

BRISTOL

PROJECT SCORECARD

Construct Auxiliary Lane I77 North Exit 32 onto I81 South

App Id: 474

Construct additional merge lane on ramp from I-77 North to I-81 South. The merge lane designed to become a drop lane at Exit 80 for exiting vehicles. The additional lane reduces congestion at junction of two Interstates 81 & 77.

Project Location	Wythe County
HB2 Area Type	D
Submitting Entity	Wythe County
Total Project Cost	\$9,100,000
HB2 Request	\$9,000,000
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$79,774
Key Fund Sources	Bond/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

Final Score	1.6	1.6
Statewide Rank	156/287	135/287
District Rank	14/22	13/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.0	1.3	0	0	0.2	0.4	0	0.5	0.2	0	15.3	0	

PROJECT SCORECARD

Construct Climbing Lane I77 North to Exit 32

App Id: 476

Construct climbing lane on I-77 North for approximately 1.05 miles south of I-77 & I-81 system to system interchange. Improving operational characteristic of northbound traffic by allowing slower trucks an additional lane to navigate the grade.

Project Location	Wythe County
HB2 Area Type	D
Submitting Entity	Wythe County
Total Project Cost	\$10,570,000
HB2 Request	\$10,570,000
Preliminary Engineering	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.3

HB2 COST TOTAL COST

Final Score	1.2	1.2
Statewide Rank	171/287	150/287
District Rank	18/22	17/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.3	0.6	0	0	0	0	0	0.3	0.6	0	15.0	0	

PROJECT SCORECARD

Leatherwood Lane

App Id: 501

Leatherwood Lane project adds a center turn lane for vehicles between Route 460 and the commercial development. Includes new bus stop, bike facility, crosswalk, and sidewalk to encourage multimodal use.

Project Location Bluefield
 HB2 Area Type D
 Submitting Entity Town of Bluefield
 Total Project Cost \$1,271,749
 HB2 Request \$1,271,749
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

VTrans Need: Heartland Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

1.8

HB2 COST TOTAL COST

	Final Score	14.5	14.5
Statewide Rank	41/287		38/287
District Rank	1/22		1/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	29.6		0	5.1	

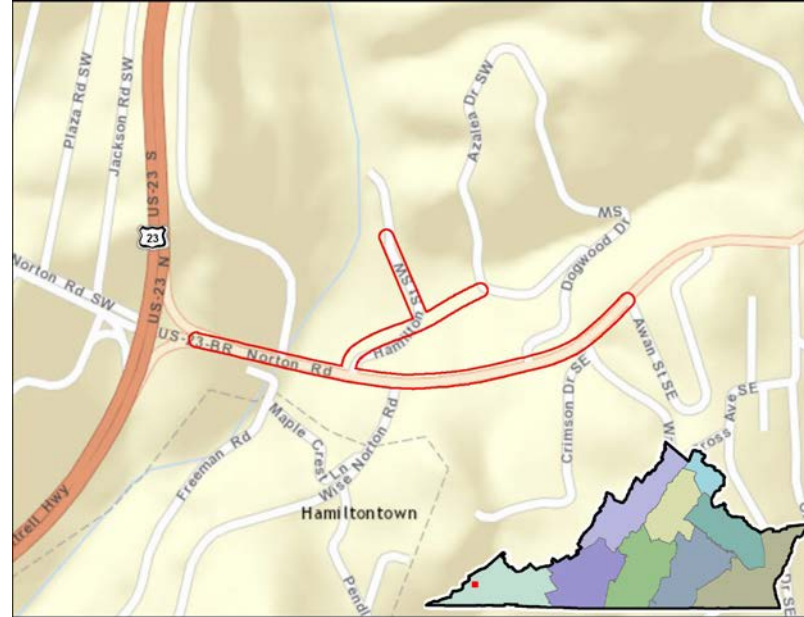
PROJECT SCORECARD

Route 23 Business (Norton Road) Reconstruction Phase 1

App Id: 543

Project widens the existing two-lane roadway to a four lane facility with center left turn lane between Hamilton Street and Awan Street. Provides sidewalks for pedestrians and improves access management to businesses.

Project Location	Wise
HB2 Area Type	D
Submitting Entity	Town of Wise
Total Project Cost	\$9,872,980
HB2 Request	\$8,982,736
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$616,653
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Town of Wise
Urban Development Area

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	2.1	1.9
Statewide Rank	139/287	121/287
District Rank	12/22	11/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	2.3	0	0	0	0	16.7		0.3	4.3	

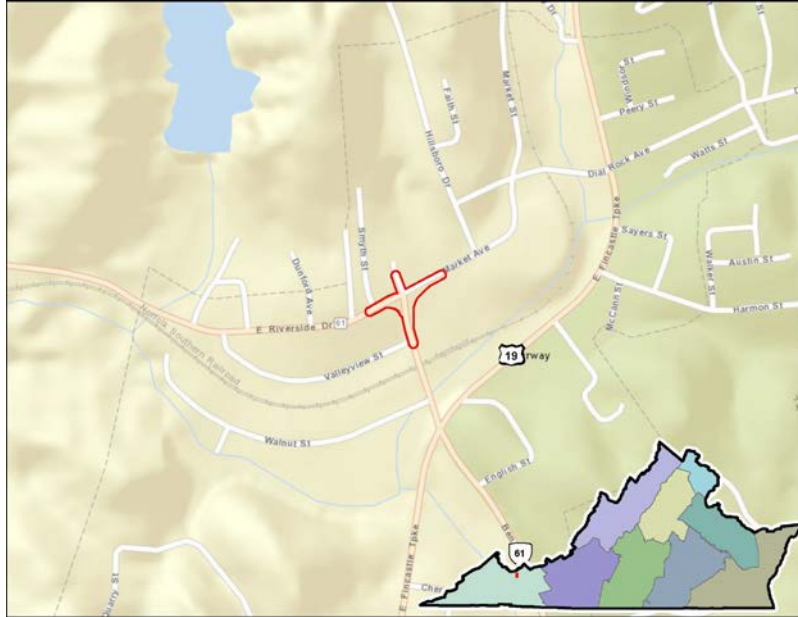
PROJECT SCORECARD

Market Street and East Riverside Drive Intersection Project

App Id: 555

Intersection improvements for Market Street (Route 61) and East Riverside Drive (Route 678). Improving safety of the intersection by provide adequate turning lanes, improved signal operation, and pedestrian facilities.

Project Location	Tazewell
HB2 Area Type	D
Submitting Entity	Town of Tazewell
Total Project Cost	\$1,800,000
HB2 Request	\$1,800,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

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Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	188/287	167/287
District Rank	19/22	19/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0	2.4	

PROJECT SCORECARD

Connector Road Phase II

App Id: 585

Construct connector road between Cassell Road & Route 11 Lee Highway. Reduce congestion on Route 11 allowing access to college and developments on local streets instead of mainline. Phase I is complete, Phase II provides the final connection.

Project Location	Wytheville
HB2 Area Type	D
Submitting Entity	Town of Wytheville
Total Project Cost	\$6,107,013
HB2 Request	\$3,804,405
Preliminary Engineering	Underway
Right of Way	Complete
Construction	Not Started
Expenditures to Date	\$186,196
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Crescent Corridor of Statewide Significance

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Project Benefit Score

1.0

HB2 COST TOTAL COST

	Final Score	2.5	1.6
Statewide Rank	124/287		134/287
District Rank	11/22		12/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.3	3.1	0	0	0	0	0	0	0.1		0.2	8.8	

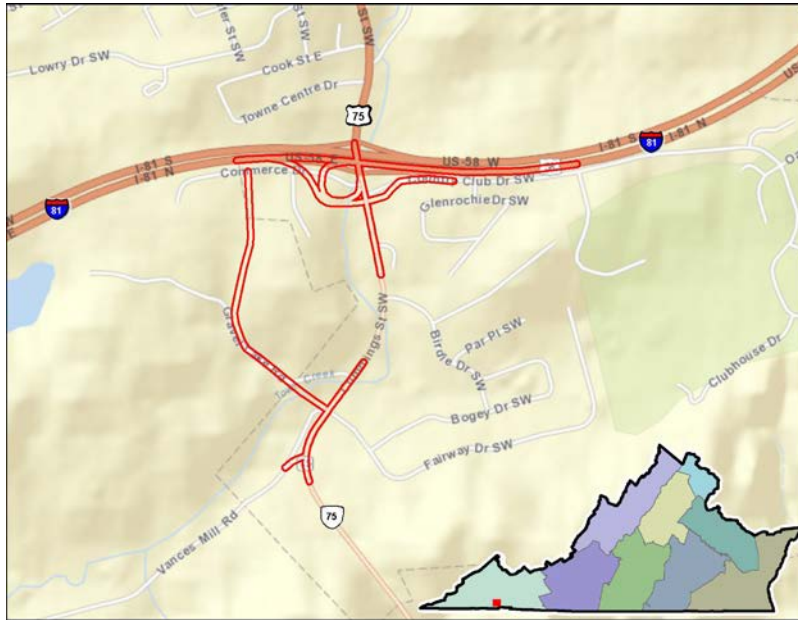
PROJECT SCORECARD

I-81 at State Route 75 (Exit 17) Interchange Modifications

App Id: 606

Improve I-81 Exit 17 Southside on & off ramps and relocates frontage road. Improve capacity of entire interchange by providing adequate storage for turning vehicles. Widen to 2 lane section on Route 75 and provides Park & Ride Lot.

Project Location	Washington County
HB2 Area Type	D
Submitting Entity	Town of Abingdon
Total Project Cost	\$21,200,000
HB2 Request	\$21,200,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

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Project Benefit Score

3.2

HB2 COST TOTAL COST

Final Score	1.5	1.5
Statewide Rank	158/287	136/287
District Rank	15/22	14/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.2	0.4	0	0	0	0.1	0.4	1.5	0.2	42.7	0	

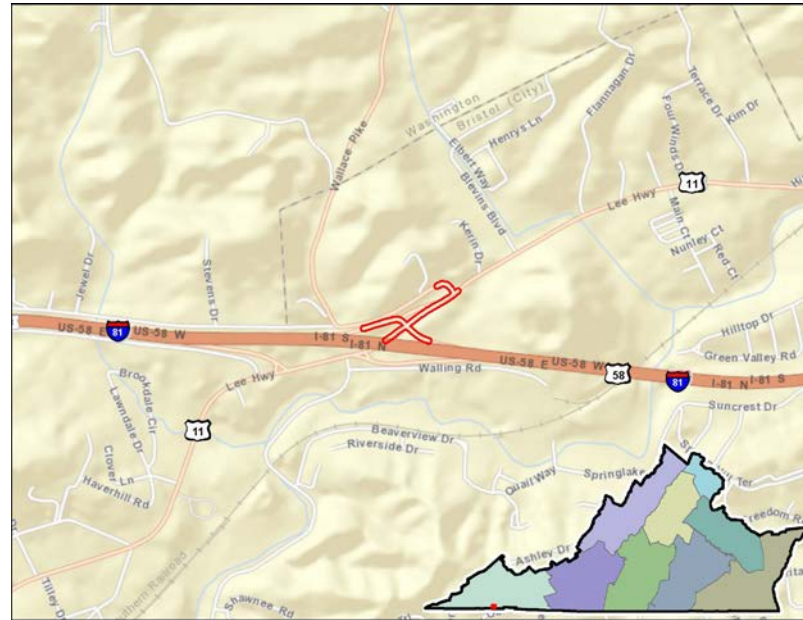
PROJECT SCORECARD

Lee Highway Widening - Exit 5 Phase 1B

App Id: 624

Widens 5 lane roadway to a 6 lane urban typical section with improved turn lanes on southbound ramps I-81 Exit 5. New pedestrian facilities with a median to improved access management, and new Park & Ride lot.

