjusted points	0.0 impacted acres	18.5 access * pop/emp density	15.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.9	0.6	14.6	6.6	0.9	0.6	4.8	1.2	1.9	0.1	6.5	0.0	25.7	21.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		12.2		1.6			1.1			6.5		23.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		2.4		0.4			0.2			0.6	0.0	1.2	
Project Benefit	4.8													
SMART SCALE Cost	$38,131,297													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

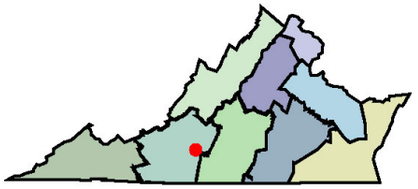
Intersection Improvements Brooks Mill & Scruggs Rtes 834/616

Project Id: 11478

Construction of a roundabout (traffic circle) at the intersection of Brooks Mill Road (Route 834) and Scruggs Road (Route 616)

1.2 SMART SCALE SCORE	#194 OF 270 STATEWIDE	SMART SCALE Requested Funds	$21,851,852
	#10 OF 34 DISTRICTWIDE	Total Project Cost	$21,851,852
		Project Benefit	2.7
		Project Benefit / Total Cost	1.2

Submitting Entity: Franklin County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.2 person hrs.	23.0 EPDO	5,333.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	1.0 adjusted points	0.0 thousand adj. daily tons	576,037.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	8.7 access * pop/emp density	10.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.1	8.7	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	12.1	13.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		5.5		0.0			0.7			0.0		13.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.2		0.0			0.2			0.0	0.0	1.1	
Project Benefit	2.7													
SMART SCALE Cost	$21,851,852													
SMART SCALE Score***	**1.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

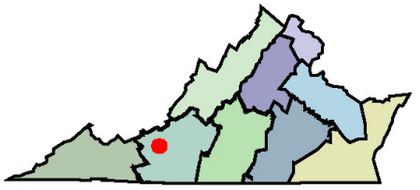
Peppers Ferry Road (Rt 114) Improvements

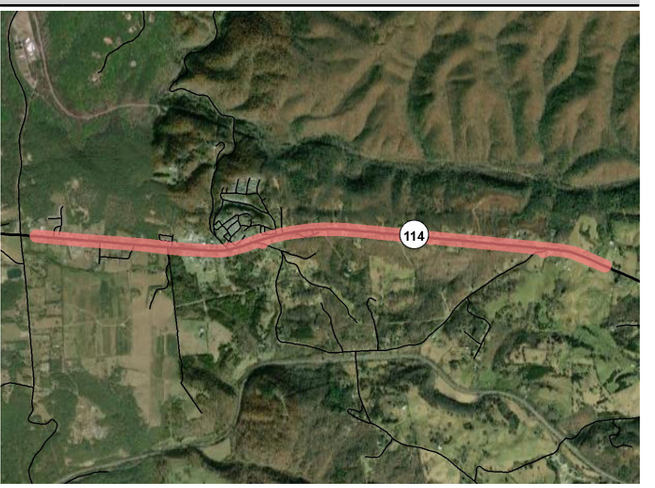
Project Id: 11602

Roadway and pedestrian safety improvements on Route 114 Peppers Ferry Road from Shamrock Circle to Rolling Hills Drive. To include turn lanes, Intersection reconfigurations, sidewalk connections, and a midblock pedestrian crossing for school access.

1.2 SMART SCALE SCORE	#195 OF 270 STATEWIDE	SMART SCALE Requested Funds	$60,740,470
	#11 OF 34 DISTRICTWIDE	Total Project Cost	$60,740,470
		Project Benefit	7.3
		Project Benefit / Total Cost	1.2

Submitting Entity: Montgomery County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA





SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	7.5 persons	0.2 person hrs.	154.5 EPDO	7,666.5 EPDO / 100M VMT	1.5 jobs per resident	1.8 jobs per resident	11.3 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	5,561,760.0 adj. buffer time index	1.0 adjusted points	0.0 impacted acres	1.5 access * pop/emp density	2.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	27.6	12.5	0.4	0.3	0.7	0.0	0.0	0.1	1.0	0.0	2.1	2.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		23.1		0.4			0.0			1.0		2.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		6.9		0.1			0.0			0.1	0.0	1.0	
Project Benefit	7.3													
SMART SCALE Cost	$60,740,470													
SMART SCALE Score***	**1.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

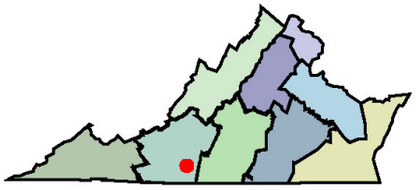
Route 220 NB at Henry Rd. (Rte. 605) Realignment Project

Project Id: 11636

Realignment of Route 220 Northbound at the intersection with Henry Rd (Route 605) to improve the horizontal and vertical curves. These improvements will include enhancements to turn lanes by adding channelization at the Henry Road/220 intersection, as well as lane widening on Route 220 NB.

1.1 SMART SCALE SCORE			
	#197 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$49,883,071
		Total Project Cost	$49,883,071
	#12 OF 34 DISTRICTWIDE	**Project Benefit**	5.7
		Project Benefit / Total Cost	1.1

Submitting Entity: Franklin County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	87.4 EPDO	2,561.0 EPDO / 100M VMT	0.1 jobs per resident	0.1 jobs per resident	0.0 adjusted users	0.0 adjusted points	2,725.9 thousand adj. daily tons	13,922,600.0 adj. buffer time index	3.5 adjusted points	0.0 impacted acres	0.9 access * pop/emp density	3.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	15.6	4.2	0.0	0.0	0.0	0.0	5.8	0.2	3.5	0.0	1.3	4.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		12.2		0.0			1.2			3.5		2.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.9		0.0			0.4			0.4	0.0	1.0	
Project Benefit	5.7													
SMART SCALE Cost	$49,883,071													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

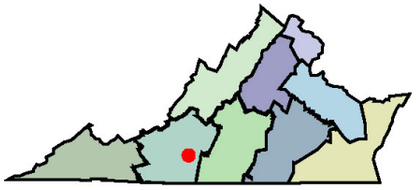
Route 40 - Tanyard Rd/Old Franklin Tpke Improvements

Project Id: 11526

Roadway and pedestrian safety improvements on Route 40 from Pell Avenue to School Board Road. To include pedestrian crossing improvements, ADA curb ramps, lengthened turn lanes, FYAs at Pell Ave, both 220 ramps, and School Board Road, Installation of an RCUT at the intersection of Tanyard Road and Powder Creek Lane, and the Installation of a Thru-Cut at intersection of Tanyard Road and School Board Road.

1.1 SMART SCALE SCORE			
	#198 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,563,211
	#13 OF 34 DISTRICTWIDE	**Total Project Cost**	$19,563,211
		Project Benefit	2.2
		Project Benefit / Total Cost	1.1

Submitting Entity: Rocky Mount Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	32.4 persons	5.3 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.5 jobs per resident	0.4 jobs per resident	48.6 adjusted users	5.0 adjusted points	1,216.3 thousand adj. daily tons	5,623,740.0 adj. buffer time index	4.4 adjusted points	0.0 impacted acres	19.4 access * pop/emp density	23.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.3	0.0	0.0	0.1	0.1	3.2	5.6	2.6	0.1	4.4	0.0	27.0	31.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		0.0		0.7			3.9			4.4		29.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.1			1.2			0.4	0.0	1.3	
Project Benefit	2.2													
SMART SCALE Cost	$19,563,211													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

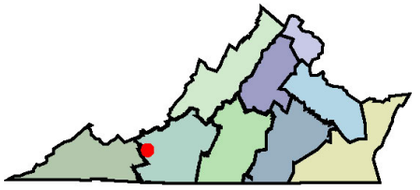
Lee Highway (Route 11) Improvements at Hatcher Road

Project Id: 11570

Construct a series of improvements along Route 11 from the Pulaski County Middle School entrance to Hatcher Rd. Improvements include restricting left turns out at the school entrance, realigning Hatcher Rd. to intersect Route 11 at Thornspring Rd., signalizing the intersection at Thornspring Rd, and closing the median opening at the intersection of Route 11 with the existing Hatcher Rd.

1.1 SMART SCALE SCORE			
	#201 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$21,986,891
	#14 OF 34 DISTRICTWIDE	**Total Project Cost**	$30,391,909
		Project Benefit	2.4
		Project Benefit / Total Cost	0.8

Submitting Entity: Pulaski County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	16.8 EPDO	1,087.5 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	6.2 adjusted points	0.0 thousand adj. daily tons	2,826,280.0 adj. buffer time index	0.0 adjusted points	0.4 impacted acres	4.2 access * pop/emp density	4.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	3.0	1.8	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.2	5.9	5.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.6		0.0			4.2			0.0		5.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.1		0.0			1.2			0.0	0.0	1.1	
Project Benefit	2.4													
SMART SCALE Cost	$21,986,891													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

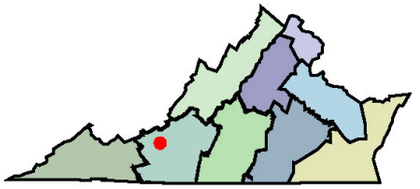
Merrimac Rd (657) & Prices Fork Rd (685) Intersection

Project Id: 11585

Construction of a roundabout at the intersection of Prices Fork Rd (Route 685), Merrimac Rd (Route 657), and Walnut Springs Rd (Route 657).

1.0 SMART SCALE SCORE	#206 OF 270 STATEWIDE	SMART SCALE Requested Funds	$17,359,125
	#15 OF 34 DISTRICTWIDE	Total Project Cost	$17,359,125
		Project Benefit	1.7
		Project Benefit / Total Cost	1.0

Submitting Entity: Montgomery County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	24.6 EPDO	3,432.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,155,310.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	15.5 access * pop/emp density	16.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	4.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	22.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		4.8		0.0			0.0			0.0		21.9	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.4		0.0			0.0			0.0	0.0	1.2	
Project Benefit	1.7													
SMART SCALE Cost	$17,359,125													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

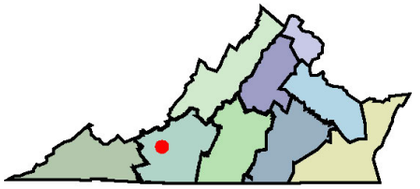
Peppers Ferry Road to Cambria Street Connector Route

Project Id: 11482

New multi-modal local connector route from terminus of existing Booker T. Washington Parkway (recently constructed with new park) and Cambria Street NW. Construct a roundabout at the proposed intersection with Cambria St NW. Construct a shared use path on the south side of the new alignment.

1.0 SMART SCALE SCORE	#208 OF 270 STATEWIDE	SMART SCALE Requested Funds	$45,005,723
	#16 OF 34 DISTRICTWIDE	Total Project Cost	$45,005,723
		Project Benefit	4.5
		Project Benefit / Total Cost	1.0

Submitting Entity: Christiansburg Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	61.4 persons	8.1 person hrs.	23.8 EPDO	174.6 EPDO / 100M VMT	100.4 jobs per resident	73.5 jobs per resident	11.9 adjusted users	0.0 adjusted points	54.7 thousand adj. daily tons	5,706.1 adj. buffer time index	0.6 adjusted points	0.2 impacted acres	11.2 access * pop/emp density	12.4 access * pop/emp density change
Normalized Measure Value (0-100)	1.1	0.5	4.2	0.3	26.1	12.2	0.8	0.0	0.1	0.0	0.6	0.1	15.6	17.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		3.1		18.3			0.0			0.6		16.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.9		2.7			0.0			0.1	0.0	1.2	
Project Benefit	4.5													
SMART SCALE Cost	$45,005,723													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Peters Creek Rd and Williamson Rd Corridor Improvements

Project Id: 11449

Construct improvements along the Peters Creek Rd and Williamson Rd corridor from west of Wood Haven Rd to Plantation Rd. Improvements to include WB left turn lane at Highway Motors, thru-cut with signalized pedestrian crosswalks at Wood Haven Rd, median closure at Wendover Rd., RCUT at Newland Rd, thru-cut with signalized pedestrian crosswalks, dual NB left turn lanes, offset WB and EB lefts at Airport Rd, SB left turn lane on Airport Rd to Burlington Dr, RCUT at Dwight St, RCUT and left turn lanes at the western entrance of North Roanoke Baptist Church, offset WB and EB lefts and signalized pedestrian crossings at Barrens Rd, RCUT at Deer Branch Rd, RCUT at Southern Team entrance, roundabout at Peters Creek Rd and Williamson Rd, and WB and NB right turn lanes at Williamson Rd and Plantation Rd. Construct 8-foot sidewalk with high-visibility crosswalks and ADA ramps along the north side of Peters Creek Rd from the intersection with Archcrest Dr to existing sidewalk on Williamson Rd.