Project Location	Bristol
HB2 Area Type	D
Submitting Entity	Bristol City
Total Project Cost	\$5,850,000
HB2 Request	\$3,814,141
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$82,260
Key Fund Sources	Fed/State Disc./RS, Other CTB Grants
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor
of Statewide Significance

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Project Benefit Score

0.7

HB2 COST TOTAL COST

Final Score	1.8	1.2
Statewide Rank	146/287	151/287
District Rank	13/22	18/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.5	0.2	0.4	1.9	0	0	0.1	0	0.2	0.7	0.8	0.6	

PROJECT SCORECARD

Lee Highway Widening - Exit 5 Phase 2

App Id: 625

Improves existing 3 lanes to 4 lanes with turn lanes on Route 11 from 450' E. of Blevins Blvd. to Alexis Dr. Installs 2 new signals providing access to The Falls Development. Includes access management improvements and shared use path.

Project Location	Bristol
HB2 Area Type	D
Submitting Entity	Bristol City
Total Project Cost	\$9,987,500
HB2 Request	\$9,987,500
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	
Key Fund Sources	RS, Other CTB Grants/Local
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.0

HB2 COST TOTAL COST

Final Score	3.0	3.0
Statewide Rank	110/287	98/287
District Rank	8/22	7/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	6.3	0	0	0.7	0.8	0.1	0.1	0.5	1.6	0.8	30.0	

PROJECT SCORECARD

Route 58 Truck Climbing Lane

App Id: 641

Constructs 1000' climbing lane on Route 58 west side Powell Mtn. in Lee County. Improves operations by removing slower trucks from the main travel lane of the roadway and allows cars to bypass without blocking.

Project Location	Multiple
HB2 Area Type	D
Submitting Entity	Lee County
Total Project Cost	\$4,995,109
HB2 Request	\$4,995,109
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

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Project Benefit Score

6.7

HB2 COST TOTAL COST

Final Score	13.5	13.5
Statewide Rank	49/287	44/287
District Rank	2/22	2/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	10.4	0	0	0	0	100.0		0.2	0.3	

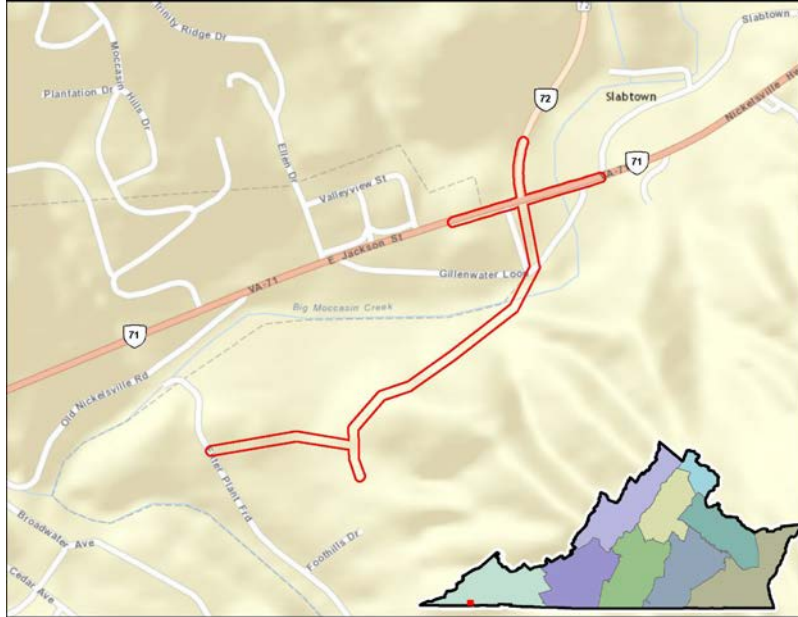
PROJECT SCORECARD

Moccasin Gap Bypass

App Id: 653

Constructs a bypass of Gate City and provides an alternate route around railroad overpass. Built on new alignment from 224/58 to intersection of 71 & 72. Would be an extension of Route 72 with two 12' wide lanes with 10' wide paved shoulders.

Project Location	Multiple
HB2 Area Type	D
Submitting Entity	Scott County
Total Project Cost	\$53,407,228
HB2 Request	\$49,368,766
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$5,419,361
Key Fund Sources	Spec/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	276/287	274/287
District Rank	21/22	21/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.2	1.1	0	0	0	0	0	0	0		0.1	5.0	

PROJECT SCORECARD

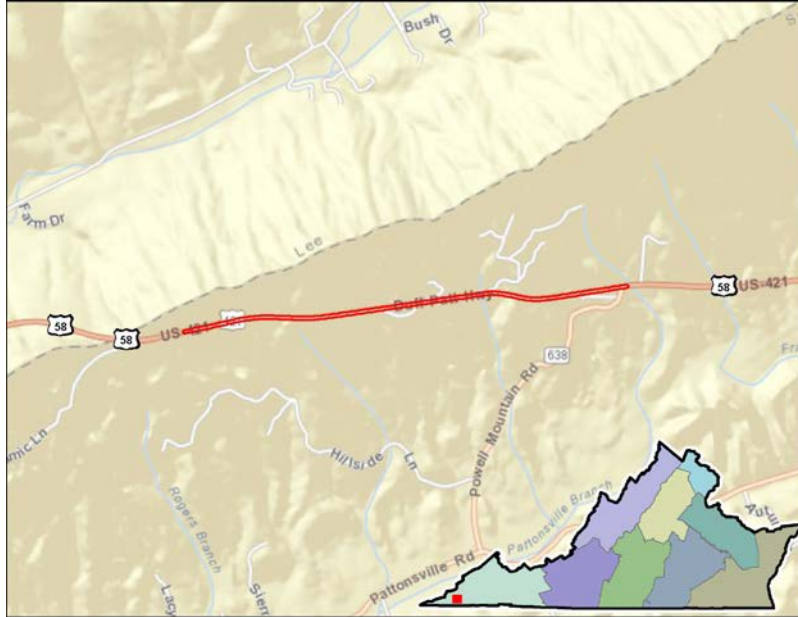
HB2 Funding the Right Transportation Projects

Route 58 Climbing Lane (Complete)

App Id: 655

Construct truck climbing on the Scott County side from top of Powell Mtn. to Route 638 intersection. Provides passenger cars an opportunity to pass slow moving trucks on mountain instead of following for 3-4 miles.

Project Location	Scott County
HB2 Area Type	D
Submitting Entity	Scott County
Total Project Cost	\$24,701,936
HB2 Request	\$24,701,936
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

6.4

HB2 COST TOTAL COST

	Final Score	2.6	2.6
Statewide Rank	120/287		105/287
District Rank	10/22		10/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	5.2	3.5	0	0	0	0	100.0		0.3	1.3	

PROJECT SCORECARD

US58/23 Access Management w/ Park & Ride

App Id: 656

Route 23 project improves intersection 23 & Filter Plant Rd. by adding turn lanes, improving drainage, eliminating crossovers, and improves access management. Provides access to recreational ball fields for high school with new Park & Ride.

Project Location	Multiple
HB2 Area Type	D
Submitting Entity	Scott County
Total Project Cost	\$7,105,471
HB2 Request	\$7,105,471
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Safety
Study and Data

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	2.7	2.7
Statewide Rank	115/287	102/287
District Rank	9/22	9/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.9	0	0	0	0	0	0	0	0.1		7.8	18.7	

PROJECT SCORECARD

US58/23 Access Management

App Id: 657

Route 23 project improves intersection 23 & Filter Plant Rd. by adding turn lanes, improving drainage, eliminating crossovers, and improves access management. Provides access to recreational ball fields for high school.

Project Location	Multiple
HB2 Area Type	D
Submitting Entity	Scott County
Total Project Cost	\$6,632,541
HB2 Request	\$6,632,541
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Safety
Study and Data

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	1.3	1.3
Statewide Rank	165/287	145/287
District Rank	16/22	15/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.9	0	0	0	0	0	0	0	0.1		7.8	3.9	

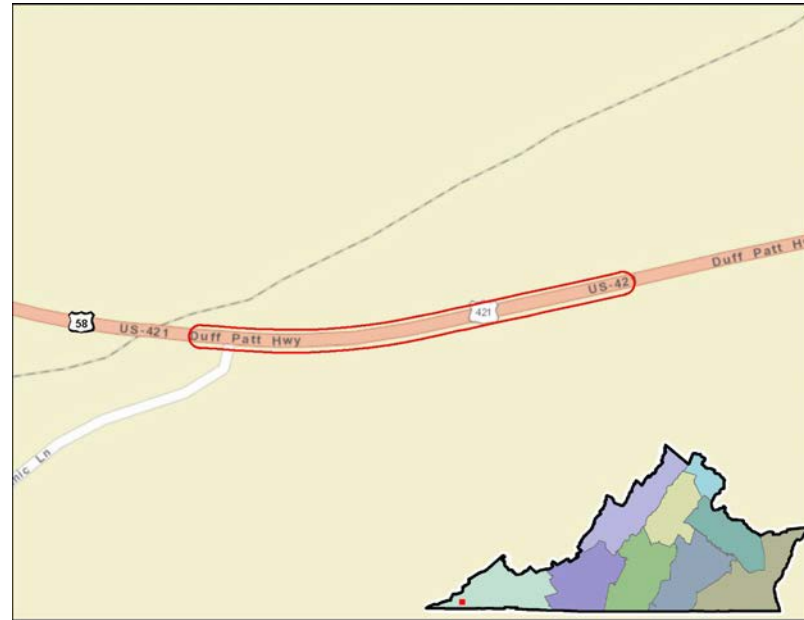
PROJECT SCORECARD

Route 58 Climbing Lane (Partial)

App Id: 658

Construct a 1000' climbing lane on the east side of Powell Mtn. allowing vehicles to bypass WB heavy trucks moving at slow rates of speeds on Route 58. Excavate rock embankment to accommodate additional width.

Project Location	Scott County
HB2 Area Type	D
Submitting Entity	Scott County
Total Project Cost	\$4,259,021
HB2 Request	\$4,259,021
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

5.1

HB2 COST TOTAL COST

Final Score	11.9	11.9
Statewide Rank	54/287	46/287
District Rank	3/22	3/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	100.0		0.3	0.7	

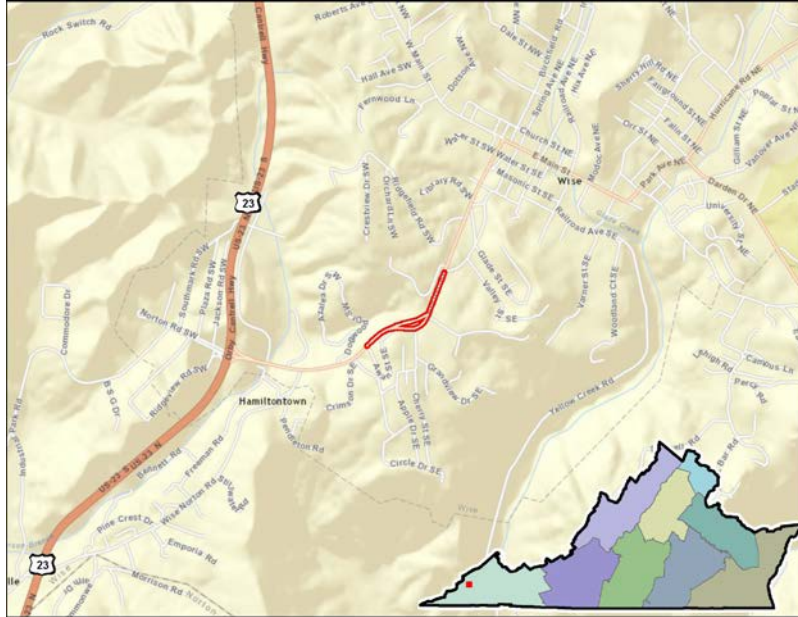
PROJECT SCORECARD

Route 23 Business (Norton Road) Reconstruction - Phase II

App Id: 663

Project widens the existing two-lane roadway to a four lane facility with center left turn lane between Awan Street and Cherry Street. Provides sidewalks for pedestrians and improves access management to businesses.

Project Location	Wise
HB2 Area Type	D
Submitting Entity	Town of Wise
Total Project Cost	\$7,038,420
HB2 Request	\$6,148,176
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$616,653
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Town of Wise
Urban Development Area

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	3.2	2.8
Statewide Rank	105/287	100/287
District Rank	7/22	8/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.3	1.3	0	0	0	0	27.3		0.5	2.3	

PROJECT SCORECARD

Central High School Road

App Id: 664

New entrance road to Central High School from Route 757. Currently, the only access is through a retail shopping center. Improvements include a shared use bike/pedestrian path, drainage control, and turn lanes to address congestion.