1.0 SMART SCALE SCORE			
	#211 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$148,466,414
	#17 OF 34 DISTRICTWIDE	**Total Project Cost**	$148,466,414
		Project Benefit	14.1
		Project Benefit / Total Cost	1.0

Submitting Entity: Roanoke Valley TPO

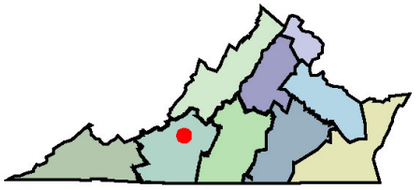
PE/RW/CN: Not Started / Not Started / Not Started

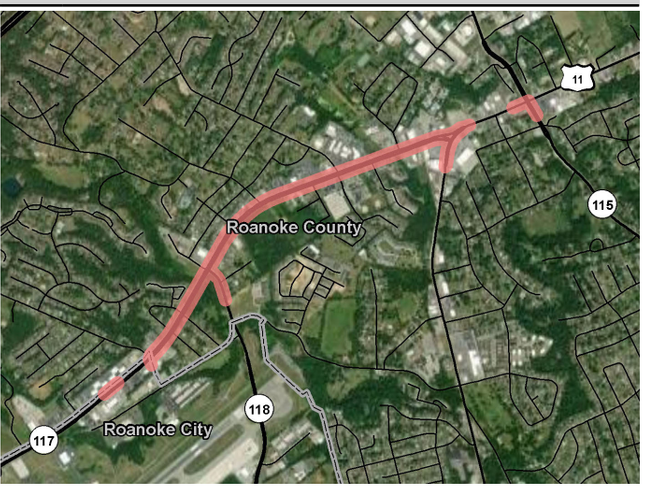
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	127.3 persons	35.1 person hrs.	271.0 EPDO	3,478.4 EPDO / 100M VMT	23.7 jobs per resident	22.6 jobs per resident	190.9 adjusted users	1.1 adjusted points	2,732.4 thousand adj. daily tons	31,879,300.0 adj. buffer time index	17.0 adjusted points	0.0 impacted acres	17.7 access * pop/emp density	15.0 access * pop/emp density change
Normalized Measure Value (0-100)	2.3	2.2	48.4	5.7	6.2	3.7	12.6	1.3	5.8	0.4	17.0	0.0	24.6	20.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.2		35.6		7.0			2.0			17.0		22.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.6		7.1		1.7			0.4			1.7	0.0	1.2	
Project Benefit	14.1													
SMART SCALE Cost	$148,466,414													
SMART SCALE Score***	**1.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

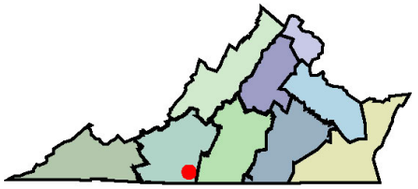
Barrows Mill Road Improvement

Project Id: 11784

Improve 0.85 mile of Barrows Mill Rd (SR 663) through widening roadway surface and improving vertical and horizontal alignment.

0.9 SMART SCALE SCORE			
	#212 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$54,026,206
		Total Project Cost	$54,026,206
	#18 OF 34 DISTRICTWIDE	**Project Benefit**	5.1
		Project Benefit / Total Cost	0.9

Submitting Entity: Henry County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	13.0 EPDO	5,091.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	11.6 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	18.3 access * pop/emp density	22.7 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.3	8.3	0.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0	25.5	31.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		4.1		0.0			7.8			0.0		28.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.6		0.0			2.3			0.0	0.0	1.3	
Project Benefit	5.1													
SMART SCALE Cost	$54,026,206													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

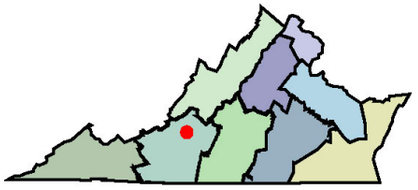
US 220/Commons Parkway Thru-Cut and Pedestrian Accommodation

Project Id: 11734

Install thru-cut with turn lane improvements at the intersection of US 220 and Commons Pkwy/Wesley Rd. Construct shared-use path on SB US 220 from Commons Pkwy to Appalachian Trail. Construct sidewalk on NB US 220 from Appalachian Trail to Wesley Rd and on WB Commons Pkwy. Install crosswalks, ADA ramps, pedestrian refuge, and pedestrian signals at the intersection of US 220 and Commons Pkwy/Wesley Rd.

0.9 SMART SCALE SCORE	**#213** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,672,763
	#19 OF 34 DISTRICTWIDE	**Total Project Cost**	$19,672,763
		Project Benefit	1.8
		Project Benefit / Total Cost	0.9

Submitting Entity: Botetourt County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	40.6 persons	7.1 person hrs.	7.1 EPDO	319.8 EPDO / 100M VMT	4.5 jobs per resident	3.1 jobs per resident	121.9 adjusted users	1.1 adjusted points	0.0 thousand adj. daily tons	6,033,590.0 adj. buffer time index	6.6 adjusted points	0.0 impacted acres	3.0 access * pop/emp density	3.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	0.4	1.3	0.5	1.2	0.5	8.1	1.3	0.0	0.1	6.6	0.0	4.2	4.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		1.0		2.4			0.8			6.6		4.3	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.2		0.6			0.2			0.7	0.0	1.0	
Project Benefit	1.8													
SMART SCALE Cost	$19,672,763													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

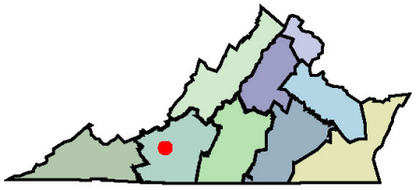
Roanoke Street (Route 11/460 Business) Improvements

Project Id: 11647

Construct improvements along the Roanoke Street corridor from west of the US-460 interchange to east of the I-81 interchange. Highway improvements include extend EB and WB left-turn lane storage at US-460 interchange, reconfigure EB lanes under I-81 bridge from two (2) thru lanes to one (1) thru lane and one (1) right merge lane designated to NB I-81, enlarge concrete island on I-81 NB off-ramp and add free flow right turn lane, and close nonessential commercial entrances throughout the corridor. Pedestrian improvements include sidewalks and high-visibility crosswalks with ADA ramps along Roanoke Street from US-460 interchange to Houchins Rd.

0.9 SMART SCALE SCORE	**#217** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$48,361,663
	#20 OF 34 DISTRICTWIDE	**Total Project Cost**	$48,361,663
		Project Benefit	4.3
		Project Benefit / Total Cost	0.9

Submitting Entity: New River Valley MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	15.8 persons	2.9 person hrs.	69.9 EPDO	1,869.9 EPDO / 100M VMT	6.2 jobs per resident	6.4 jobs per resident	23.6 adjusted users	0.2 adjusted points	1,911.3 thousand adj. daily tons	13,765,700.0 adj. buffer time index	2.1 adjusted points	0.0 impacted acres	12.5 access * pop/emp density	13.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.2	12.5	3.0	1.6	1.1	1.6	0.3	4.1	0.2	2.1	0.0	17.4	18.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		9.6		1.5			1.0			2.1		17.8	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.9		0.2			0.3			0.2	0.0	1.2	
Project Benefit	4.3													
SMART SCALE Cost	$48,361,663													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

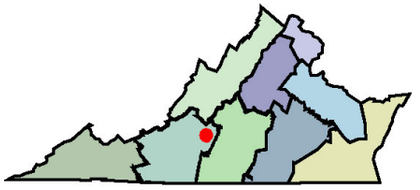
Roundabout at Longwood Ave, Forest Rd, and Independence Blvd

Project Id: 11629

Convert the current signalized intersection at Longwood Ave, Forest Rd, and Independence Blvd into a roundabout, including installation of sidewalk and high-visibility crosswalks with ADA ramps, and modification of several commercial entrances.

0.9 SMART SCALE SCORE	#219 OF 270 STATEWIDE	SMART SCALE Requested Funds	$43,849,446
	#21 OF 34 DISTRICTWIDE	Total Project Cost	$43,849,446
		Project Benefit	3.9
		Project Benefit / Total Cost	0.9

Submitting Entity: Bedford Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.0 persons	13.3 person hrs.	15.6 EPDO	3,119.5 EPDO / 100M VMT	6.6 jobs per resident	6.1 jobs per resident	24.0 adjusted users	7.0 adjusted points	561.2 thousand adj. daily tons	690,112.0 adj. buffer time index	2.2 adjusted points	0.0 impacted acres	23.9 access * pop/emp density	27.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.8	2.8	5.1	1.7	1.0	1.6	7.8	1.2	0.0	2.2	0.0	33.3	38.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		3.5		1.5			4.9			2.2		35.8	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.0		0.2			1.2			0.2	0.0	1.4	
Project Benefit	3.9													
SMART SCALE Cost	$43,849,446													
SMART SCALE Score***	**0.9**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

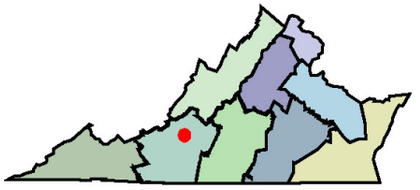
Peters Creek Rd/Williamson Rd Multimodal Safety Improvements

Project Id: 11698

Construct improvements along the Peters Creek Rd and Williamson Rd corridor from Deer Branch Rd to Plantation Rd. Improvements to include an RCUT at Southern Team entrance, roundabout at Peters Creek Rd and Williamson Rd, and WB and NB right turn lanes at Williamson Rd and Plantation Rd. Construct 5-foot sidewalk with high-visibility crosswalks and ADA ramps along the north side of Peters Creek Rd from the intersection with Deer Branch Rd to existing sidewalk on Williamson Rd.

0.8 SMART SCALE SCORE	#222 OF 270 STATEWIDE	SMART SCALE Requested Funds	$57,561,520
	#22 OF 34 DISTRICTWIDE	Total Project Cost	$61,161,520
		Project Benefit	4.7
		Project Benefit / Total Cost	0.8

Submitting Entity: Roanoke County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	73.7 persons	14.7 person hrs.	52.1 EPDO	2,278.9 EPDO / 100M VMT	10.5 jobs per resident	10.9 jobs per resident	110.5 adjusted users	1.1 adjusted points	507.2 thousand adj. daily tons	7,510,250.0 adj. buffer time index	9.8 adjusted points	0.0 impacted acres	16.5 access * pop/emp density	13.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.3	0.9	9.3	3.7	2.7	1.8	7.3	1.3	1.1	0.1	9.8	0.0	22.9	18.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.1		7.6		3.5			1.0			9.8		20.8	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		1.5		0.9			0.2			1.0	0.0	1.2	
Project Benefit	4.7													
SMART SCALE Cost	$57,561,520													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

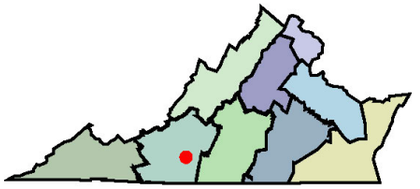
Intersection Improvements Rte 40 & Rte 640

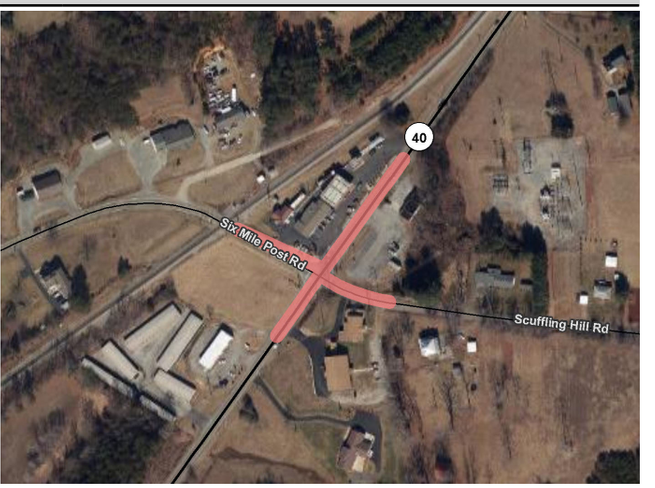
Project Id: 11632

Extend the existing westbound right turn lane on Route 40 and construct a combined left/thru lane and dedicated right turn lane on Route 640 (Six Mile Post Road). Implement access management by adding a raised median along Route 40 to eliminate the left turns to/from abutting businesses; the raised median is only installed along Route 40 north of Route 640.

0.8 SMART SCALE SCORE	#224 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,999,917
	#23 OF 34 DISTRICTWIDE	Total Project Cost	$15,999,917
		Project Benefit	1.3
		Project Benefit / Total Cost	0.8

Submitting Entity: Franklin County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.1 person hrs.	7.5 EPDO	2,903.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	424.7 thousand adj. daily tons	386,720.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	16.6 access * pop/emp density	21.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.3	4.7	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	23.1	29.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.4		0.0			0.2			0.0		26.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.0			0.1			0.0	0.0	1.3	
Project Benefit	1.3													
SMART SCALE Cost	$15,999,917													
SMART SCALE Score***	**0.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

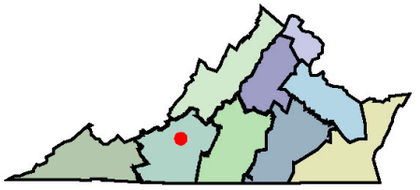
Route 419 at Texas St and Lynchburg Trpk Int. Improvements

Project Id: 11580

Reconfigure the intersection of Route 419 and Texas St to add an EB left turn lane, an EB shared left/right turn lane, and an additional WB receiving lane. Construct 1 NB left turn lane and a new traffic signal at the intersection of Route 419 and Texas St to sync with the signal at Route 419 and Lynchburg Tpke so they act as one Offset T intersection. Construct a cul-de-sac on the west leg of the Route 419/Lynchburg Turnpike intersection, to allow access for commercial driveways, and modify the traffic signal at this intersection.

0.7 SMART SCALE SCORE	#227 OF 270 STATEWIDE	SMART SCALE Requested Funds	$15,364,740
	#24 OF 34 DISTRICTWIDE	Total Project Cost	$15,364,740
		Project Benefit	1.1
		Project Benefit / Total Cost	0.7

Submitting Entity: Salem City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	20.7 EPDO	3,012.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	2,752,540.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	19.4 access * pop/emp density	25.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	3.7	4.9	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	27.0	35.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		4.1		0.0			0.1			0.0		31.2	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.8		0.0			0.0			0.0	0.0	1.3	
Project Benefit	1.1													
SMART SCALE Cost	$15,364,740													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

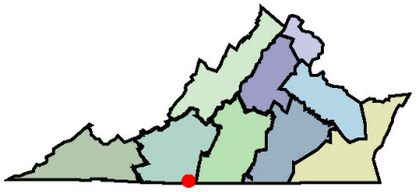
Signalized Continuous Green T at the Int. of Routes 220 & 87

Project Id: 11726

Reconstruct the intersection of U.S. Route 220 (Greensboro Rd) and State Route 87 (Morehead Ave) using a Signalized Continuous Green T design.