Project Location	Wise County
HB2 Area Type	D
Submitting Entity	Wise County
Total Project Cost	\$12,076,332
HB2 Request	\$12,076,332
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	1.2	1.2
Statewide Rank	169/287	149/287
District Rank	17/22	16/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	30.1		0	0	

PROJECT SCORECARD

Interstate 81 - Exit 19 Modifications

App Id: 667

I-81 Exit 19 reconfiguration to address growing commercial area. Realign NBL & SBL on & off ramps and frontage roads with new signals providing improved access and traffic flow.

Project Location Washington County

HB2 Area Type D

Submitting Entity Washington County

Total Project Cost \$9,735,983

HB2 Request \$9,735,983

Preliminary Engineering Not Started

Right of Way Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

6.0

Final Score

6.2

6.2

Statewide Rank

84/287

76/287

District Rank

5/22

5/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	15.7	22.0	0	0	0	0.4	3.6	0.4	0.6	0.2	

PROJECT SCORECARD

BSG No1 Project - Gilley Ave Shoulder and Ditch Improvements

App Id: 702

Build 8' paved shoulder and 6' ditch on right side Route 58. Currently, sharp drop off into deep ditch line. Add sidewalk to improve multimodal use and overlay existing travel lanes.

Project Location Wise County
 HB2 Area Type D
 Submitting Entity Town of Big Stone Gap
 Total Project Cost \$2,748,904
 HB2 Request \$2,748,904
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.0

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	0.1	0.1
Statewide Rank	281/287	280/287
District Rank	22/22	22/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.3		0	0	

PROJECT SCORECARD

Route 21 and 58 Intersection Radius Improvement

App Id: 720

Improve the turning radius for trucks at the intersection of 21 & 58 in the heart of Independence. Large commercial traffic experience difficulty negotiating the tight radius. Project includes sidewalk and crosswalk improvements.

Project Location Independence
 HB2 Area Type D
 Submitting Entity Grayson County
 Total Project Cost \$250,245
 HB2 Request \$250,245
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	5.6	5.6
Statewide Rank	89/287	80/287
District Rank	6/22	6/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.0		1.1	0.2	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

US Route 19/460 Intersection Improvements

App Id: 723

Rebuild intersection of Route 19 & 460 with added capacity. Add through lane SB and dual left turn lanes for 19 NB turning EB on 460. Add right turn lane for WB 460 and a right turn lane for 460 EB traffic to 19 SB.

Project Location Tazewell County

HB2 Area Type D

Submitting Entity Tazewell County

Total Project Cost \$10,594,294

HB2 Request \$10,563,414

Preliminary Engineering Underway

Right of Way Not Started

Construction Not Started

Expenditures to Date \$30,880

Key Fund Sources Bond

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.4

HB2 COST TOTAL COST

Final Score

0.3

0.3

Statewide Rank

251/287

234/287

District Rank

20/22

20/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.2	0	0	0	0	0	0		1.7	2.9	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 80

App Id: 731

Construct a climbing lane southbound along Route 80 from Route 67 to Route 19. Improves congestion by allowing vehicles to pass slow moving trucks.

Project Location Russell County

HB2 Area Type D

Submitting Entity Russell County

Total Project Cost \$5,800,000

HB2 Request \$5,800,000

Preliminary Engineering Not Started

Right of Way Not Started

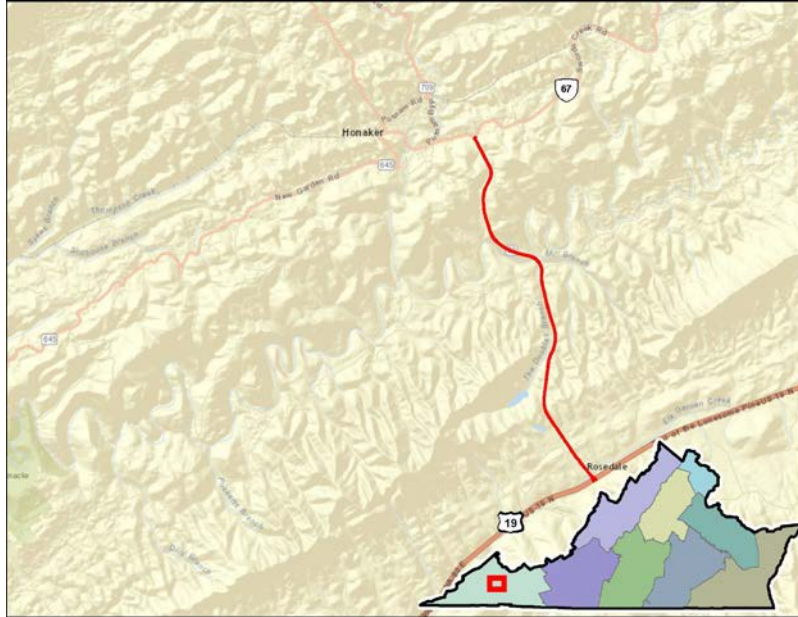
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

VTrans Need: Safety: Crash and PSI Data

[Click for details](#)

Project Benefit Score

4.4

HB2 COST TOTAL COST

Final Score

7.6

7.6

Statewide Rank

76/287

68/287

District Rank

4/22

4/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	22.6	3.6	0	0	0	0	0.2		0.3	6.3	

SALEM

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

US 460 "S" Curves

App Id: 439

Improve safety by realigning the EB lanes to parallel the existing WB lanes with grass median and improved crossovers in between. Realign and widen Wilkerson Mill crossover to a two-lane facility.

Project Location Bedford County

HB2 Area Type D

Submitting Entity Bedford County

Total Project Cost \$18,829,369

HB2 Request \$18,829,369

Preliminary Engineering Not Started

Right of Way Not Started

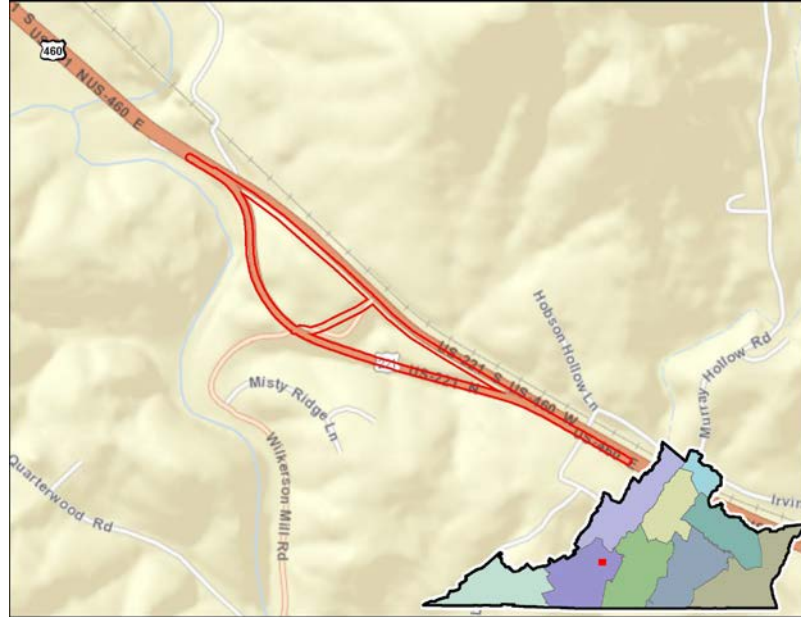
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.0

HB2 COST TOTAL COST

Final Score

1.0

1.0

Statewide Rank

179/287

159/287

District Rank

24/37

22/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.9	3.0	0	0	0	0	13.4	0.1	2.9	0.7	

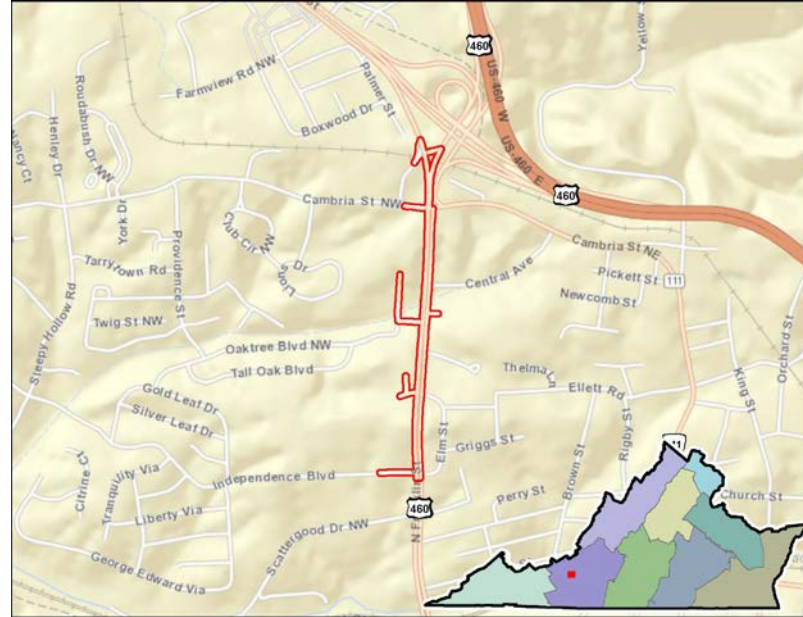
PROJECT SCORECARD

N Franklin St - Cambria St Intersection/N Franklin Corridor

App Id: 459

Upgrade N. Franklin St. and Cambria St. intersection including recommendations of functionality study for N. Franklin St. between Cambria St. and Independence Blvd and the potential for coordinated signal system (UPC 104387)

Project Location	Christiansburg
HB2 Area Type	C
Submitting Entity	Town of Christiansburg
Total Project Cost	\$8,489,534
HB2 Request	\$7,841,152
Preliminary Engineering	Not Started
Right of Way	Underway
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score	1.5	1.4
Statewide Rank	157/287	141/287
District Rank	19/37	18/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.1	2.2	0.5	0	0	0.1	0.1	1.6	1.0	0.2	11.9	

PROJECT SCORECARD

N. Franklin Street - Peppers Ferry Road Connector Phase I

App Id: 462

Construct 4-lane, divided controlled access road between Rte. 460 (N. Franklin St.) and Rte. 114 (Peppers Ferry Rd.) with a roundabout at Cambria St. and Providence Blvd. Phase I is between Peppers Ferry Rd. and Cambria St.

Project Location	Christiansburg
HB2 Area Type	C
Submitting Entity	Town of Christiansburg
Total Project Cost	\$10,004,000
HB2 Request	\$10,004,000
Preliminary Engineering	Not Started
Right of Way	Underway
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	1.1	1.1
Statewide Rank	176/287	155/287
District Rank	22/37	21/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.6	2.7	0	0	0	0	0	0	1.7	1.0	0.2	5.8	

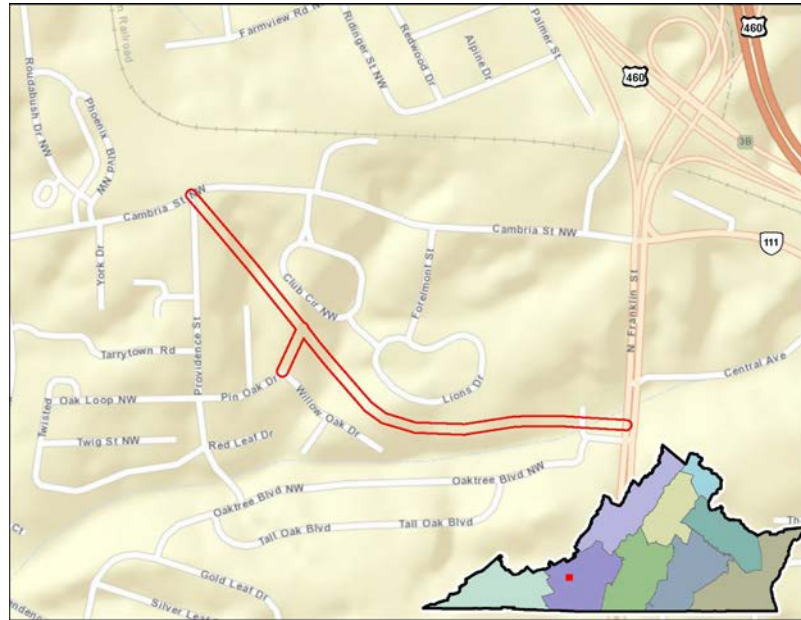
PROJECT SCORECARD

N. Franklin Street - Peppers Ferry Road Connector Phase II

App Id: 465

Reduce congestion by constructing 4-lane, divided controlled access road between Rte. 460 (N. Franklin St.) and Rte. 114 (Peppers Ferry Rd.). Phase II is between the roundabout constructed during Phase I and Rte 460.

Project Location	Christiansburg
HB2 Area Type	C
Submitting Entity	Town of Christiansburg
Total Project Cost	\$9,340,000
HB2 Request	\$9,340,000
Preliminary Engineering	Not Started
Right of Way	Underway
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.5

HB2 COST TOTAL COST

Final Score	2.7	2.7
Statewide Rank	117/287	103/287
District Rank	14/37	13/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.3	3.1	0	0	0	0	0	0	28.8	1.0	0.2	5.0	

PROJECT SCORECARD

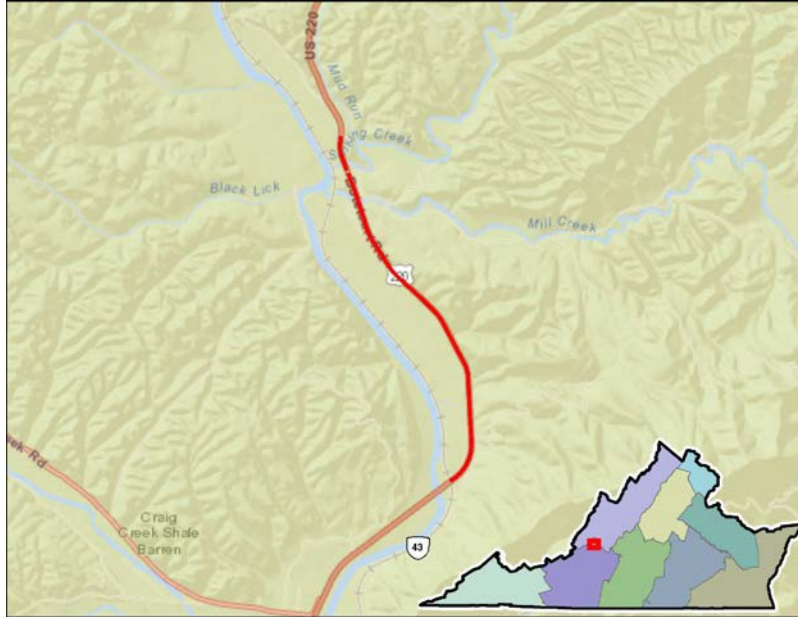
HB2 Funding the Right Transportation Projects

RTE 220 (Botetourt Road) - Reconstruction Phase 2

App Id: 481

Construct improved 2-lane road on Rte. 220 from 0.13 mile S of Rte. 43 to 0.42 mile S of Rte. 622, including 11.5' lanes, center and edgeline rumble strips, 8' shoulders, improved alignment, and turn lanes where warranted.

Project Location Botetourt County
 HB2 Area Type D
 Submitting Entity Roanoke Valley-Alleghany Regional Commission
 Total Project Cost \$37,688,104
 HB2 Request \$29,688,104
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$83,513
 Key Fund Sources Fed/State Disc.
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Roanoke Regional Network

1.7

Final Score

0.6

0.4

Statewide Rank

223/287

214/287

District Rank

31/37

31/37

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	7.5	3.3	0	0	0	0	0.1		0	0.3	

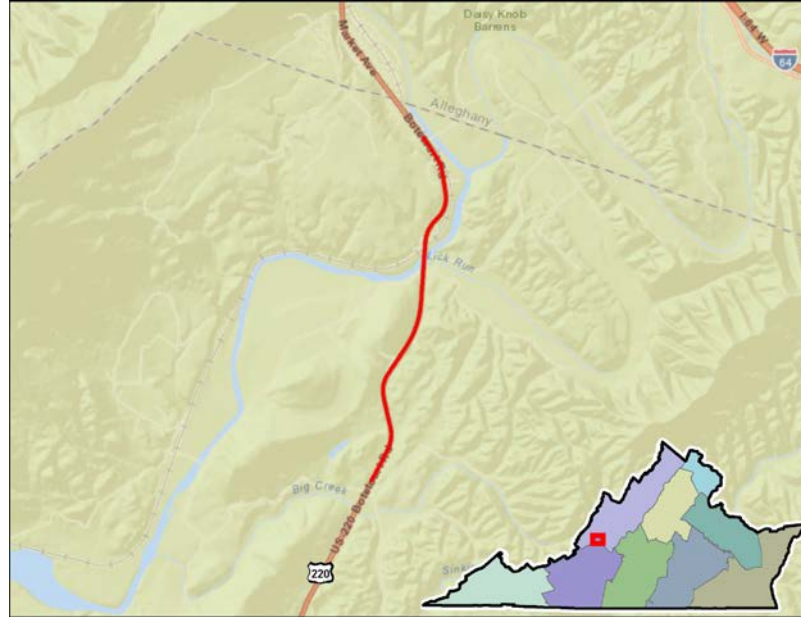
PROJECT SCORECARD

RTE. 220 (Botetourt Road) - Reconstruction Phase 3

App Id: 483

Construct improved 2-lane road on Rte. 220 from 0.52 mile N of Rte. 696 to Rte. 727, including 11.5' lanes, center and edge line rumble strips, 8' shoulders, improved alignment, and turn lanes where warranted.

Project Location Botetourt County
 HB2 Area Type D
 Submitting Entity Roanoke Valley-Alleghany Regional Commission
 Total Project Cost \$41,916,694
 HB2 Request \$36,916,694
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Roanoke Regional Network

0.8

Final Score

0.2

0.2

Statewide Rank

267/287

265/287

District Rank

36/37

36/37

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	1.2	0	0	0	0.2	0		1.5	0.8	

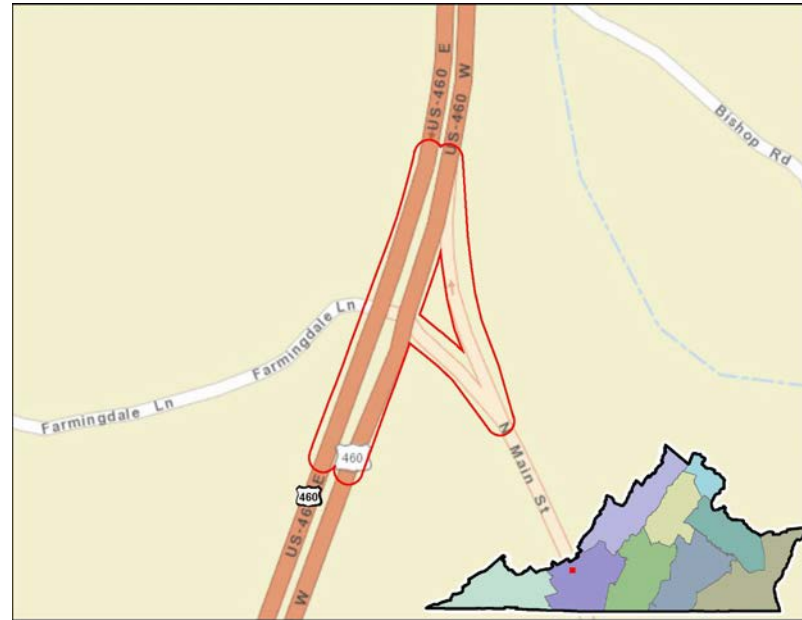
PROJECT SCORECARD

North Main Intersection Improvements at 460 Bypass

App Id: 495

Improve safety at the intersection of Rte. 460 Bypass and N. Main St. by lengthening and adding turn lanes and limiting dangerous left turning movements.

Project Location	Montgomery County
HB2 Area Type	C
Submitting Entity	Town of Blacksburg
Total Project Cost	\$3,316,565
HB2 Request	\$3,316,565
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	9.4	9.4
Statewide Rank	67/287	58/287
District Rank	10/37	8/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	9.1	12.6	0	0	0	0	0.3		3.1	4.4	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Cranberry Road Improvements

App Id: 507

Improve access to various industrial and commercial businesses and parcels by widening Cranberry Rd. from 12' to 13' between Rte. 58 and Glendale Rd. and adding curb and gutter to both sides of the road.

Project Location Galax
 HB2 Area Type D
 Submitting Entity Galax City
 Total Project Cost \$3,067,161
 HB2 Request \$3,067,161
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

6.2

HB2 COST TOTAL COST

	Final Score	20.3	20.3
Statewide Rank	26/287	23/287	
District Rank	4/37	4/37	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	5.0	0	0	0	0	100.0	0.1	0.3	0.5	

PROJECT SCORECARD

UPC 8753 East Main Street Route 460 Phase I

App Id: 509

Improve multi-modal functionality along a 0.53- mile section of E. Main St. (Rte. 460) from Thompson Memorial Dr. (Rte. 311) to Brand Ave. by adding turn lanes, bike lanes, sidewalks, curb and gutter, and a traffic signal.

Project Location	Salem
HB2 Area Type	B
Submitting Entity	Salem City
Total Project Cost	\$15,223,263
HB2 Request	\$2,912,984
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$2,977,082
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.8

HB2 COST TOTAL COST

Final Score	9.8	1.9
Statewide Rank	64/287	123/287
District Rank	8/37	15/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.1	5.0	2.9	0	0	0	0	0.1	0.4	2.9	24.0	9.0

PROJECT SCORECARD

Multimodal Improvements along Boulevard-Roanoke for Veterans

App Id: 510

Improve multimodal function and handicap accessibility along Roanoke Blvd by adding an 8' wide sidewalk on the north side of the road with amenities such as landing pads, benches, and shelters at 3 heavily used transit stops

Project Location	Salem
HB2 Area Type	B
Submitting Entity	Salem City
Total Project Cost	\$884,881
HB2 Request	\$884,881
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	17.4	17.4
Statewide Rank	34/287	29/287
District Rank	5/37	5/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	1.9	0	0	0	0	0	0	0	5.2	9.6

PROJECT SCORECARD

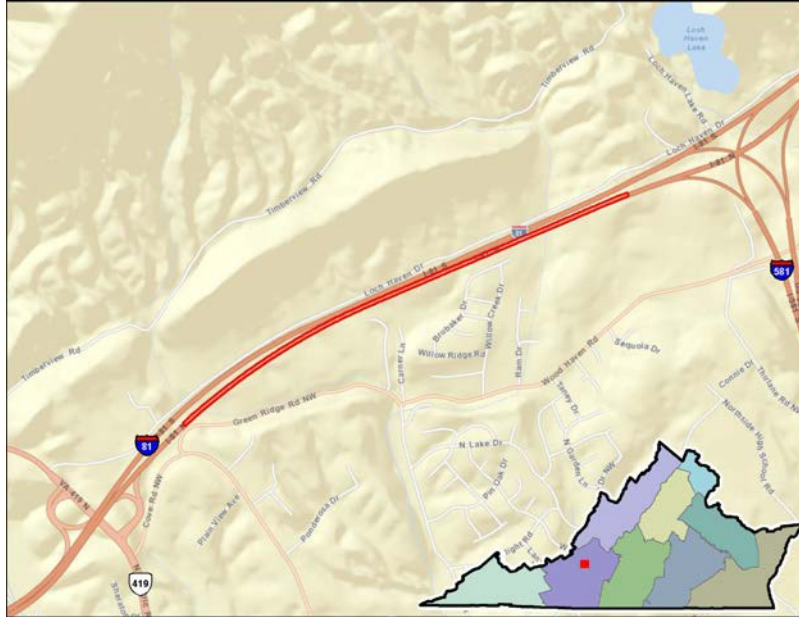
HB2 Funding the Right Transportation Projects