0.7 SMART SCALE SCORE			
	#230 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$36,596,261
	#25 OF 34 DISTRICTWIDE	**Total Project Cost**	$36,596,261
		Project Benefit	2.5
		Project Benefit / Total Cost	0.7

Submitting Entity: Henry County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.7 person hrs.	24.5 EPDO	2,794.8 EPDO / 100M VMT	0.8 jobs per resident	0.8 jobs per resident	0.0 adjusted users	0.0 adjusted points	1,674.0 thousand adj. daily tons	2,406,990.0 adj. buffer time index	3.5 adjusted points	0.0 impacted acres	3.3 access * pop/emp density	6.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	4.4	4.6	0.2	0.1	0.0	0.0	3.6	0.0	3.5	0.0	4.6	8.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		4.4		0.1			0.7			3.5		6.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.8		0.0			0.2			0.4	0.0	1.1	
Project Benefit	2.5													
SMART SCALE Cost	$36,596,261													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

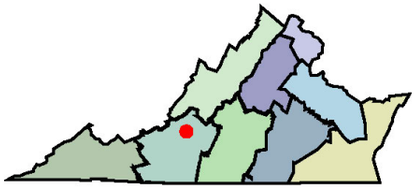
Route 220 Superstreet

Project Id: 11593

Install RCUTs and lengthen left turn lanes on US 220 at Route 794, Route 674, the southern entrance to Lord Botetourt High School, and Valley Rd. Install new 2-phase traffic signals at both entrances to Lord Botetourt High School on US 220, convert the southern entrance to two (2) right turns out and one lane in, and convert the northern entrance to two (2) left turns and one (1) right turn out and one lane in. Convert entrance at Advance Auto Parts to right-in-right-out.

0.6 SMART SCALE SCORE			
	#233 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$17,631,395
	#26 OF 34 DISTRICTWIDE	**Total Project Cost**	$23,555,395
		Project Benefit	1.1
		Project Benefit / Total Cost	0.5

Submitting Entity: Botetourt County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.2 persons	49.0 person hrs.	17.8 EPDO	769.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	5,260,090.0 adj. buffer time index	0.7 adjusted points	0.0 impacted acres	3.6 access * pop/emp density	3.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	3.0	3.2	1.3	0.0	0.0	0.0	0.2	0.0	0.1	0.7	0.0	5.0	5.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.8		2.6		0.0			0.1			0.7		5.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		0.5		0.0			0.0			0.1	0.0	1.0	
Project Benefit	1.1													
SMART SCALE Cost	$17,631,395													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

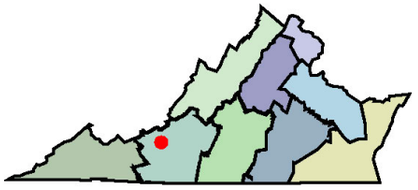
Prices Fork and US Route 460 Bypass Pedestrian Improvements

Project Id: 11786

This project includes the construction of a grade separated 10 ft wide Shared Use Path (SUP) and interchange ramp modifications to the existing Prices Fork / US Route 460 Bypass interchange. Two half signals will be installed on WB Prices Fork. Ramps to be realigned include the EB Route 460 off-ramp to Prices Fork Road, the WB Route 460 loop ramp to WB Prices Fork Road, the WB Prices Fork on-ramp to WB Route 460 and the Route 460 off-ramp to EB Prices Fork Road.

0.6 SMART SCALE SCORE			
	#237 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$44,554,319
	#27 OF 34 DISTRICTWIDE	**Total Project Cost**	$44,554,319
		Project Benefit	2.6
		Project Benefit / Total Cost	0.6

Submitting Entity: Blacksburg Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	58.5 persons	0.0 person hrs.	23.3 EPDO	1,142.4 EPDO / 100M VMT	5.6 jobs per resident	8.9 jobs per resident	175.5 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	2,546,400.0 adj. buffer time index	8.6 adjusted points	23.8 impacted acres	31.3 access * pop/emp density	34.5 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.0	4.2	1.9	1.5	1.5	11.6	0.3	0.0	0.0	8.6	15.7	43.6	47.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.5		3.5		3.5			0.2			8.6		45.6	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.0		0.5			0.0			0.9	-0.8	1.5	
Project Benefit	2.6													
SMART SCALE Cost	$44,554,319													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

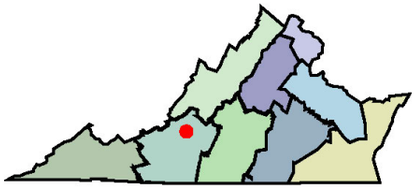
US 220 Pedestrian Crossing and Sidewalks at Daleville

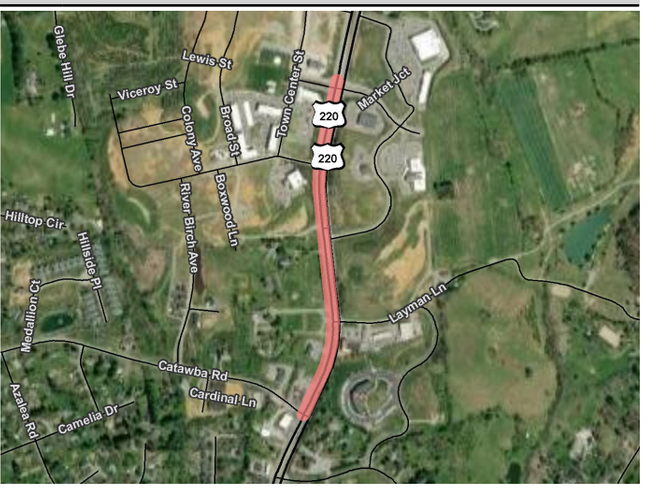
Project Id: 11790

Construct 2,500 ft of sidewalk along southbound US 220 from Town Boulevard to Catawba Road. Install crosswalks, ADA ramps, and pedestrian signals at the intersections of US 220 at Catawba Rd and US 220 at Town Boulevard/Marketplace Drive.

0.6 SMART SCALE SCORE			
	#239 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$22,729,679
	#28 OF 34 DISTRICTWIDE	**Total Project Cost**	$22,729,679
		Project Benefit	1.3
		Project Benefit / Total Cost	0.6

Submitting Entity: Botetourt County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	11.4 persons	0.0 person hrs.	24.8 EPDO	1,224.9 EPDO / 100M VMT	4.0 jobs per resident	3.9 jobs per resident	17.1 adjusted users	0.2 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.5 adjusted points	0.0 impacted acres	4.4 access * pop/emp density	4.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.0	4.4	2.0	1.0	0.6	1.1	0.2	0.0	0.0	1.5	0.0	6.1	6.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		3.7		1.0			0.1			1.5		6.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.7		0.2			0.0			0.2	0.0	1.1	
Project Benefit	1.3													
SMART SCALE Cost	$22,729,679													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

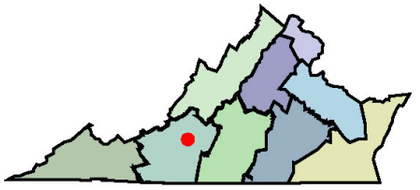
Washington Avenue and Bypass Road Roundabout

Project Id: 11497

Construct a roundabout at the existing signalized intersection of Washington Avenue and Bypass Road, including installation of sidewalk and high-visibility crosswalks with ADA ramps at all approaches, demolition of several structures in the southwest corner, modification to several commercial entrances, and cul-de-sac of N. Preston Rd.

0.5 SMART SCALE SCORE	#244 OF 270 STATEWIDE	SMART SCALE Requested Funds	$40,032,075
	#29 OF 34 DISTRICTWIDE	Total Project Cost	$40,032,075
		Project Benefit	1.9
		Project Benefit / Total Cost	0.5

Submitting Entity: Vinton Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	32.5 persons	12.9 person hrs.	7.9 EPDO	911.9 EPDO / 100M VMT	7.1 jobs per resident	4.1 jobs per resident	48.7 adjusted users	0.0 adjusted points	559.2 thousand adj. daily tons	1,296,130.0 adj. buffer time index	4.4 adjusted points	0.0 impacted acres	24.8 access * pop/emp density	25.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.8	1.4	1.5	1.9	0.7	3.2	0.0	1.2	0.0	4.4	0.0	34.4	35.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		1.4		1.9			0.2			4.4		34.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.3		0.5			0.0			0.4	0.0	1.3	
Project Benefit	1.9													
SMART SCALE Cost	$40,032,075													
SMART SCALE Score***	**0.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

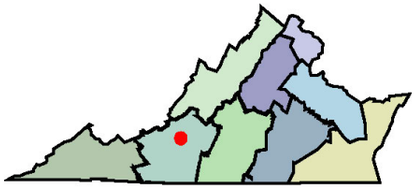
E. Main St. (Rt. 460) Multimodal Improvements - Phase II

Project Id: 11579

Install sidewalks, bicycle lanes, curb and gutter from Parkdale Drive to the bridge over Mason Creek. Consolidate private entrances on south side of the project corridor.

0.4 SMART SCALE SCORE	#247 OF 270 STATEWIDE	SMART SCALE Requested Funds	$34,535,305
	#30 OF 34 DISTRICTWIDE	Total Project Cost	$34,535,305
		Project Benefit	1.4
		Project Benefit / Total Cost	0.4

Submitting Entity: Salem City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.9 persons	0.2 person hrs.	6.1 EPDO	2,406.1 EPDO / 100M VMT	2.9 jobs per resident	3.2 jobs per resident	50.7 adjusted users	0.2 adjusted points	203.0 thousand adj. daily tons	1,634,270.0 adj. buffer time index	2.5 adjusted points	0.0 impacted acres	21.1 access * pop/emp density	26.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	1.1	3.9	0.8	0.5	3.3	0.2	0.4	0.0	2.5	0.0	29.4	36.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		1.9		1.2			0.2			2.5		32.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.4		0.3			0.0			0.3	0.0	1.3	
Project Benefit	1.4													
SMART SCALE Cost	$34,535,305													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

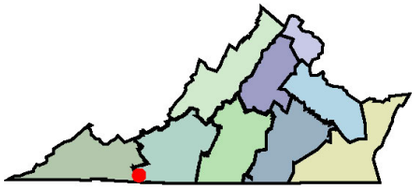
Galax E. Stuart Drive Sidewalk Phase III

Project Id: 11510

Install approximately 0.7 miles of sidewalk, including a mid-block crossing west of Gillespie Lane, along the North Side of E. Stuart Drive from Larkspur Lane to Glendale Road to connect to a previously funded sidewalk system to the East and eventually a sidewalk system to the west that connects to Galax's Mainstreet and existing downtown sidewalk network.

0.4 SMART SCALE SCORE	**#248** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$25,258,619
	#31 OF 34 DISTRICTWIDE	**Total Project Cost**	$25,258,619
		Project Benefit	1.0
		Project Benefit / Total Cost	0.4

Submitting Entity: Galax City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	24.7 persons	0.0 person hrs.	2.6 EPDO	820.0 EPDO / 100M VMT	3.4 jobs per resident	3.9 jobs per resident	37.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	3.3 adjusted points	0.0 impacted acres	21.9 access * pop/emp density	25.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	0.5	1.3	0.9	0.6	2.4	0.0	0.0	0.0	3.3	0.0	30.5	35.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		0.7		1.2			0.0			3.3		32.7	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.1			0.0			0.3	0.0	1.3	
Project Benefit	1.0													
SMART SCALE Cost	$25,258,619													
SMART SCALE Score***	**0.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

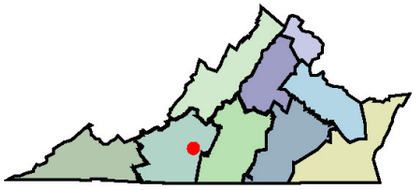
Intersection Improvements Harmony School Rte 634 & Rte 122

Project Id: 11631

Realign intersection of Route 122 (Booker T Washington Hwy) and Route 634 (Harmony School Road) and construct EB and WB left turn lanes on Route 122. Widen the outside shoulders on Route 122 to 8 ft and widen the outside shoulders on Route 634 to 4 ft.

0.3 SMART SCALE SCORE	#254 OF 270 STATEWIDE	SMART SCALE Requested Funds	$30,592,413
	#32 OF 34 DISTRICTWIDE	Total Project Cost	$30,592,413
		Project Benefit	1.0
		Project Benefit / Total Cost	0.3

Submitting Entity: Franklin County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	12.0 EPDO	1,487.8 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	917,650.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	9.5 access * pop/emp density	10.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	14.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		2.2		0.0			0.0			0.0		13.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.0			0.0			0.0	0.0	1.1	
Project Benefit	1.0													
SMART SCALE Cost	$30,592,413													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

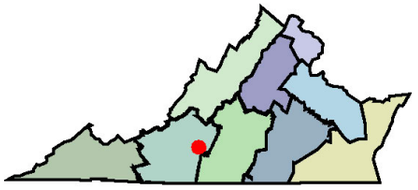
Route 122 Corridor Improvements

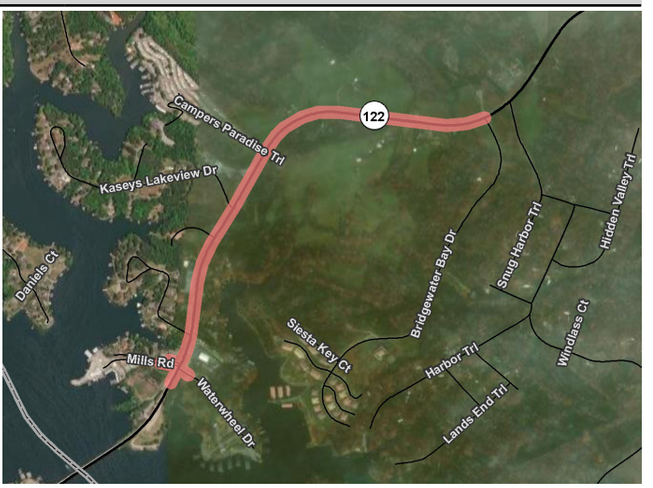
Project Id: 11489

Route 122 Corridor improvements from Hales Ford Bridge to Bridgewater Bay Dr, including a roundabout at the intersection of Route 122 with Azalea Dr, Mills Rd, and Waterwheel Dr., a two-way left-turn lane from the roundabout to Kaseys Lakeview Dr, commercial entrance consolidation at Halesford Center, shoulder widening, mumble strips, and curve warning signs in the curve north of Kaseys Lakeview Dr to north of the Fraternal Order of Eagles.

0.3 SMART SCALE SCORE			
	#263 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$97,400,136
	#33 OF 34 DISTRICTWIDE	**Total Project Cost**	$97,400,136
		Project Benefit	2.7
		Project Benefit / Total Cost	0.3

Submitting Entity: Bedford County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety, UDA





SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.6 person hrs.	61.4 EPDO	1,879.1 EPDO / 100M VMT	0.9 jobs per resident	0.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	6,472,380.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.3 access * pop/emp density	2.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	11.0	3.1	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	3.2	3.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		8.6		0.2			0.0			0.0		3.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.6		0.0			0.0			0.0	0.0	1.0	
Project Benefit	2.7													
SMART SCALE Cost	$97,400,136													
SMART SCALE Score***	**0.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

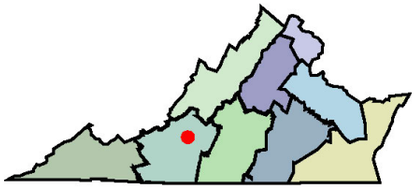
Carson Road Safety Improvements

Project Id: 11514

The Carson Road Safety Improvements project includes a right turn lane improvement at Challenger Avenue/Route 460 and replacement and widening of an existing one-lane bridge to two lanes.

0.2 SMART SCALE SCORE	#268 OF 270 STATEWIDE	SMART SCALE Requested Funds	$8,030,993
	#34 OF 34 DISTRICTWIDE	Total Project Cost	$8,030,993
		Project Benefit	0.1
		Project Benefit / Total Cost	0.2

Submitting Entity: Roanoke County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA



SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.9 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.7 impacted acres	16.5 access * pop/emp density	21.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.4	23.0	29.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.0		0.0			0.6			0.0		26.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.0			0.1			0.0	0.0	1.3	
Project Benefit	0.1													
SMART SCALE Cost	$8,030,993													
SMART SCALE Score***	**0.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

STAUNTON DISTRICT

FY 2026

SCORECARDS

Commonwealth Transportation Board
Office of Intermodal Planning and Investment
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation

Display Id	Project Name	Organization	District Rank	State Rank	Page #
11746	Route 50/17/522 Partial Median U-turn	Win-Fred MPO	1	7	09-01
11736	Mt. Clinton Pike Corridor Safety	Harrisonburg City	2	18	09-02
11819	Gateway Drive Ext. and Intersection with Valley Mill Road	Frederick County	3	26	09-03
11614	Port Republic Road at I-81 Exit 245	Harrisonburg-Rockingham MPO	4	45	09-04
11604	Waynesboro Transit Access Project	Waynesboro City	5	49	09-05
11770	US340/US522,I-66,Exit6,Ramp Intersections & RCI Improvements	Warren County	6	50	09-06
11611	Reservoir Street Median	Harrisonburg City	7	61	09-07
11546	Crozet Tunnel Trail	Waynesboro City	8	66	09-08
11566	Route 256/I-81 Interchange: Three Lane Bridge	Augusta County	9	68	09-09
11809	US 50 and Hayfield Road RCI	Frederick County	10	87	09-10
11603	Lew Dewitt Pedestrian Project	Waynesboro City	11	93	09-11
11766	US 50 Diverging Diamond Interchange and Access Management	Win-Fred MPO	12	112	09-12
11813	US 50 and Back Mountain Road - RCI	Frederick County	13	113	09-13
11610	Bluestone Trail Extension	Harrisonburg City	14	115	09-14
11705	US 340/Collins Avenue Left Turn Lane Improvement	Page County	15	128	09-15
11718	Amherst Street Safety Improvements	Winchester City	16	144	09-16
11533	US 33 & Resort Drive Intersection	Rockingham County	17	147	09-17
11613	South Main Street Phase 3	Harrisonburg-Rockingham MPO	18	159	09-18
11532	Rte. 55 West & Rte. 678/610 Intersection Improvements	Warren County	19	165	09-19
11816	US 50 W - Stony Hill Rd area improvements	Frederick County	20	169	09-20
11565	Happy Creek Road Phase II	Front Royal Town	21	183	09-21
11776	US340/US522 STARS - Country Club Roundabout Improvements	Warren County	22	186	09-22
11695	Woodrow Wilson Complex Long Term Access Improvements	Staunton-Augusta-Waynesboro MPO	23	188	09-23
11760	I-81, Exit 307 and Route 277 Improvements	Win-Fred MPO	24	189	09-24
11584	US 33 / Island Ford Road Partial R-CUT	Rockingham County	25	203	09-25
11643	Route 11 at Greenhouse Road Intersection Improvements	Rockbridge County	26	232	09-26
11583	US 11 Pedestrian Improvements	Rockbridge County	27	236	09-27

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

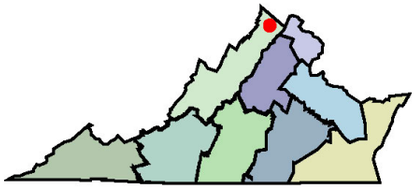
Route 50/17/522 Partial Median U-turn

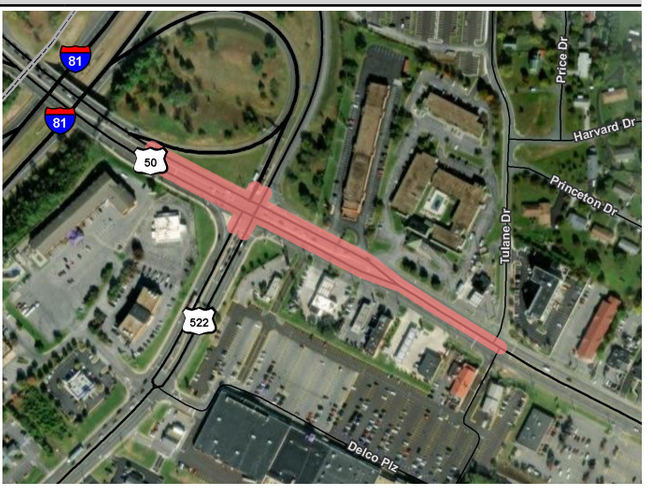
Project Id: 11746

Replace existing signalized intersection with a partial median U-turn intersection (MUT) at US 17/50 (Millwood Pike) and US 522 (Front Royal Pike)/NB I-81 on-ramp. This project is designed for implementation following construction of UPC 115717, I-81 Exit 313 bridge replacement, which involves realignment of US-50/17 and the intersection with the I-81N ramps and US-522 intersection. The MUT design will be complementary to the funded Smart Scale portion of the bridge project, which adds a WB thru lane and shared use path across the bridge and a WB left turn lane at the I-81S on-ramp. This project is a project pipeline study with VDOT.

17.7 SMART SCALE SCORE	**#7** OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$14,762,314
	#1 OF 27 DISTRICTWIDE	**Total Project Cost**	$18,452,893
		Project Benefit	26.1
		Project Benefit / Total Cost	14.1

Submitting Entity: Win-Fred MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	588.2 persons	319.8 person hrs.	58.2 EPDO	3,207.1 EPDO / 100M VMT	7.8 jobs per resident	6.0 jobs per resident	1,459.8 adjusted users	11.8 adjusted points	1,180.0 thousand adj. daily tons	21,052,000.0 adj. buffer time index	61.1 adjusted points	0.3 impacted acres	40.5 access * pop/emp density	36.8 access * pop/emp density change
Normalized Measure Value (0-100)	10.6	19.6	10.4	5.2	2.0	1.0	96.4	13.2	2.5	0.3	61.1	0.2	56.3	50.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	15.1		8.8		20.7			8.5			61.1		53.6	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	3.0		2.7		3.1			2.1			6.1	0.0	1.5	
Project Benefit	26.1													
SMART SCALE Cost	$14,762,314													
SMART SCALE Score***	**17.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

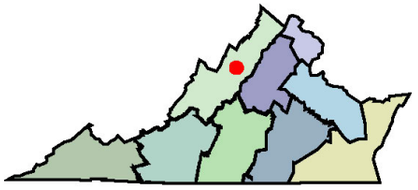
Mt. Clinton Pike Corridor Safety

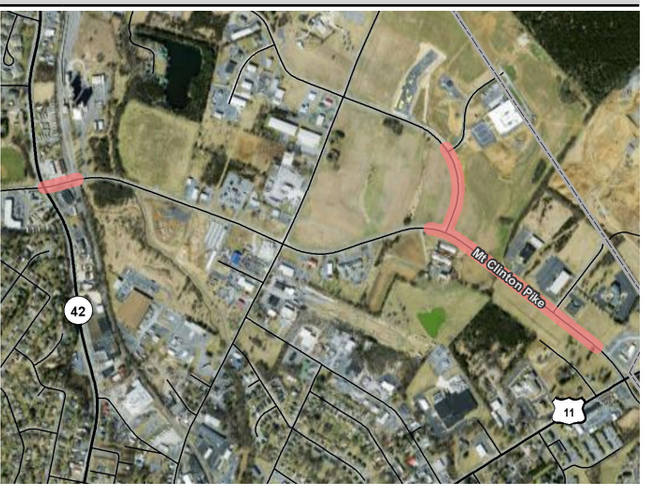
Project Id: 11736

The project will construct a single-lane roundabout at the Mt. Clinton Pike & Acorn Dr intersection. The roundabout will include shared use path on all sides, with appropriate crosswalks, to accommodate those walking or biking around the roundabout. Sidewalk will be constructed along the north side of Mt. Clinton Pike between Acorn Drive and a sidewalk that will be built by others along the frontage of the corner parcel at N. Main Street. Additional sidewalk will be constructed along the east side of Acorn Dr between Mt. Clinton Pike and existing sidewalk 450' north of Mt. Clinton Pike. A shared use path will be constructed along the south side of Mt. Clinton Pike between the existing Northend Greenway Shared Use Path and the Virginia Avenue intersection. This segment will include a shared use path railroad crossing and bike/ped crossing improvements for all legs at the intersection, including installation of a new crosswalk and replacement of all existing curb ramps and crosswalks.

10.0 SMART SCALE SCORE				
	#18	OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,347,319
	#2	OF 27 DISTRICTWIDE	**Total Project Cost**	$12,347,319
			Project Benefit	12.3
			Project Benefit / Total Cost	10.0

Submitting Entity: Harrisonburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	34.3 persons	1.0 person hrs.	15.5 EPDO	7,213.9 EPDO / 100M VMT	6.5 jobs per resident	8.1 jobs per resident	103.0 adjusted users	31.8 adjusted points	0.0 thousand adj. daily tons	90,219.0 adj. buffer time index	5.3 adjusted points	0.0 impacted acres	37.4 access * pop/emp density	40.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.1	2.8	11.8	1.7	1.3	6.8	35.6	0.0	0.0	5.3	0.0	52.0	56.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		5.5		2.6			21.4			5.3		54.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.6		0.4			5.3			0.5	0.0	1.5	
Project Benefit	12.3													
SMART SCALE Cost	$12,347,319													
SMART SCALE Score***	**10.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Gateway Drive Ext. and Intersection with Valley Mill Road

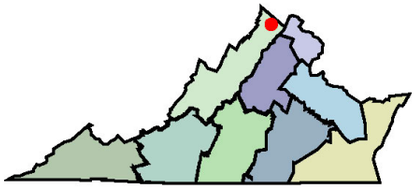
Project Id: 11819

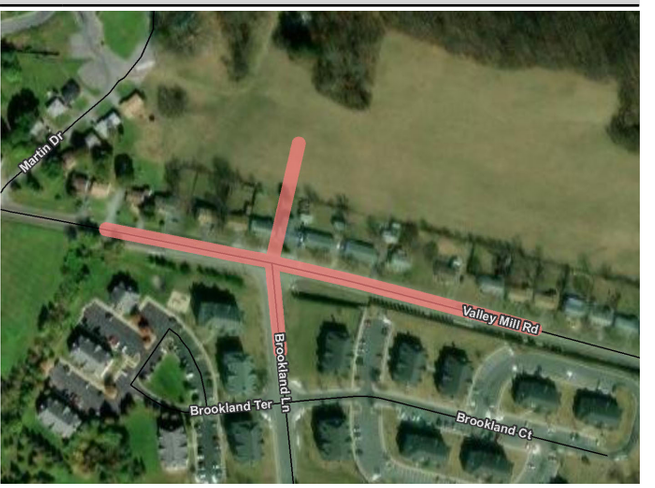
Construct a single lane roundabout at the existing intersection of Valley Mill Road and Brookland Lane. Extend a new location roadway from the roundabout at Valley Mill Road 160 feet to the north to connect with a proffered road section being constructed by others to complete a contiguous connection from Route 7 at Gateway Drive to Valley Mill Road. In addition a shared use path would tie into the proffered path that parallels the Gateway Drive extension and connections would be made to the existing sidewalk system in the immediate vicinity.