I-81 Northbound Auxiliary Lane from Exit 141 to 143

App Id: 525

Reduce congestion on NB I-81 between Exits 141 and 143 by constructing a 12' auxiliary lane and 12' outside shoulder, widening existing lanes to 12', and building required soundwalls, retaining wall, and SWM structures.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Roanoke Valley Transportation Planning Organization
Total Project Cost	\$29,830,716
HB2 Request	\$29,830,716
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

3.5

Final Score

1.2

1.2

Statewide Rank

173/287

152/287

District Rank

21/37

19/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.6	3.9	5.2	0.2	0.2	0.3	0	0.3	13.9	0.4	34.0	0.5	1.7

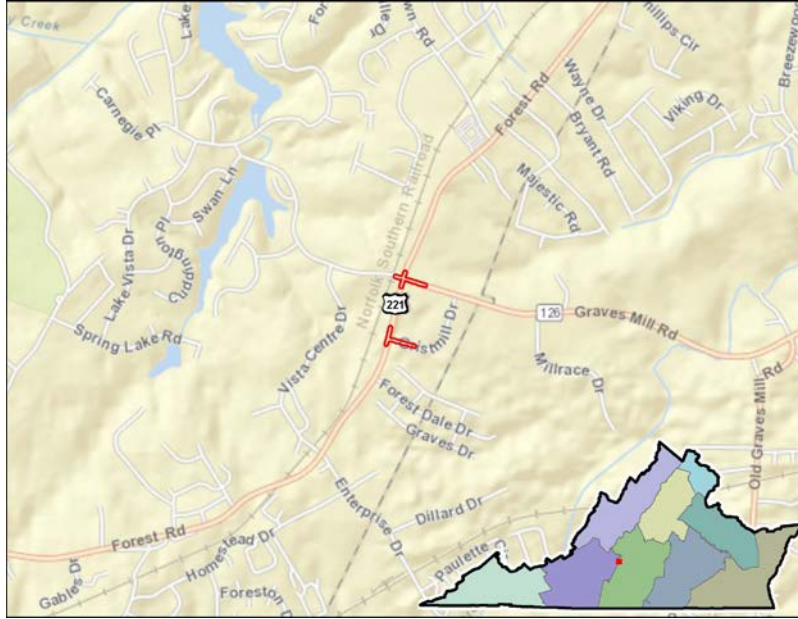
PROJECT SCORECARD

Route 221 Congestion and Safety Improvements

App Id: 529

Improve 221 corridor functionality between Graves Mill and Gristmill Roads by improving signals, adding turn lanes, improving the crown, building a sheet pile wall, adding crosswalks, and reconstructing commercial entrances.

Project Location	Bedford County
HB2 Area Type	C
Submitting Entity	Central Virginia Metropolitan Planning Organization
Total Project Cost	\$8,137,995
HB2 Request	\$8,137,995
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Roanoke Regional Network

1.5

Final Score

1.8

1.8

Statewide Rank

148/287

127/287

District Rank

17/37

16/37

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.4	3.9	4.5	0.1	0	0.2	0	2.0	0	1.0	3.7	

PROJECT SCORECARD

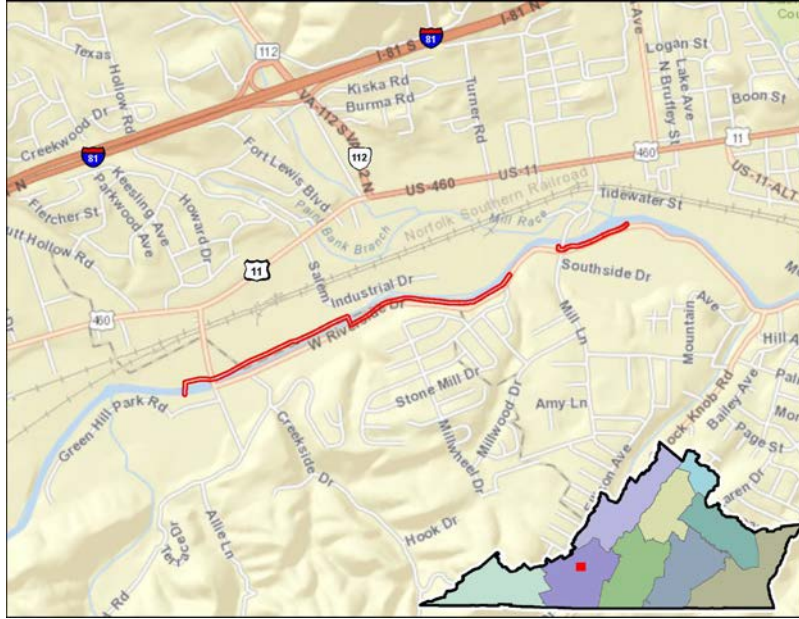
HB2 Funding the Right Transportation Projects

Roanoke River Greenway--Green Hill Park to Riverside Park

App Id: 530

Increase safety and mode choice by constructing 1.9 miles of Roanoke River Greenway from Green Hill Park to Riverside Park, including two 12' bridges, a separated grade crossing, an at-grade crossing, and a retaining wall.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Roanoke Valley Transportation Planning Organization
Total Project Cost	\$8,032,031
HB2 Request	\$4,542,105
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$381,876
Key Fund Sources	MPO/Safety
Administered By	Locality
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Roanoke Regional Network

0.9

Final Score

2.1

1.2

Statewide Rank

140/287

153/287

District Rank

16/37

20/37

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	3.4	0	0	0	0	0		0	2.6	2.4

PROJECT SCORECARD

US 58 East Turn Lane Construction at US 58/220 By-Pass

App Id: 559

Construct a 200' right turn lane and 200' taper along eastbound US 58 accessing southbound US 58-Bypass/US 220 to improve functionality and reduce both fixed object and rear end collisions at the interchange.

Project Location Henry County

HB2 Area Type D

Submitting Entity Henry County

Total Project Cost \$1,654,198

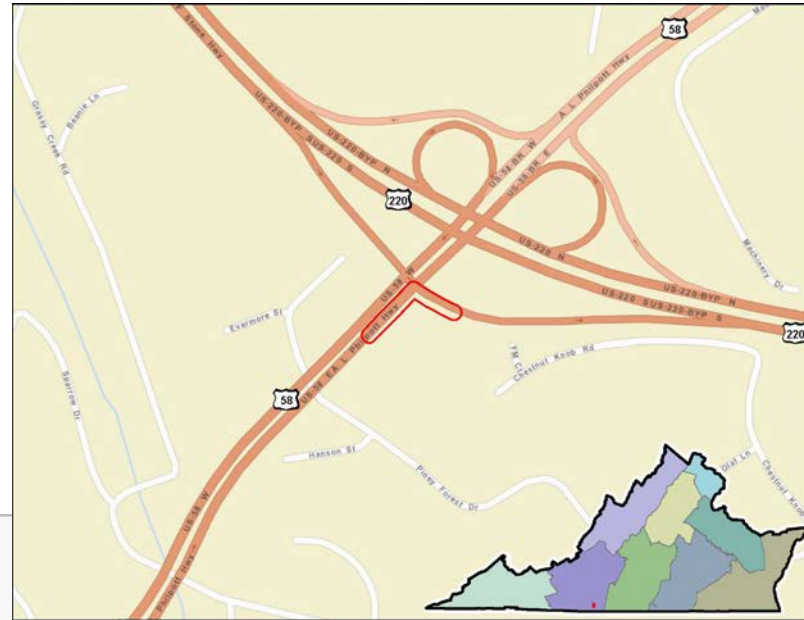
HB2 Request \$1,654,198

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Southside Corridor of Statewide Significance

3.4

[Click for details](#)

Statewide Rank

25/287

22/287

District Rank

3/37

3/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.6	1.9	0	0	0	0	56.2		2.3	0.6	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

U.S. 220 Communications and Adaptive System Project

App Id: 560

Optimize traffic flow along US 220 south of Rte. 419 by installing communications and adaptive systems at the five signalized intersections beginning with Southern Hills Drive and ending at Clearbrook Village Lane.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Roanoke Valley Transportation Planning Organization
Total Project Cost	\$422,500
HB2 Request	\$422,500
Preliminary Engineering	Not Needed
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: NC to WV Corridor
of Statewide Significance

1.2

Final Score

27.3

27.3

Statewide Rank

14/287

12/287

District Rank

2/37

2/37

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.1	0	0	0	0	0.2	0.3	0.2	13.7	4.4	2.5

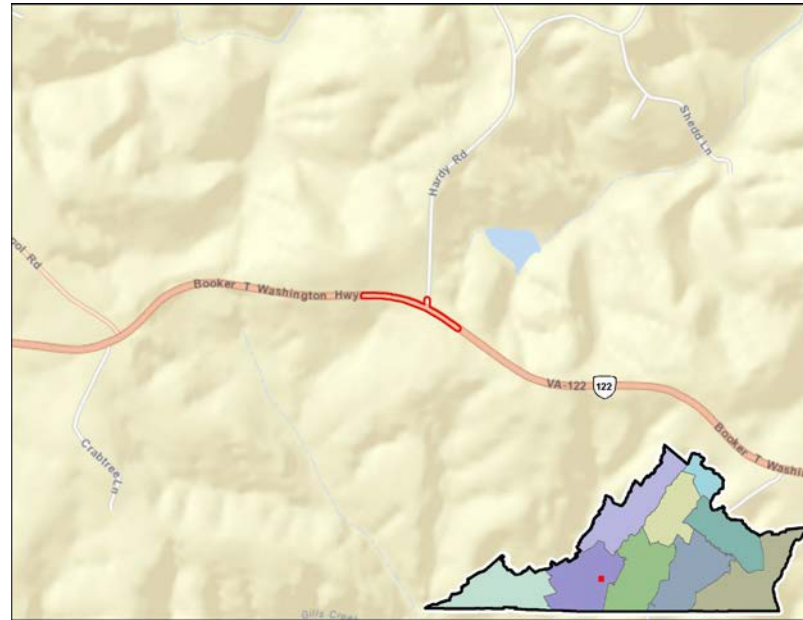
PROJECT SCORECARD

Safety Improvements to Route 122 at Route 636 Intersection

App Id: 562

Improve safety at the intersection of Rte. 122 (Booker T. Washington Hwy.) and Rte. 636 (Hardy Rd.) by installing new turn lanes, lengthen existing turn lanes, relocating existing entrances to commercial businesses, and widening shoulders.

Project Location	Franklin County
HB2 Area Type	D
Submitting Entity	Franklin County
Total Project Cost	\$2,718,576
HB2 Request	\$2,718,576
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Safety Study

[Click for details](#)

Project Benefit Score

2.6

HB2 COST TOTAL COST

Final Score	9.5	9.5
Statewide Rank	66/287	56/287
District Rank	9/37	7/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.2	11.8	0	0	0	0	2.6	0.3	0	2.0	

PROJECT SCORECARD

Route 419 Widening, Safety, and Multimodal Improvements

App Id: 598

Improve traffic flow and mode choice along Rte. 419 between Odgen Rd. and US 220 by adding a SB lane, building sidewalk along portions of the both sides of the roadway, installing pedestrian crossings, and improving bus stops

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Roanoke County
Total Project Cost	\$5,853,432
HB2 Request	\$4,853,432
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score	5.6	4.6
Statewide Rank	90/287	85/287
District Rank	13/37	11/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	1.3	2.2	0.5	0.3	0.2	0.2	0.1	8.8	0.8	1.2	21.2	8.3

PROJECT SCORECARD

10th Street Reconstruction

App Id: 599

Improve safety and traffic flow on 10th St by adding curb and gutter, buffered sidewalks, bike lanes, left turn lanes, and replacing signals at 2 intersections and grade separated crossing of Lick Run and the Greenway Trail.

Project Location	Roanoke
HB2 Area Type	B
Submitting Entity	Roanoke City
Total Project Cost	\$17,451,245
HB2 Request	\$12,451,245
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$4,195,415
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	1.2	0.9
Statewide Rank	170/287	169/287
District Rank	20/37	23/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	0.9	0	0	0	0	0.2	0.1	1.1	8.0	8.8

PROJECT SCORECARD

Lila Drive / Route 115 Intersection Safety Improvements

App Id: 604

Improve safety at the intersection of Lila Dr. and Rte. 115 (Plantation Rd.) by installing a traffic signal with pedestrian actuated signals and crosswalks, and relocating or combining several commercial entrances.

Project Location Roanoke County

HB2 Area Type B

Submitting Entity Roanoke County

Total Project Cost \$1,269,396

HB2 Request \$1,269,396

Preliminary Engineering Not Started

Right of Way Not Started

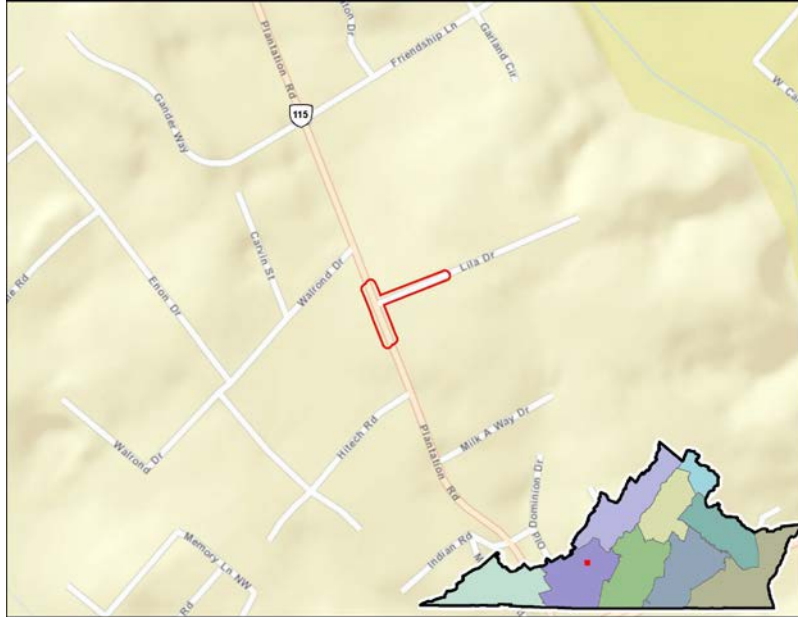
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

0.3

HB2 COST TOTAL COST

Final Score

2.2

2.2

Statewide Rank

133/287

117/287

District Rank

15/37

14/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0.2	0	0	0	0	0	0	2.6	0.1	0	0	0.9

PROJECT SCORECARD

McVitty Road and Old Cave Spring Road Improvements

App Id: 605

Improve safety and congestion at McVitty Rd (Rte 1662) and Old Cave Spring Rd (Rte 1663) by reconstructing the intersection, widening lanes and shoulders, adding turn lanes, improving curves, and upgrading Rte 419/1662 signal

Project Location	Roanoke County
HB2 Area Type	B
Submitting Entity	Roanoke County
Total Project Cost	\$19,305,742
HB2 Request	\$12,946,546
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$5,388,339
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Cave Spring Urban Development Area

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

Final Score	1.1	0.7
Statewide Rank	177/287	185/287
District Rank	23/37	25/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.3	4.5	2.2	0	0	0	0	8.0		0	7.5	0

PROJECT SCORECARD

Route 311 / Route 419 Int. Safety & Congestion Improvements

App Id: 608

Reduce congestion at the intersection of Rtes 311 and 419 by converting the signalized intersection to a roundabout, providing access management to adjacent park and ride lots, and installing bike and pedestrian accommodations.

Project Location	Roanoke County
HB2 Area Type	B
Submitting Entity	Roanoke County
Total Project Cost	\$1,957,006
HB2 Request	\$1,957,006
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	5.8	5.8
Statewide Rank	87/287	78/287
District Rank	12/37	10/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.8	0	0.2	0.2	0.1	0	0.1	0.2	0.1	12.0	3.0

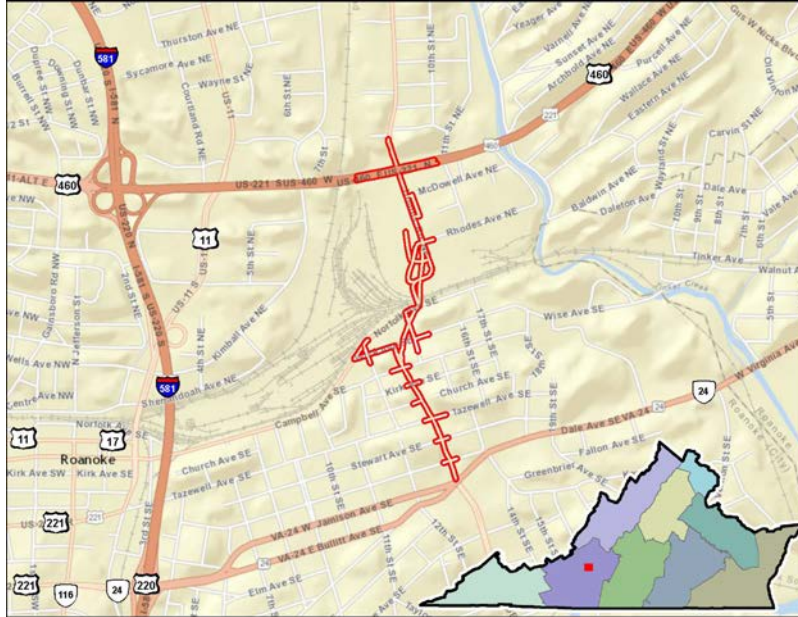
PROJECT SCORECARD

13th Street/ Hollins Road Improvements

App Id: 619

Reduce congestion by providing a new connection between Jamison Ave. and US-460 by reconstructing existing 13th St/Hollins Rd, including a bridge spanning the railroad and Lick Run and pedestrian and bicycle accommodations.

Project Location	Roanoke
HB2 Area Type	B
Submitting Entity	Roanoke City
Total Project Cost	\$63,266,488
HB2 Request	\$40,908,759
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$15,229,984
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

1.8

HB2 COST TOTAL COST

Final Score	0.4	0.3
Statewide Rank	233/287	248/287
District Rank	32/37	34/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.7	1.4	0	0	0	0	0.2		1.4	8.8	8.7

PROJECT SCORECARD

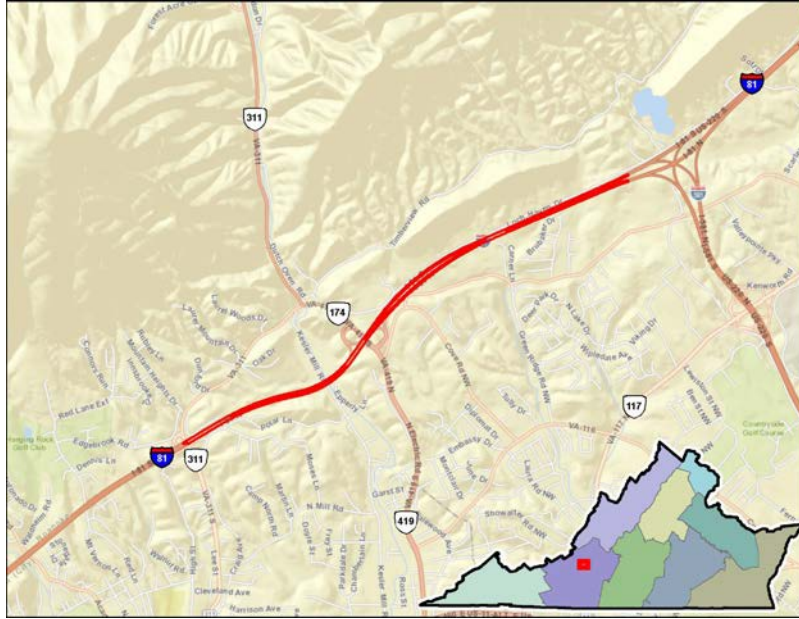
HB2 Funding the Right Transportation Projects

I-81 Widening from Exit 140 to 143

App Id: 631

Reduce congestion and increase reliability on I-81 from Exits 140-143 by widening to three lanes in both directions with all lanes being 12' wide and including 10' paved shoulders.

Project Location Multiple
 HB2 Area Type B
 Submitting Entity Roanoke Valley
 Transportation Planning
 Organization
 Total Project Cost \$72,992,643
 HB2 Request \$72,992,643
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: NOVA Corridor of
 Statewide Significance

[Click for details](#)

5.0

Final Score

0.7

0.7

Statewide Rank

206/287

188/287

District Rank

26/37

26/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.4	1.4	10.3	0.2	0.4	0.6	0	0.6	0.4	0.5	84.3	0	0.9

PROJECT SCORECARD

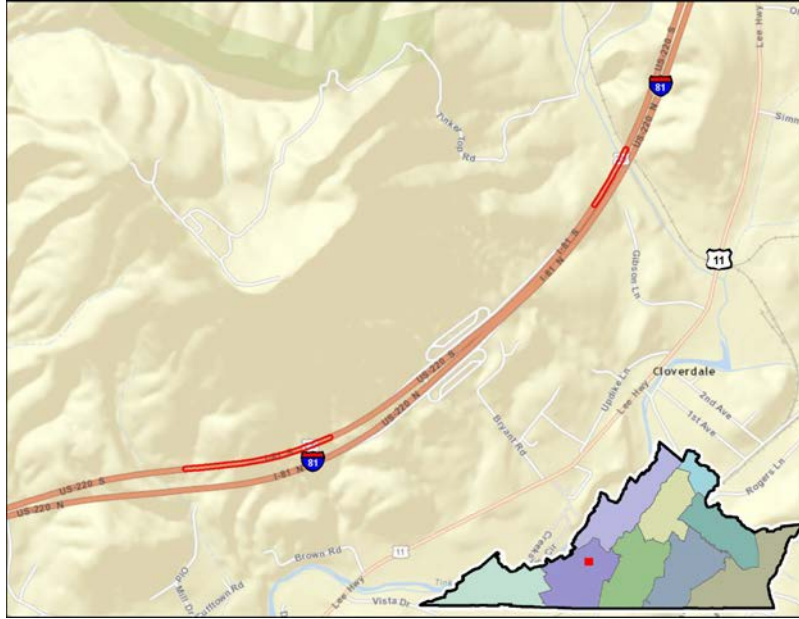
HB2 Funding the Right Transportation Projects

I-81 Auxiliary Lanes Exit 150 to Weigh Station & Ramp Extens

App Id: 640

Reduce delays along I-81 between Exit 150 and the truck weigh stations by extending acceleration and deceleration ramps between the two to form auxiliary lanes in both directions and replacing both Tinker Creek bridges.

Project Location Botetourt County
 HB2 Area Type B
 Submitting Entity Roanoke Valley Transportation Planning Organization
 Total Project Cost \$47,744,589
 HB2 Request \$47,744,589
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

3.8

Final Score

0.8

0.8

Statewide Rank

195/287

176/287

District Rank

25/37

24/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.1	0.5	6.0	0.5	0.2	0.1	0	0.5	2.2		67.1	3.0	0.2

PROJECT SCORECARD

Valley View Boulevard Extension

App Id: 645

Increase connectivity by extending Valley View Blvd 1,000' west from the I-581 interchange to a point which facilitates connections to the local street network; includes a new traffic signal, bridge, bike lanes, and sidewalks.

Project Location	Roanoke
HB2 Area Type	B
Submitting Entity	Roanoke City
Total Project Cost	\$48,334,000
HB2 Request	\$48,334,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

2.8

HB2 COST TOTAL COST

Final Score	0.6	0.6
Statewide Rank	220/287	201/287
District Rank	30/37	29/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.2	0.1	0	0	0	0	0	0	0.4	1.0	23.1	22.8	7.9

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 8 safety improvements

App Id: 661

Reduce the number and severity of run off road accidents along Route 8 by widening the shoulder in five specific locations to between 5' and 9' utilizing soil nail stabilization and installing 10,640 feet of guardrail.