7.7 SMART SCALE SCORE			
	#26	OF 270 STATEWIDE	
	#3	OF 27 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,289,018
Total Project Cost	$12,861,272
Project Benefit	7.9
Project Benefit / Total Cost	6.2

Submitting Entity: Frederick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	272.6 persons	65.2 person hrs.	13.1 EPDO	2,860.3 EPDO / 100M VMT	29.1 jobs per resident	22.0 jobs per resident	52.6 adjusted users	14.1 adjusted points	1,278.3 thousand adj. daily tons	277,850.0 adj. buffer time index	3.5 adjusted points	20.3 impacted acres	47.2 access * pop/emp density	43.0 access * pop/emp density change
Normalized Measure Value (0-100)	4.9	4.0	2.3	4.7	7.6	3.6	3.5	15.8	2.7	0.0	3.5	13.4	65.6	59.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	4.4		3.0		6.0			10.0			3.5		62.5	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.9		0.9		0.9			2.5			0.3	-0.7	1.6	
Project Benefit	7.9													
SMART SCALE Cost	$10,289,018													
SMART SCALE Score***	**7.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Port Republic Road at I-81 Exit 245

Project Id: 11614

The project will construct a second left turn lane on Forest Hill Road at Port Republic Road, resulting in the approach having one right turn lane and two left turn lanes. The project will construct a right turn lane on Port Republic Road at Forest Hill Road. The project will re-construct sidewalk impacted by these changes, and will add sidewalk on Forest Hill Rd. The project will construct a concrete median on Port Republic Road from Forest Hill Road to Hunters Road. The project will construct a shared use path on a parallel alignment behind two properties. A boarding and alighting area will be constructed for the bus stop on the east side of Port Republic Road. A pedestrian refuge island will be installed at the intersection with the I-81 NB on-ramp. This application reflects the preferred alternative of the current I-81 Exit 245 Project Pipeline study, with the study recommending that necessary southbound off-ramp improvements be addressed through the use of VDOT maintenance funds.

5.6 SMART SCALE SCORE			
	#45	OF 270 STATEWIDE	
	#4	OF 27 DISTRICTWIDE	

SMART SCALE Requested Funds	$10,507,440
Total Project Cost	$10,507,440
Project Benefit	5.9
Project Benefit / Total Cost	5.6

Submitting Entity: Harrisonburg-Rockingham MPO

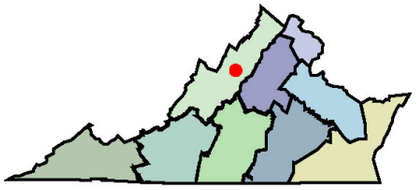
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: No

Resiliency Commitment: Yes

VTRANS Need: RN, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	54.9 persons	8.2 person hrs.	44.2 EPDO	4,020.2 EPDO / 100M VMT	9.1 jobs per resident	12.9 jobs per resident	274.3 adjusted users	0.0 adjusted points	53.6 thousand adj. daily tons	7,652,790.0 adj. buffer time index	8.1 adjusted points	0.0 impacted acres	32.1 access * pop/emp density	35.7 access * pop/emp density change
Normalized Measure Value (0-100)	1.0	0.5	7.9	6.6	2.4	2.1	18.1	0.0	0.1	0.1	8.1	0.0	44.7	49.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.7		7.5		5.5			0.0			8.1		47.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		2.2		0.8			0.0			0.8	0.0	1.5	
Project Benefit	5.9													
SMART SCALE Cost	$10,507,440													
SMART SCALE Score***	**5.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

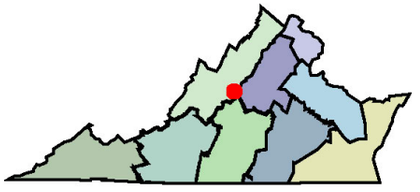
Waynesboro Transit Access Project

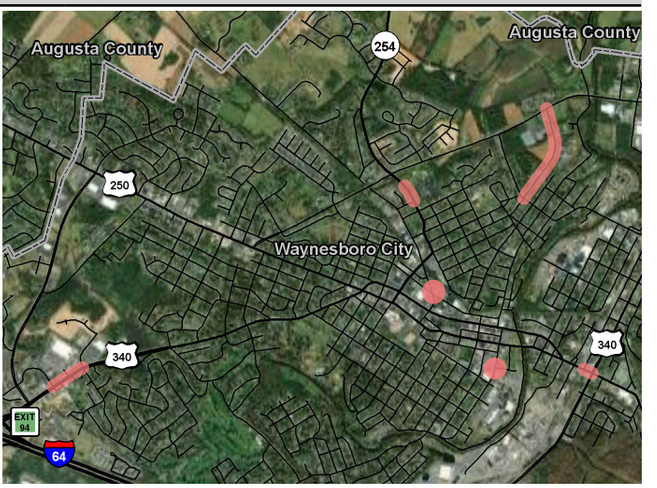
Project Id: 11604

Provide improved bus stops at 6 locations. 1) WalMart: tie new sidewalk to sidewalk leading to and crossing Rosser Ave, install proposed crossing of Lennox Lane, reconstruct 1 bus pad with shelter, 3 ADA ramps, 200 LF of sidewalk, 1,500 sq. ft. of Right of Way and 120 LF pavement marking. 2) WalMart Market: 1 bus shelter, 1 bus pad, site grading and 30 LF block retaining wall 3) Mtn. View apartments: tie to existing sidewalk on west side of Ivy St., 1 bus shelter 1 bus pad, 4 ADA ramps, 175 LF of sidewalk, 4 crossing signs, 2 RRFB system 4) DMV-Food Lion: tie to existing sidewalk on east side of King Ave., 1 bus shelter, 1 bus pad, 5 ADA ramps, 200 LF of sidewalk, 4 crossing signs, general regrading and ditch alignment, 250 LF of pavement marking, 2,000 SF of Right of Way easement, 2 RRFB systems 5) Speedway: 1 bus shelter, 1 bus pad, 1000 SF ROW, 30 LF of sidewalk, 500 SF curb and pad buildup in asphalt area, entrance reconstruction 6) Kroger: 1 bus shelter, 500 SF right of way

5.4 SMART SCALE SCORE	#49 OF 270 STATEWIDE	SMART SCALE Requested Funds	$2,635,351
	#5 OF 27 DISTRICTWIDE	Total Project Cost	$2,635,351
		Project Benefit	1.4
		Project Benefit / Total Cost	5.4

Submitting Entity: Waynesboro City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type C													
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	3.0 persons	0.0 person hrs.	1.4 EPDO	0.0 EPDO / 100M VMT	0.1 jobs per resident	0.2 jobs per resident	15.1 adjusted users	4.8 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.2 adjusted points	0.0 impacted acres	25.9 access * pop/emp density	27.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.2	0.0	0.0	0.0	1.0	5.3	0.0	0.0	1.2	0.0	36.0	38.4
Measure Weight (% of Factor)	50%	50%	100%	0%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		0.2		0.2			3.2			1.2		37.2	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.8			0.1	0.0	1.4	
Project Benefit	1.4													
SMART SCALE Cost	$2,635,351													
SMART SCALE Score***	**5.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US340/US522,I-66,Exit6,Ramp Intersections & RCI Improvements

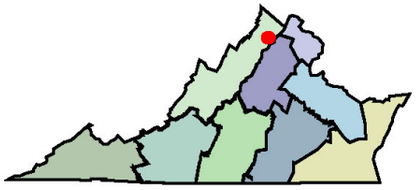
Project Id: 11770

Based on the recommendations from the 2023 VDOT STARS Study, ramp intersection improvements associated with I-66, Exit 6 and the conversion of an existing unsignalized full-access commercial entrance to the south of the interchange to a unsignalized RCI (Reduced Conflict Intersection) are proposed along this section of the US 340/522 corridor to improve safety and operations.

5.2 SMART SCALE SCORE			
	#50	OF 270 STATEWIDE	
	#6	OF 27 DISTRICTWIDE	

SMART SCALE Requested Funds	$12,451,991
Total Project Cost	$12,451,991
Project Benefit	6.5
Project Benefit / Total Cost	5.2

Submitting Entity: Warren County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	3.3 person hrs.	56.9 EPDO	2,014.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	11,339,800.0 adj. buffer time index	13.2 adjusted points	0.0 impacted acres	29.1 access * pop/emp density	30.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.2	10.2	3.3	0.0	0.0	0.0	0.0	0.0	0.2	13.2	0.0	40.5	41.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		8.1		0.0			0.0			13.2		40.9	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.2		0.0			0.0			1.3	0.0	1.4	
Project Benefit	6.5													
SMART SCALE Cost	$12,451,991													
SMART SCALE Score***	**5.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

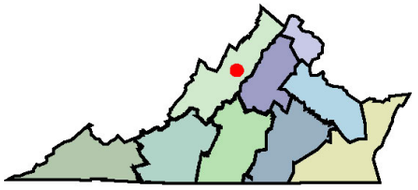
Reservoir Street Median

Project Id: 11611

The project will construct approximately 900 linear feet of variable width concrete median on Reservoir Street, between University Boulevard and Neff Avenue. The project will modify a private entrance to one business to ensure the entrance operates safely in the new configuration. With the modification of this entrance, approximately 30 linear feet of new sidewalk will be constructed. The left turn lane length will be 350' northbound (to University Boulevard) and 300' southbound (to Neff Avenue), with 100' taper for each. Where the median is full width, landscaped plantings will be installed in the median. Project does not require roadway widening; mill and overlay of existing asphalt surface will be completed with the project and new pavement markings will be installed.

4.5 SMART SCALE SCORE	#61 OF 270 STATEWIDE	SMART SCALE Requested Funds	$2,639,058
	#7 OF 27 DISTRICTWIDE	Total Project Cost	$2,639,058
		Project Benefit	1.2
		Project Benefit / Total Cost	4.5

Submitting Entity: Harrisonburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	22.4 persons	0.1 person hrs.	5.7 EPDO	1,267.0 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	33.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,142,090.0 adj. buffer time index	3.0 adjusted points	0.0 impacted acres	32.3 access * pop/emp density	36.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.4	0.0	1.0	2.1	0.0	0.0	2.2	0.0	0.0	0.0	3.0	0.0	44.9	49.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		1.3		0.4			0.0			3.0		47.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.4		0.1			0.0			0.3	0.0	1.5	
Project Benefit	1.2													
SMART SCALE Cost	$2,639,058													
SMART SCALE Score***	**4.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

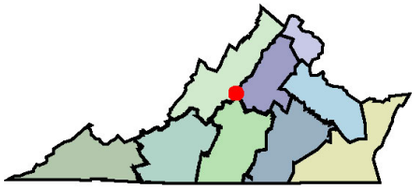
Crozet Tunnel Trail

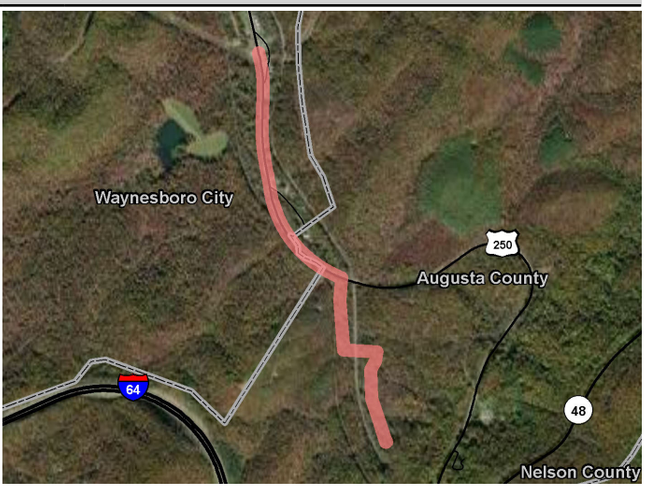
Project Id: 11546

Construct a ~1.3 mile shared use path roughly parallel to US-250 from 1800 East Main Street (terminus of the East Main Street SUP funded in 2018 SMART Scale round) to the western trail of the Blue Ridge Tunnel Phase III project. This will create a continuous bike and pedestrian connection from East Main Street in Waynesboro to Route 6 in Afton, providing an alternative route to US 250 for non-motorized traffic.

4.3 SMART SCALE SCORE	#66 OF 270 STATEWIDE #8 OF 27 DISTRICTWIDE		
		SMART SCALE Requested Funds	$15,044,640
		Total Project Cost	$15,044,640
		Project Benefit	6.4
		Project Benefit / Total Cost	4.3

Submitting Entity: Waynesboro City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.3 persons	0.0 person hrs.	89.4 EPDO	1,617.7 EPDO / 100M VMT	1.7 jobs per resident	2.1 jobs per resident	24.8 adjusted users	5.0 adjusted points	0.0 thousand adj. daily tons	7,073,070.0 adj. buffer time index	1.3 adjusted points	1.0 impacted acres	26.7 access * pop/emp density	28.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	16.0	2.6	0.5	0.3	1.6	5.6	0.0	0.1	1.3	0.7	37.1	39.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		12.0		0.7			3.4			1.3		38.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		3.6		0.1			0.8			0.1	0.0	1.4	
Project Benefit	6.4													
SMART SCALE Cost	$15,044,640													
SMART SCALE Score***	**4.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

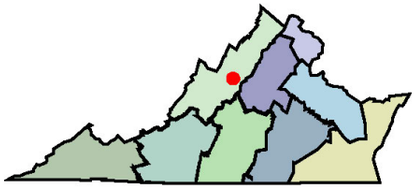
Route 256/I-81 Interchange: Three Lane Bridge

Project Id: 11566

This projects is located on Rt. 256 at the I-81 Exit 235 interchange and will include the addition of left turn lanes through a bridge deck widening between the north and southbound ramps. This project is adjacent to two funded projects (Round 2 app ID 1268) and (Round 4 app ID 6738) that added east and west bound turn lanes from Rt. 256 onto the I-81 ramps (Constructed 2024) and will add capacity and a Park & Ride east of the interstate. The three projects will compliment each other and improve pedestrian safety with the extension of the shared use path across the interstate and the addition of east and west bound left turn lanes onto the ramps. Construction elements across the three project will not be in conflict.