Project Location Patrick County

HB2 Area Type D

Submitting Entity Patrick County

Total Project Cost \$1,591,888

HB2 Request \$1,591,888

Preliminary Engineering Not Started

Right of Way Not Needed

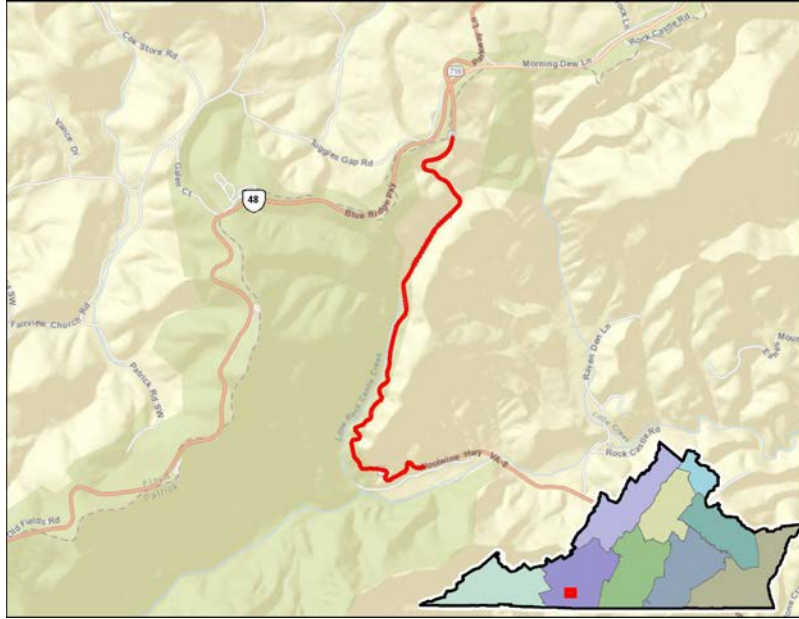
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Safety: Top 100
Fatal/Injury Crash Segment

[Click for details](#)

0.0

Final Score

0.0

0.0

Statewide Rank

287/287

287/287

District Rank

37/37

37/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0		0	0	

PROJECT SCORECARD

Colonial Avenue Improvements

App Id: 668

Improve safety on Colonial Ave. by installing in-road buffered bike lanes, sidewalks on both sides of the street, improved pedestrian crossings, and intersection improvements at Overland Rd., McNeil Rd., and Winding Way Rd.

Project Location	Roanoke
HB2 Area Type	B
Submitting Entity	Roanoke City
Total Project Cost	\$7,000,000
HB2 Request	\$2,545,000
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

2.6

HB2 COST TOTAL COST

Final Score	10.3	3.8
Statewide Rank	61/287	89/287
District Rank	7/37	12/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	5.2	5.6	0	0	0	0	0.6	0.5	0	9.8	10.7

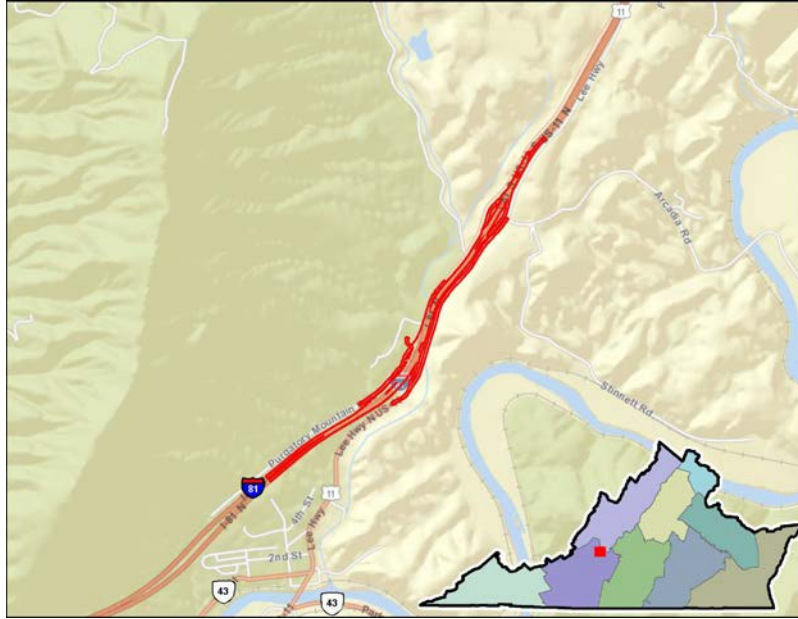
PROJECT SCORECARD

I-81 MM 166.7-169.4 Improvements

App Id: 670

Improve safety along I-81 from MM 166.7-169.4 by designing and constructing a new alignment to eliminate substandard geometry, potentially including the replacement of two bridges and removal of southbound I-81 Exit 167.

Project Location Botetourt County
 HB2 Area Type D
 Submitting Entity Roanoke Valley-Alleghany Regional Commission
 Total Project Cost \$105,924,260
 HB2 Request \$102,924,260
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$270,672
 Key Fund Sources Bond
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

7.0

HB2 COST TOTAL COST

Final Score

0.7

0.7

Statewide Rank

207/287

189/287

District Rank

27/37

27/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	14.9	0.9	0	0	0	0.4	0.1		65.8	0.8	

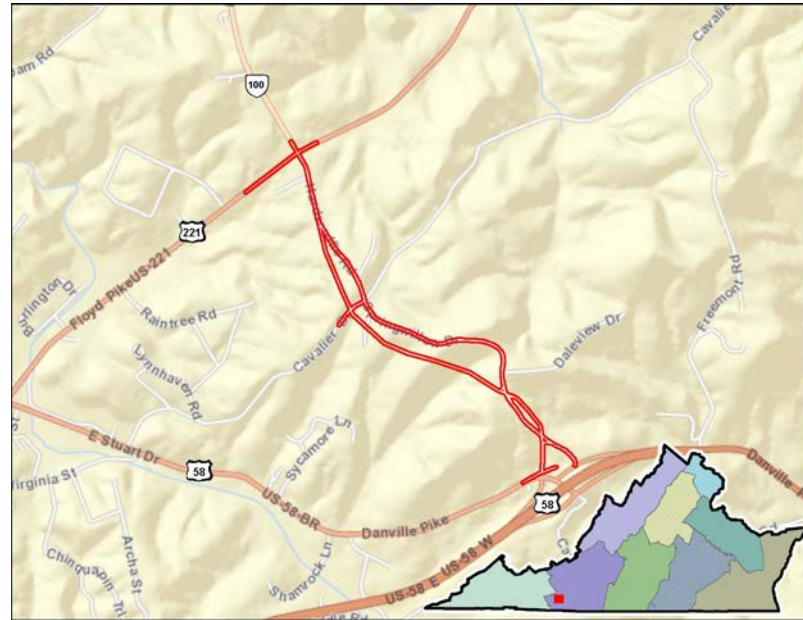
PROJECT SCORECARD

Route 669 Connector Between Route 100 and US 58

App Id: 675

Promote economic development by reconstructing 1.6 miles of Rte. 669 between Routes 58 and 221 on new alignment with 12' lanes with 6' shoulders and improving the intersections of Routes 221 and 100 and Routes 668 and 669.

Project Location	Carroll County
HB2 Area Type	D
Submitting Entity	Carroll County
Total Project Cost	\$19,200,000
HB2 Request	\$16,856,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$1,702,537
Key Fund Sources	Bond/Spec
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	0.7	0.6
Statewide Rank	208/287	199/287
District Rank	28/37	28/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	16.9		0.2	4.1	

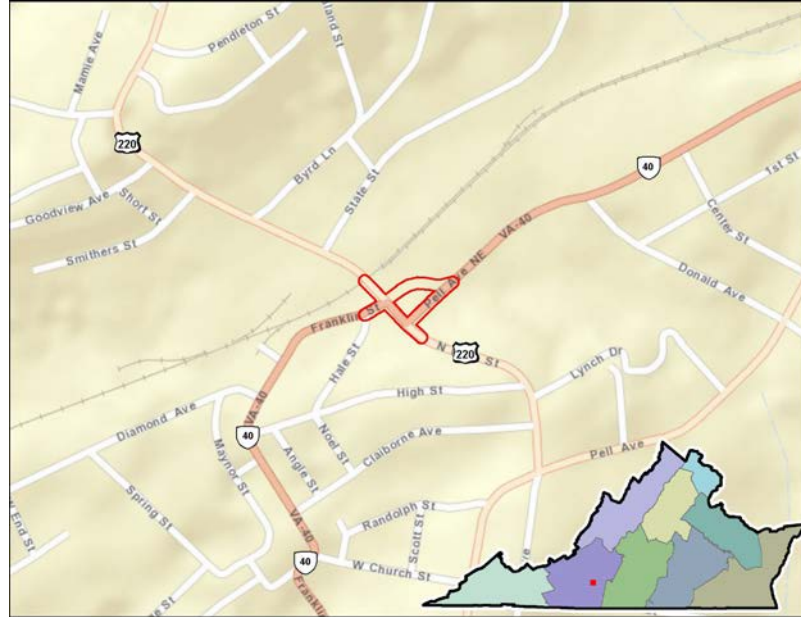
PROJECT SCORECARD

Intersection Realignment/Improvement: US 220 Business/SR 40

App Id: 676

Improve safety and traffic flow at the intersection of US 220 BUS and SR 40 by realigning the intersection to reconcile the offset of the two halves of SR 40 and consolidating the traffic and pedestrian signalization.

Project Location Rocky Mount
 HB2 Area Type D
 Submitting Entity Town of Rocky Mount
 Total Project Cost \$3,686,530
 HB2 Request \$3,676,530
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$8,129
 Key Fund Sources Fed/State Disc.
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

VTrans Need: NC-WV Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

Final Score

0.3

0.3

Statewide Rank

260/287

252/287

District Rank

35/37

35/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0.5	0.8	

PROJECT SCORECARD

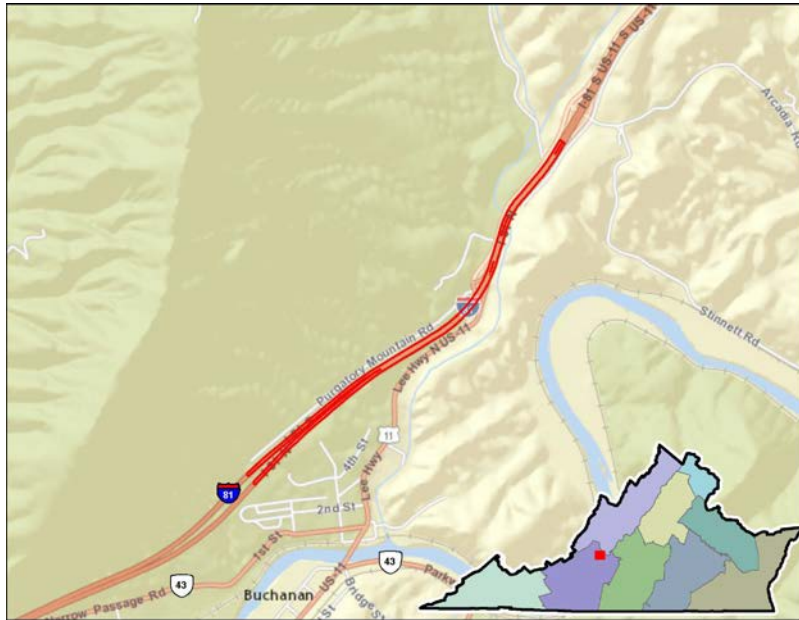
HB2 Funding the Right Transportation Projects

I-81 Safety Improvements from MM 166.5-168.5

App Id: 678

Improve safety on I-81 from MM 166.5 to 168.5 by correcting the substandard superelevation through all curves except for a curve across a bridge and surface the entire section with a high friction surface treatment course.