4.2 SMART SCALE SCORE	#68 OF 270 STATEWIDE	SMART SCALE Requested Funds	$19,384,059
	#9 OF 27 DISTRICTWIDE	Total Project Cost	$19,384,059
		Project Benefit	8.2
		Project Benefit / Total Cost	4.2

Submitting Entity: Augusta County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: BOTH
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	14.3 persons	8.3 person hrs.	3.0 EPDO	623.8 EPDO / 100M VMT	21.1 jobs per resident	16.2 jobs per resident	71.7 adjusted users	37.9 adjusted points	1,073.0 thousand adj. daily tons	879,221.0 adj. buffer time index	5.9 adjusted points	0.0 impacted acres	1.2 access * pop/emp density	1.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.5	0.5	1.0	5.5	2.7	4.7	42.4	2.3	0.0	5.9	0.0	1.7	1.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.4		0.7		4.8			25.9			5.9		1.8	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.2		0.7			6.5			0.6	0.0	1.0	
Project Benefit	8.2													
SMART SCALE Cost	$19,384,059													
SMART SCALE Score***	**4.2**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

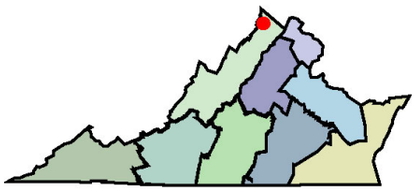
US 50 and Hayfield Road RCI

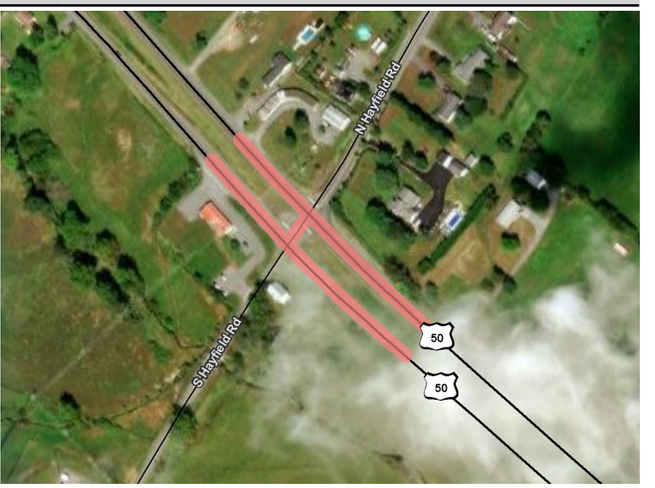
Project Id: 11809

Installation of an R-Cut Intersection at the intersection of US 50 and Hayfield Road (Route 600)

3.5 SMART SCALE SCORE	#87 OF 270 STATEWIDE	SMART SCALE Requested Funds	$8,009,314
	#10 OF 27 DISTRICTWIDE	Total Project Cost	$10,011,642
		Project Benefit	2.8
		Project Benefit / Total Cost	2.8

Submitting Entity: Frederick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.4 person hrs.	36.6 EPDO	4,551.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,374,860.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.8 access * pop/emp density	1.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	6.5	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		6.8		0.0			0.0			0.0		2.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.7		0.0			0.0			0.0	0.0	1.0	
Project Benefit	2.8													
SMART SCALE Cost	$8,009,314													
SMART SCALE Score***	**3.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

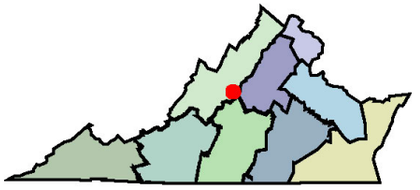
Lew Dewitt Pedestrian Project

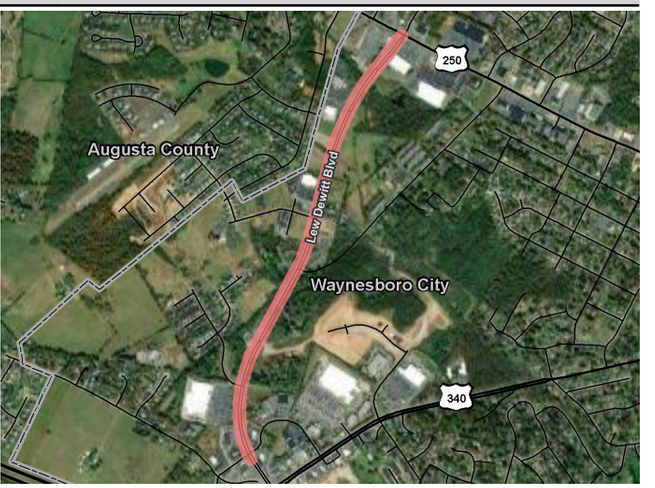
Project Id: 11603

Construct approximately 6,045 ft. (1.1 miles) of sidewalk along the west side of Lew Dewitt from West Main St. to Lucy Lane. Project includes a signalized pedestrian crossing at Lucy Lane and two new signalized pedestrian crossings at Sheppard Court. When you consider the existing sidewalks and the crossing of entrances and roads, the resulting length of the project and total sidewalk facility would be about 7,000 ft. (1.3 miles). Project also proposes a single bus stop improvement along the route to include addition of bus shelter, bus pad, pedestrian signal upgrades, 1 ADA Ramp and pavement crossing markings.

3.3 SMART SCALE SCORE	#93 OF 270 STATEWIDE	SMART SCALE Requested Funds	$8,953,104
	#11 OF 27 DISTRICTWIDE	Total Project Cost	$8,953,104
		Project Benefit	2.9
		Project Benefit / Total Cost	3.3

Submitting Entity: Waynesboro City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	14.0 persons	0.0 person hrs.	17.5 EPDO	1,977.8 EPDO / 100M VMT	2.4 jobs per resident	2.1 jobs per resident	70.2 adjusted users	4.8 adjusted points	0.0 thousand adj. daily tons	859,572.0 adj. buffer time index	1.7 adjusted points	0.0 impacted acres	26.2 access * pop/emp density	26.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	3.1	3.2	0.6	0.3	4.6	5.3	0.0	0.0	1.7	0.0	36.4	37.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		3.2		1.4			3.2			1.7		36.7	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.9		0.2			0.8			0.2	0.0	1.4	
Project Benefit	2.9													
SMART SCALE Cost	$8,953,104													
SMART SCALE Score***	**3.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

US 50 Diverging Diamond Interchange and Access Management

Project Id: 11766

This proposed project is recommended as a result of a recently completed STARS corridor improvement study for US Route 50. This project includes the construction of a Diverging Diamond Interchange (DDI) at the intersection of US 50 and US 37. The implementation of a DDI at this location will provide a reduction in injury crashes on the corridor and a reduction in average delay for the US 37 ramps. This project also includes the closure of a full-access median crossover to a right-in, right-out only entrance at the US 50 Farmer's Livestock Exchange and also an improvement to the Ward Avenue entrance for truck access to the Livestock Exchange. This project overall will improve safety issues on the corridor.

2.7 SMART SCALE SCORE			
	#112 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$24,269,861
	#12 OF 27 DISTRICTWIDE	**Total Project Cost**	$30,337,326
		Project Benefit	6.6
		Project Benefit / Total Cost	2.2

Submitting Entity: Win-Fred MPO

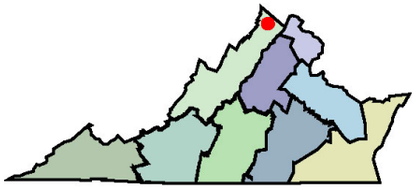
PE/RW/CN: Not Started / Not Started / Not Started

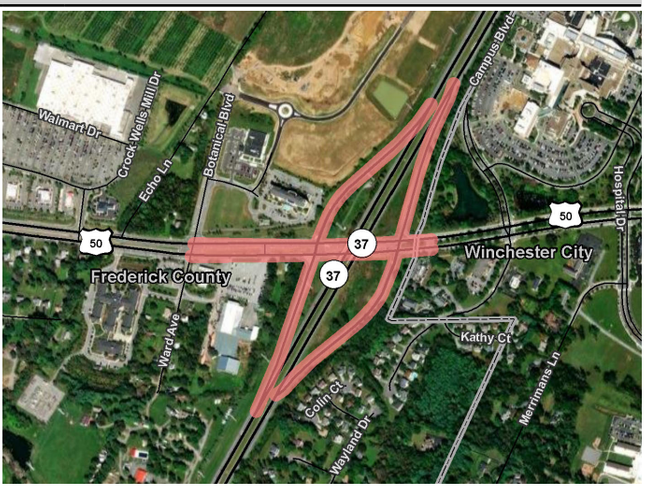
Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: CoSS, RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	39.3 persons	107.2 person hrs.	53.9 EPDO	1,704.8 EPDO / 100M VMT	10.8 jobs per resident	5.9 jobs per resident	59.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	15,589,800.0 adj. buffer time index	6.2 adjusted points	1.2 impacted acres	48.6 access * pop/emp density	46.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	6.6	9.6	2.8	2.8	1.0	3.9	0.0	0.0	0.2	6.2	0.8	67.5	64.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.6		7.6		2.7			0.0			6.2		66.1	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.7		2.3		0.4			0.0			0.6	0.0	1.7	
Project Benefit	6.6													
SMART SCALE Cost	$24,269,861													
SMART SCALE Score***	**2.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

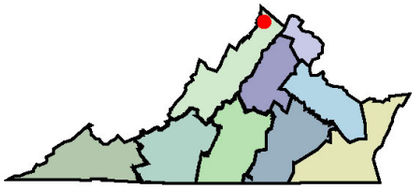
US 50 and Back Mountain Road - RCI

Project Id: 11813

Installation of R-Cut Intersection at the intersection of US-50 and Back Mountain Road (Route 614)

2.7 SMART SCALE SCORE	#113 OF 270 STATEWIDE	SMART SCALE Requested Funds	$6,123,038
	#13 OF 27 DISTRICTWIDE	Total Project Cost	$7,653,798
		Project Benefit	1.6
		Project Benefit / Total Cost	2.1

Submitting Entity: Frederick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.6 person hrs.	29.0 EPDO	3,607.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,593,240.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	5.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		5.4		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.6		0.0			0.0			0.0	0.0	1.0	
Project Benefit	1.6													
SMART SCALE Cost	$6,123,038													
SMART SCALE Score***	**2.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

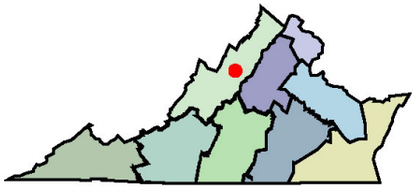
Bluestone Trail Extension

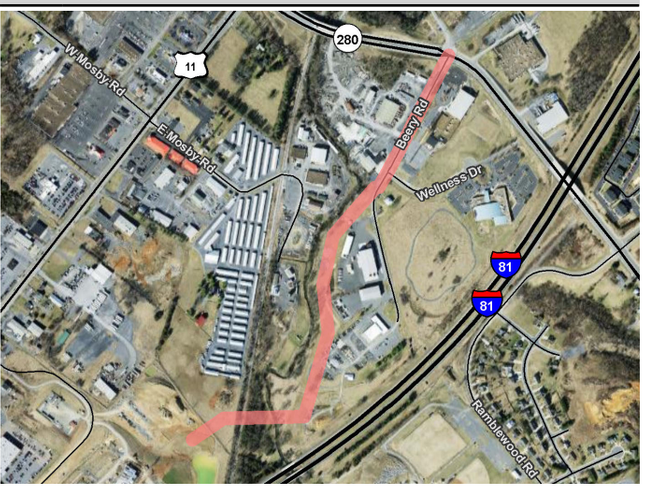
Project Id: 11610

The project closes a 0.7 mile gap between two sections of the Bluestone Trail, a 10' wide paved shared use path, between its current terminus at Stone Spring Rd and Rocktown High School. Path recently constructed on the high school campus extends the Bluestone Trail another 0.5 mile further south. The majority of this project is on independent alignment through city-owned property. A bridge over Blacks Run and the parallel railroad is needed to make this connection.

2.6 SMART SCALE SCORE	#115 OF 270 STATEWIDE	SMART SCALE Requested Funds	$14,409,643
	#14 OF 27 DISTRICTWIDE	Total Project Cost	$14,409,643
		Project Benefit	3.8
		Project Benefit / Total Cost	2.6

Submitting Entity: Harrisonburg City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	34.0 persons	0.0 person hrs.	2.4 EPDO	11,623.2 EPDO / 100M VMT	0.4 jobs per resident	0.5 jobs per resident	102.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	4.8 adjusted points	0.0 impacted acres	32.3 access * pop/emp density	35.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.0	0.4	19.0	0.1	0.1	6.7	0.0	0.0	0.0	4.8	0.0	44.9	48.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.3		6.0		1.4			0.0			4.8		46.9	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		1.8		0.2			0.0			0.5	0.0	1.5	
Project Benefit	3.8													
SMART SCALE Cost	$14,409,643													
SMART SCALE Score***	**2.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

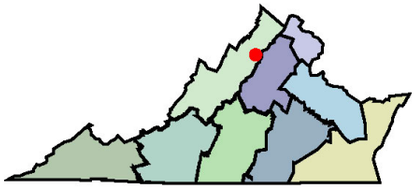
US 340/Collins Avenue Left Turn Lane Improvement

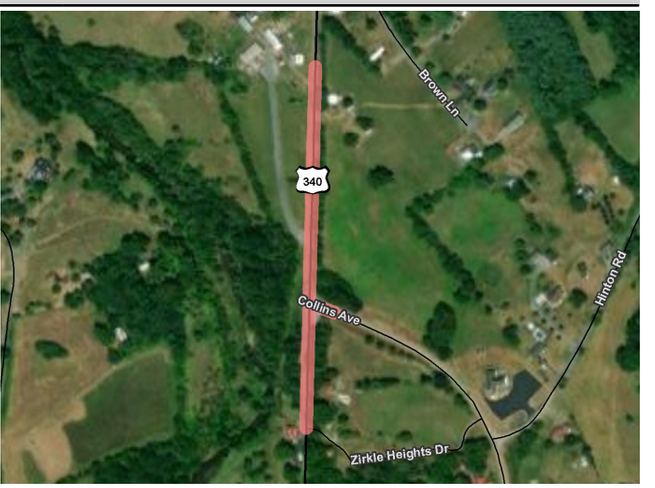
Project Id: 11705

Construct a left turn lane with 200' of storage and a 200' taper on southbound US 340 onto Route 731 (Collins Ave). The project will also consist of a 1,500' lane transition along US 340 to accommodate the turn lane. The proposed left turn lane will enhance safety by mitigating the limited southbound stopping sight distance. This recommendation is based on a VDOT safety review, as the location is identified as a Potential of Safety Improvement (PSI) intersection.

2.4 SMART SCALE SCORE			
	#128 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$9,501,437
	#15 OF 27 DISTRICTWIDE	**Total Project Cost**	$9,501,437
		Project Benefit	2.3
		Project Benefit / Total Cost	2.4

Submitting Entity: Page County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	13.2 EPDO	5,847.1 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	271,521.0 adj. buffer time index	0.0 adjusted points	0.2 impacted acres	16.6 access * pop/emp density	20.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	2.4	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	23.1	27.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		4.5		0.0			0.0			0.0		25.3	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.8		0.0			0.0			0.0	0.0	1.3	
Project Benefit	2.3													
SMART SCALE Cost	$9,501,437													
SMART SCALE Score***	**2.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

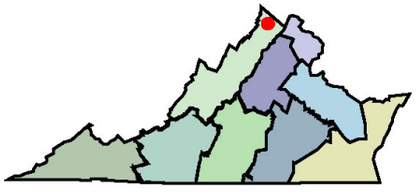
Amherst Street Safety Improvements

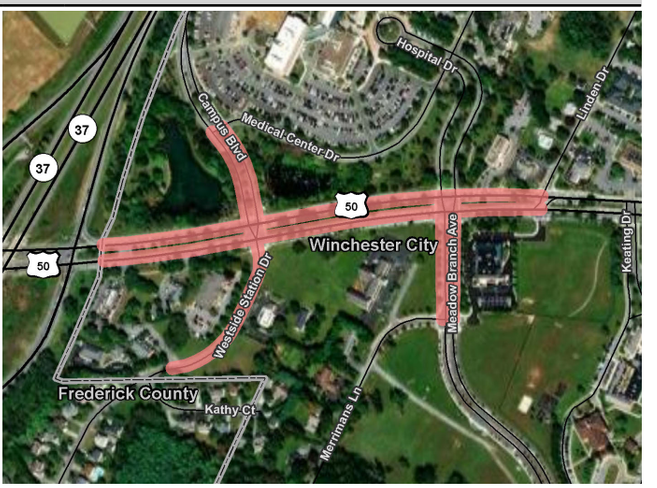
Project Id: 11718

Project consists of improvements at three locations identified in the STARS Route 50 Corridor Improvement Study. Entrance to Amherst Street from McDonald's parking lot would be restricted to right-out only. Intersection at Amherst/Westside Station/Campus Blvd would be modified to include double left turn lanes into the hospital campus, a third egress lane from Campus Blvd, median pedestrian refuge across Amherst Street and road widening to accommodate u-turns on the northwest corner of the intersection. Intersection at Amherst/Meadow Branch/Hospital Dr would add 4th northbound lane on Meadow Branch, additional left turn lane from Amherst to Meadow Branch, and install pedestrian median refuges crossing Amherst Street.

2.0 SMART SCALE SCORE			
	#144 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,093,892
	#16 OF 27 DISTRICTWIDE	**Total Project Cost**	$12,093,892
		Project Benefit	2.4
		Project Benefit / Total Cost	2.0

Submitting Entity: Winchester City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	35.5 persons	14.6 person hrs.	16.3 EPDO	737.4 EPDO / 100M VMT	1.6 jobs per resident	1.2 jobs per resident	53.3 adjusted users	0.0 adjusted points	65.5 thousand adj. daily tons	6,921,410.0 adj. buffer time index	4.7 adjusted points	0.9 impacted acres	48.2 access * pop/emp density	46.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.6	0.9	2.9	1.2	0.4	0.2	3.5	0.0	0.1	0.1	4.7	0.6	67.0	63.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.8		2.4		1.0			0.0			4.7		65.4	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.7		0.1			0.0			0.5	0.0	1.7	
Project Benefit	2.4													
SMART SCALE Cost	$12,093,892													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

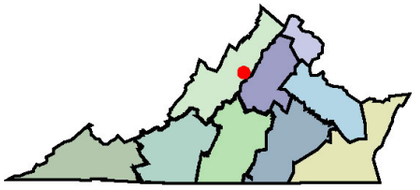
US 33 & Resort Drive Intersection

Project Id: 11533

Conventional Turn Lane Improvements: Construct a second left-turn lane on eastbound US 33 with 800' of storage and a 200' taper; Convert the existing thru lane on Resort Drive (Rt 644) to a shared thru/left and split phase signal operations for north/south movements; Convert the existing northbound lane on Mt. Olivet Road to a left-turn lane and construct a new northbound shared thru/right-turn lane with 100' of storage and a 100' taper. These improvements are one of two proposed options in the US 33 Arterial Management Plan.

2.0 SMART SCALE SCORE	#147 OF 270 STATEWIDE	SMART SCALE Requested Funds	$6,556,170
	#17 OF 27 DISTRICTWIDE	Total Project Cost	$6,556,170
		Project Benefit	1.3
		Project Benefit / Total Cost	2.0

Submitting Entity: Rockingham County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	4.5 person hrs.	17.6 EPDO	712.4 EPDO / 100M VMT	1.9 jobs per resident	1.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	1,480.7 thousand adj. daily tons	6,805,060.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.1 access * pop/emp density	2.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.3	3.1	1.2	0.5	0.2	0.0	0.0	3.1	0.1	0.0	0.0	2.9	3.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		2.6		0.3			0.6			0.0		3.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.0		0.0			0.2			0.0	0.0	1.0	
Project Benefit	1.3													
SMART SCALE Cost	$6,556,170													
SMART SCALE Score***	**2.0**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

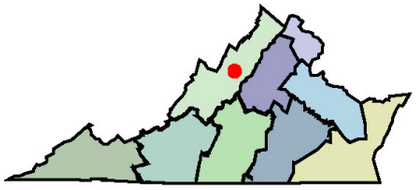
South Main Street Phase 3

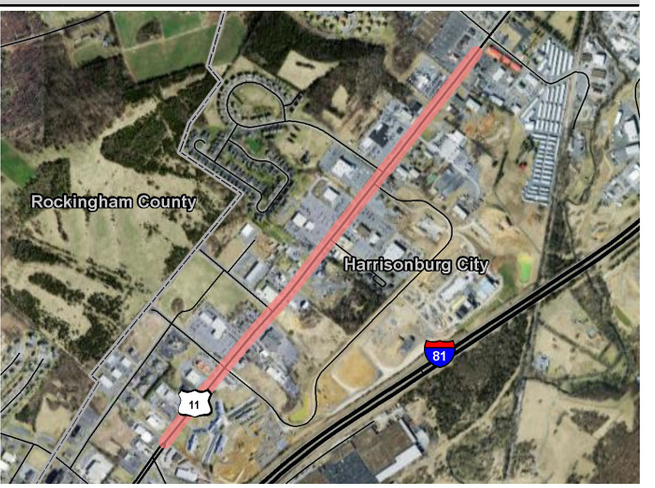
Project Id: 11613

The project will construct approximately 950 linear feet of median on S. Main Street from Southgate Court to Baxter Drive. The project will add multiple segments of new sidewalk along S. Main Street; constructing nearly 1000 linear feet of sidewalk on the west side of the road and approximately 3600 linear feet of sidewalk on the east side of the road. An accessible boarding and alighting concrete pad will be constructed at the 1 bus stop located along the new sidewalk.

1.8 SMART SCALE SCORE	#159 OF 270 STATEWIDE	SMART SCALE Requested Funds	$8,043,093
	#18 OF 27 DISTRICTWIDE	Total Project Cost	$8,043,093
		Project Benefit	1.5
		Project Benefit / Total Cost	1.8

Submitting Entity: Harrisonburg-Rockingham MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN, UDA





SMART SCALE Area Type C

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	19.1 persons	0.0 person hrs.	11.5 EPDO	803.0 EPDO / 100M VMT	0.5 jobs per resident	0.5 jobs per resident	95.6 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	715,088.0 adj. buffer time index	2.4 adjusted points	0.0 impacted acres	29.2 access * pop/emp density	31.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	2.0	1.3	0.1	0.1	6.3	0.0	0.0	0.0	2.4	0.0	40.6	44.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.2		1.8		1.4			0.0			2.4		42.3	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.5		0.2			0.0			0.2	0.0	1.4	
Project Benefit	1.5													
SMART SCALE Cost	$8,043,093													
SMART SCALE Score***	**1.8**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

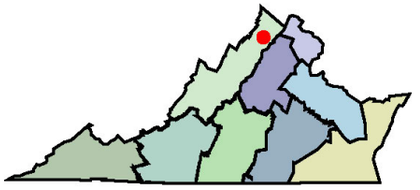
Rte. 55 West & Rte. 678/610 Intersection Improvements

Project Id: 11532

The intersection would be reconstructed to address capacity, safety, sight distance issues, and heavy westbound left turn lane movements. The major roadway, Rte. 55 would be upgraded to provide a westbound & eastbound left turn lane to Rte. 678 and Rte. 610, as well as a westbound right turn lane to Rte. 610. The project would also entail the replacement and lengthening of a drainage box culvert under Rte. 55 through the intersection.

1.7 SMART SCALE SCORE			
	#165 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$7,298,863
	#19 OF 27 DISTRICTWIDE	**Total Project Cost**	$7,298,863
		Project Benefit	1.2
		Project Benefit / Total Cost	1.7

Submitting Entity: Warren County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	10.0 EPDO	3,828.1 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	187,219.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	1.8	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		3.1		0.0			0.0			0.0		0.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		1.2		0.0			0.0			0.0	0.0	1.0	
Project Benefit	1.2													
SMART SCALE Cost	$7,298,863													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

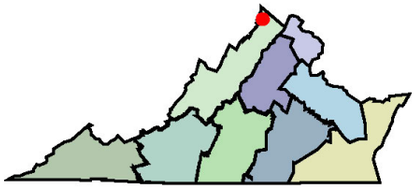
US 50 W - Stony Hill Rd area improvements

Project Id: 11816

Install a package of safety treatments at two horizontal curves on US-50 in the vicinity of Stony Hill Rd as recommended in the US 50 W Project Pipeline study. Treatments include roadway reconstruction to correct horizontal alignment, shoulder widening, high friction surface treatment, dynamic speed signage, and chevron signing at curves.

1.7 SMART SCALE SCORE	#169 OF 270 STATEWIDE	SMART SCALE Requested Funds	$13,426,885
	#20 OF 27 DISTRICTWIDE	Total Project Cost	$16,783,606
		Project Benefit	2.2
		Project Benefit / Total Cost	1.3

Submitting Entity: Frederick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, RN, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.0 person hrs.	40.4 EPDO	951.9 EPDO / 100M VMT	0.2 jobs per resident	0.1 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.9 access * pop/emp density	0.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	7.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		5.5		0.0			0.0			0.0		1.2	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.2		0.0			0.0			0.0	0.0	1.0	
Project Benefit	2.2													
SMART SCALE Cost	$13,426,885													
SMART SCALE Score***	**1.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

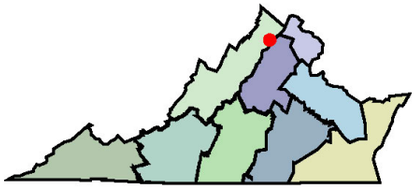
Happy Creek Road Phase II

Project Id: 11565

The Happy Creek Road Phase II improvement will match the completed Phase I section with a two-lane undivided typical section including bike lanes and curb & gutter on both sides of the road with an attached sidewalk on the south side. The new design includes a realignment of the s-curve to adequately meet the design speed. The approximate length of the improvement is 2,450', beginning at the end of the Phase I improved section to the west and ending at Ewell Street to the east (the section of Happy Creek Road between Ewell Street and Leach Run Parkway was improved with the connection of Leach Run Parkway). The project will include an at-grade pedestrian crosswalk across Ewell Street.

1.5 SMART SCALE SCORE			
	#183 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$19,272,009
	#21 OF 27 DISTRICTWIDE	**Total Project Cost**	$19,272,009
		Project Benefit	2.8
		Project Benefit / Total Cost	1.5

Submitting Entity: Front Royal Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	8.2 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	5.6 jobs per resident	5.9 jobs per resident	24.6 adjusted users	7.8 adjusted points	0.0 thousand adj. daily tons	0.0 adj. buffer time index	1.3 adjusted points	0.0 impacted acres	37.5 access * pop/emp density	38.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.0	0.0	0.0	1.5	1.0	1.6	8.7	0.0	0.0	1.3	0.0	52.1	52.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.0		1.4			5.2			1.3		52.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.0		0.1			1.6			0.1	0.0	1.5	
Project Benefit	2.8													
SMART SCALE Cost	$19,272,009													
SMART SCALE Score***	**1.5**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

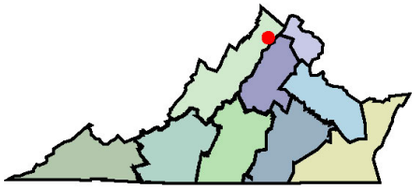
US340/US522 STARS - Country Club Roundabout Improvements

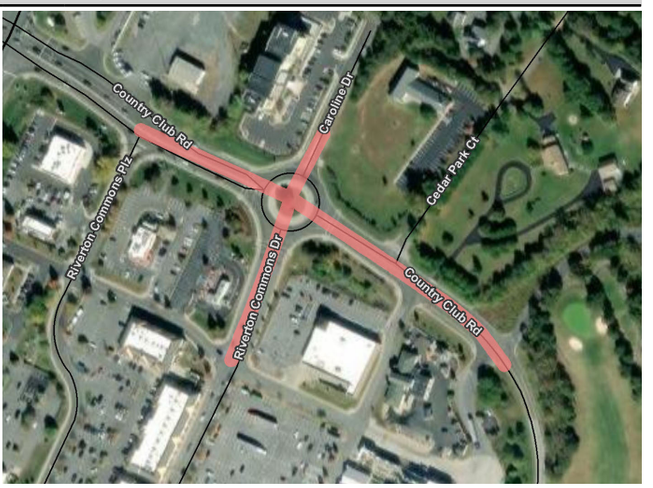
Project Id: 11776

Based on the recommendations from the 2023 VDOT STARS Study, the existing full 2-lane roundabout at the intersection of Country Club Road, Caroline Road, and Riverton Commons Drive will be modified to improve safety and operations. The roundabout will be converted to a hybrid variation, with a single circulating lane in the west quadrant. The eastbound approach will channelize an as exclusive right turn lane into the Riverton Commons shopping center. The westbound approach will be modified into single entry and exit lanes. The segment of Country Club Road to the east of the roundabout will be converted from 4-lane undivided to 2-lane with right turn lanes. The project will also include sections of new sidewalk and improved pedestrian crossings.

1.4 SMART SCALE SCORE			
	#186 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$4,428,562
	#22 OF 27 DISTRICTWIDE	**Total Project Cost**	$4,428,562
		Project Benefit	0.6
		Project Benefit / Total Cost	1.4

Submitting Entity: Warren County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: Safety





SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	13.0 persons	0.2 person hrs.	2.4 EPDO	762.2 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	19.5 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	103,915.0 adj. buffer time index	1.7 adjusted points	0.0 impacted acres	18.5 access * pop/emp density	18.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.2	0.0	0.4	1.2	0.0	0.0	1.3	0.0	0.0	0.0	1.7	0.0	25.7	26.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.7		0.3			0.0			1.7		25.8	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.3		0.0			0.0			0.2	0.0	1.3	
Project Benefit	0.6													
SMART SCALE Cost	$4,428,562													
SMART SCALE Score***	**1.4**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Woodrow Wilson Complex Long Term Access Improvements

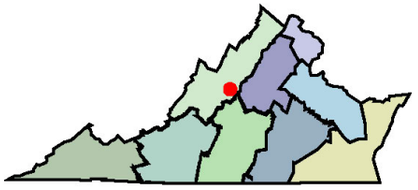
Project Id: 11695

Project includes access management improvements with a raised median on US 250 between the intersection with Route 358 and the new secondary access intersection that consists of 3,700 feet of new construction to connect US 250 with the Woodrow Wilson Rehabilitation Center (WWRC) complex. The new roadway will connect to US 250 approx. 1,090' to the west of the intersection of US 250 and Route 358 and will connect to the WWRC complex by creating an All Way Stop Controlled intersection with Woodrow Wilson Avenue and Hornet Road. The new roadway will have a 10' wide shared use path that is also proposed along US 250 to connect to the existing shared use path at the corner of US 250 and Route 358.

1.3 SMART SCALE SCORE			
	#188	OF 270 STATEWIDE	
	#23	OF 27 DISTRICTWIDE	

SMART SCALE Requested Funds	$41,510,992
Total Project Cost	$41,510,992
Project Benefit	5.6
Project Benefit / Total Cost	1.3

Submitting Entity: Staunton-Augusta-Waynesboro MPO
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: HPP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: RN



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	79.0 persons	12.0 person hrs.	0.0 EPDO	0.0 EPDO / 100M VMT	4.1 jobs per resident	5.8 jobs per resident	95.6 adjusted users	26.3 adjusted points	0.0 thousand adj. daily tons	2,243.2 adj. buffer time index	3.1 adjusted points	1.5 impacted acres	5.2 access * pop/emp density	5.7 access * pop/emp density change
Normalized Measure Value (0-100)	1.4	0.7	0.0	0.0	1.1	1.0	6.3	29.5	0.0	0.0	3.1	1.0	7.2	7.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.1		0.0		2.1			17.7			3.1		7.5	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		0.0		0.3			4.4			0.3	0.0	1.1	
Project Benefit	5.6													
SMART SCALE Cost	$41,510,992													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

I-81, Exit 307 and Route 277 Improvements

Project Id: 11760

This project is the subject of a round 2 project pipeline study. Project includes replacement of existing Route 277 3-lane bridge at I-81 Exit 307 with a 5-lane bridge with 2 EB and WB through lanes and dedicated left turn lanes at the I-81 NB and SB on-ramps. One additional through lane will be carried west to become a dedicated WB left turn lane at US-11/Main St. The I-81 NB off-ramp will be widened to include two NB right turn lanes. The I-81 SB off-ramp will be widened to include two SB left turn lanes. Sidewalk will be constructed on the north and south side of the new bridge.

1.3 SMART SCALE SCORE			
	#189 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$67,110,715
	#24 OF 27 DISTRICTWIDE	**Total Project Cost**	$83,888,394
		Project Benefit	8.8
		Project Benefit / Total Cost	1.0

Submitting Entity: Win-Fred MPO

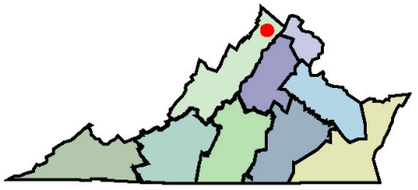
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: HPP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: RN, UDA



SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	42.7 persons	18.6 person hrs.	57.2 EPDO	7,226.1 EPDO / 100M VMT	8.7 jobs per resident	6.0 jobs per resident	40.0 adjusted users	24.4 adjusted points	786.4 thousand adj. daily tons	0.0 adj. buffer time index	3.8 adjusted points	10.5 impacted acres	7.9 access * pop/emp density	7.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	1.1	10.2	11.8	2.3	1.0	2.6	27.3	1.7	0.0	3.8	7.0	10.9	10.9
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.0		10.7		2.1			16.7			3.8		10.9	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.2		3.2		0.3			4.2			0.4	-0.3	1.1	
Project Benefit	8.8													
SMART SCALE Cost	$67,110,715													
SMART SCALE Score***	**1.3**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

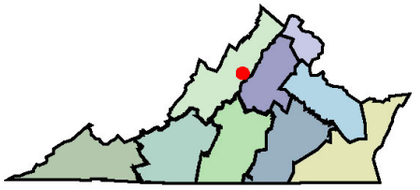
US 33 / Island Ford Road Partial R-CUT

Project Id: 11584

Convert the existing signalized intersection to a signalized partial restricted crossing U-turn (RCUT) and construct a dedicated crossover for southbound through and left turning movements to make U-turns. Construct a northbound left-turn lane to support dual left turns from Island Ford Road. The loon will be constructed large enough to accommodate a stopped fire truck (ladder truck) or tractor trailer.

1.1 SMART SCALE SCORE			
	#203 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$6,569,804
		Total Project Cost	$6,569,804
	#25 OF 27 DISTRICTWIDE	**Project Benefit**	0.7
		Project Benefit / Total Cost	1.1

Submitting Entity: Rockingham County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: Yes
VTRANS Need: RN, Safety



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	19.1 person hrs.	8.4 EPDO	455.5 EPDO / 100M VMT	3.5 jobs per resident	2.5 jobs per resident	0.0 adjusted users	0.0 adjusted points	178.0 thousand adj. daily tons	4,259,860.0 adj. buffer time index	0.2 adjusted points	0.0 impacted acres	2.4 access * pop/emp density	2.6 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	1.2	1.5	0.7	0.9	0.4	0.0	0.0	0.4	0.1	0.2	0.0	3.3	3.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		1.3		0.6			0.1			0.2		3.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.1		0.5		0.1			0.0			0.0	0.0	1.0	
Project Benefit	0.7													
SMART SCALE Cost	$6,569,804													
SMART SCALE Score***	**1.1**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

Route 11 at Greenhouse Road Intersection Improvements

Project Id: 11643

The proposed project will improve vehicular and pedestrian operations and safety at the intersection of US Route 11 and Greenhouse Road/Econo Lane. The improvements will address congestion issues related to economic development projects that have increased traffic volumes. The project will provide a new northbound right turn lane on US Route 11 that does not exist today, an extension of the northbound left turn lane that is experiencing queues that extend beyond the existing capacity, an extension of the southbound left turn lane that is experiencing queues that extend into the through lanes, and widening of the westbound approach to accommodate a new turn lane. In addition, there are pedestrian signal improvements that will connect an existing shared-use path from Rockbridge County High School along Greenhouse Road to US Route 11. The project will provide capacity improvements that reduce the potential for rear-end accidents that are prevalent at the intersection.

0.7 SMART SCALE SCORE	#232 OF 270 STATEWIDE	SMART SCALE Requested Funds	$6,672,818
	#26 OF 27 DISTRICTWIDE	Total Project Cost	$6,672,818
		Project Benefit	0.4
		Project Benefit / Total Cost	0.7

Submitting Entity: Rockbridge County

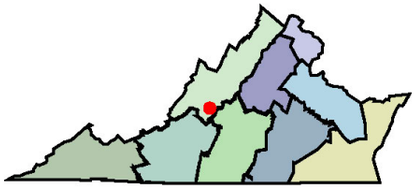
PE/RW/CN: Not Started / Not Started / Not Started

Eligible Fund Program: DGP

Evacuation Route: Yes

Resiliency Commitment: Yes

VTRANS Need: UDA



SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	3.7 persons	2.9 person hrs.	1.1 EPDO	224.7 EPDO / 100M VMT	0.9 jobs per resident	0.8 jobs per resident	5.5 adjusted users	0.4 adjusted points	0.0 thousand adj. daily tons	207,822.0 adj. buffer time index	0.5 adjusted points	0.0 impacted acres	42.5 access * pop/emp density	46.1 access * pop/emp density change
Normalized Measure Value (0-100)	0.1	0.2	0.2	0.4	0.2	0.1	0.4	0.5	0.0	0.0	0.5	0.0	59.1	63.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.2		0.2			0.3			0.5		61.4	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.0			0.1			0.0	0.0	1.6	
Project Benefit	0.4													
SMART SCALE Cost	$6,672,818													
SMART SCALE Score***	**0.7**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.

** Up to 100% multiplied by the benefit score based on normalized measure performance.

*** Project Benefit per $10M SMART SCALE Cost

SMART SCALE PROJECT SCORECARD

VDOT DRPT Office of INTERMODAL Planning and Investment

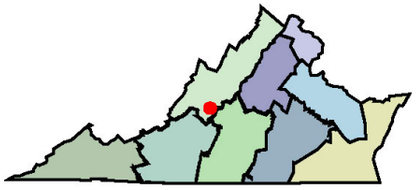
US 11 Pedestrian Improvements

Project Id: 11583

This project establishes a continuous pedestrian connection between the City of Lexington and the Chessie Trail north along U.S. 11 to the College Square Shopping Center intersection, and terminates at the intersection of US 11 and Greenhouse Road in Rockbridge County. The project constructs approximately .5 miles of 5' wide sidewalk on the west side of US 11 from south of Hunter Hill Road to College Square and Greenhouse Road, and approximately .3 miles of 5' wide sidewalk on the east side of US 11 from College Square to Greenhouse Road. This project will also construct new crosswalks, install push-button pedestrian signal heads, and provide median pedestrian refuges at the intersections of College Square and Greenhouse Road.

0.6 SMART SCALE SCORE			
	#236 OF 270 STATEWIDE	**SMART SCALE Requested Funds**	$12,506,229
	#27 OF 27 DISTRICTWIDE	**Total Project Cost**	$12,506,229
		Project Benefit	0.7
		Project Benefit / Total Cost	0.6

Submitting Entity: Rockbridge County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, UDA



SMART SCALE Area Type D

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	16.5 persons	0.0 person hrs.	0.6 EPDO	228.9 EPDO / 100M VMT	1.5 jobs per resident	1.1 jobs per resident	24.7 adjusted users	0.4 adjusted points	0.0 thousand adj. daily tons	274,432.0 adj. buffer time index	2.2 adjusted points	0.0 impacted acres	42.2 access * pop/emp density	46.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.3	0.0	0.1	0.4	0.4	0.2	1.6	0.5	0.0	0.0	2.2	0.0	58.7	63.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		0.2		0.6			0.3			2.2		61.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		0.1		0.1			0.1			0.2	0.0	1.6	
Project Benefit	0.7													
SMART SCALE Cost	$12,506,229													
SMART SCALE Score***	**0.6**													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per $10M SMART SCALE Cost