Project Location	Botetourt County
HB2 Area Type	D
Submitting Entity	Botetourt County
Total Project Cost	\$38,151,285
HB2 Request	\$35,151,285
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$270,672
Key Fund Sources	Bond
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

5.8

HB2 COST TOTAL COST

Final Score	1.6	1.5
Statewide Rank	154/287	137/287
District Rank	18/37	17/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	7.1	0.6	0	0	0	0	0.1		65.8	0	

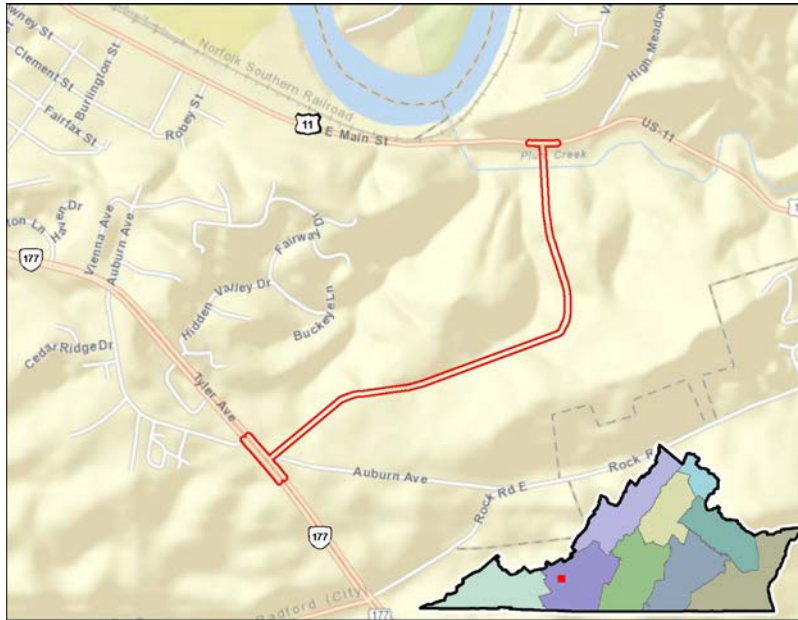
PROJECT SCORECARD

Tyler Avenue (Rt. 177) - East Main St. (Rt. 11) Connector

App Id: 687

Reduce congestion by constructing a new 5500' connector road between Tyler Ave (Rte 177) and E. Main St (Rte 11), including two 12' lanes, 4' bike lanes, curb and gutter, and sidewalks separated by a 16' raised grass median.

Project Location	Radford
HB2 Area Type	C
Submitting Entity	Radford City
Total Project Cost	\$22,843,135
HB2 Request	\$19,355,948
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$558,885
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: New River Valley
Regional Network

[Click for details](#)

Project Benefit Score

0.7

HB2 COST TOTAL COST

Final Score	0.4	0.3
Statewide Rank	246/287	240/287
District Rank	33/37	32/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.6	3.3	0	0	0	0	0	0	0	0.1	0.4	0	

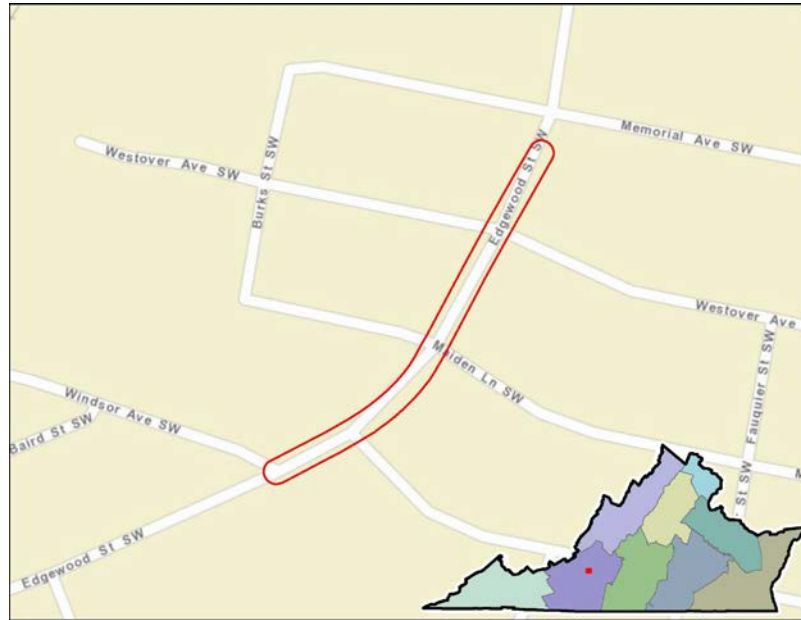
PROJECT SCORECARD

Transit Accessibility Improvement on Edgewood St.(Roanoke)

App Id: 696

Improve transic accessibility along Edgewood St. by adding transit landing pads at four bus stops, a bus shelter, benches, ADA curb ramps, and sidewalks where gaps exist between the bus stops along Edgewood St.

Project Location Roanoke
 HB2 Area Type B
 Submitting Entity Greater Roanoke Transit Company
 Total Project Cost \$350,811
 HB2 Request \$350,811
 Preliminary Engineering Not Started
 Right of Way Not Needed
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Roanoke Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score

35.2

35.2

Statewide Rank

12/287

10/287

District Rank

1/37

1/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	6.5	0	0	0	0	0		0	0	8.8

PROJECT SCORECARD

Orange Avenue Improvements

App Id: 698

Decrease congestion on Orange Ave (US-460) from 11th St. to Gus Nicks Blvd. by widening from 2- to 3-lanes in each direction , implementing access management measures, upgrading 2 traffic signals, and adding shared use paths.

Project Location	Roanoke
HB2 Area Type	B
Submitting Entity	Roanoke City
Total Project Cost	\$60,164,601
HB2 Request	\$56,026,209
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$1,020,847
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	0.3	0.3
Statewide Rank	252/287	241/287
District Rank	34/37	33/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.6	0	0	0.5	0.4	0	0	0.2	1.0	5.4	9.6	9.8

PROJECT SCORECARD

Route 52 North Spot Improvements

App Id: 705

Improve safety at two intersections along Route 52 by improving the curve radius and widening the shoulder in one location and by improving sight distance at the second location by daylighting the curve.

Project Location Carroll County

HB2 Area Type D

Submitting Entity Carroll County

Total Project Cost \$3,731,701

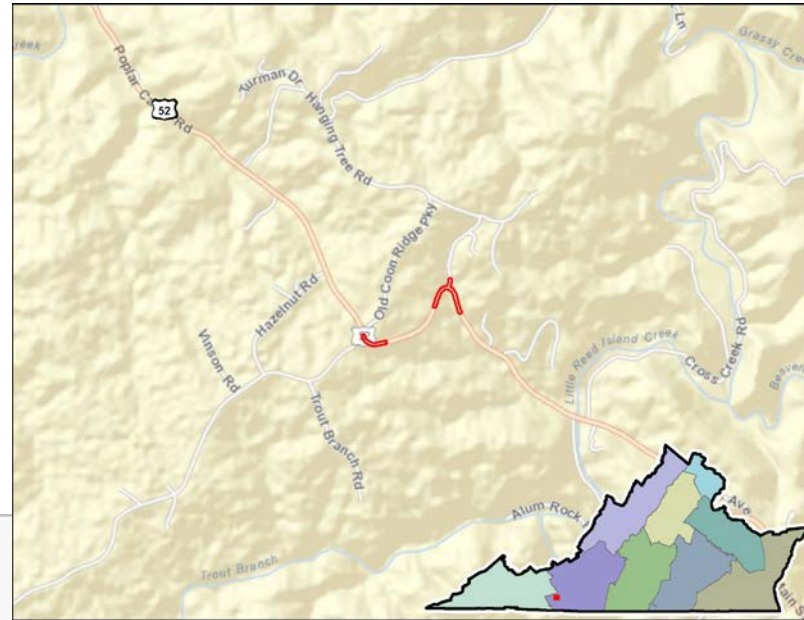
HB2 Request \$3,731,701

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Western Mtn
Corridor of Statewide Significance

5.2

[Click for details](#)

Statewide Rank 48/287

43/287

District Rank 6/37

6/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	5.9	0	0	0	0	80.0		0	0.9	

PROJECT SCORECARD

Route 460 at Franklin Street EB Ramp Construction

App Id: 739

Improve traffic flow along Route 460 by constructing the east bound exit ramp from Route 460 to west bound Franklin Street (Business Route 460) within the Town of Christiansburg.

Project Location Multiple
 HB2 Area Type C
 Submitting Entity New River Valley MPO
 Total Project Cost \$2,124,395
 HB2 Request \$2,124,395
 Right of Way Not Needed
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Heartland Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

	Final Score	6.8	6.8
Statewide Rank	79/287	70/287	
District Rank	11/37	9/37	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0.2	0.4	0.1	0	0	0	0	20.8	0.1	2.7	2.8	

PROJECT SCORECARD

I-81/Route 8 (Exit 114) Interchange Reconstruction

App Id: 740

Reduce congestion by reconfiguring the I-81/Rte. 8 interchange (Exit 114) to a diverging diamond interchange, including dual lane ramps, replacement of I-81 bridges over Rte. 8, sound walls, and a shared use path along Rte. 8

Project Location	Multiple
HB2 Area Type	C
Submitting Entity	New River Valley MPO
Total Project Cost	\$61,147,001
HB2 Request	\$51,326,837
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$2,240,798
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.3

HB2 COST TOTAL COST

Final Score	0.6	0.5
Statewide Rank	211/287	206/287
District Rank	29/37	30/37

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.8	0.2	0	0.7	0.9	0.1	0.6	3.0		51.2	5.4	

LYNCHBURG

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

South Main/Milnwood Road Intersection Safety Improvements

App Id: 463

Enhance traffic safety and pedestrian safety by widening South Main Street to provide additional turn lanes at its intersection with Milnwood Road as well as providing enhanced pedestrian crossing features.

Project Location Farmville
 HB2 Area Type D
 Submitting Entity Town of Farmville
 Total Project Cost \$2,075,000
 HB2 Request \$1,272,914
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$168,691
 Key Fund Sources Fed/State Disc./Local
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: Heartland Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

0.8

HB2 COST TOTAL COST

	Final Score	6.1	3.7
Statewide Rank	85/287		90/287
District Rank	19/36		20/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	12.4	0	0.3	1.8	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Mount Cross Road Widening Phase 1

App Id: 475

Improve and widen Mount Cross Road by widening the existing 3-lane curb-and-gutter road from Old Mt. Cross Road to Parker Road to 4-lane with median and improving 5-lane roadway section with two-way left turn lane.

Project Location Danville

HB2 Area Type D

Submitting Entity Danville City

Total Project Cost \$5,999,226

HB2 Request \$1,283,365

Preliminary Engineering Underway

Right of Way Not Started

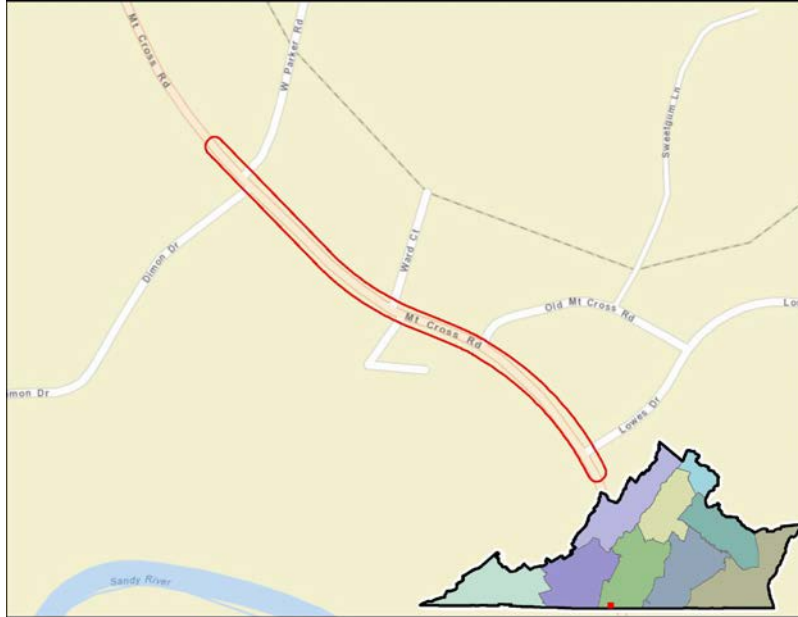
Construction Not Started

Expenditures to Date \$450,351

Key Fund Sources Fed/State Disc./Local

Administered By Locality

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Seminole Corridor of Statewide Significance

1.2

Final Score

9.7

2.1

Statewide Rank

65/287

119/287

District Rank

13/36

25/36

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.6	0.1	0.2	0.4	0.1	0	5.5		0	11.7	

PROJECT SCORECARD

460/609 Turn Lanes

App Id: 503

Construction of new opposing full length turn lanes serving the intersection of Route 609 (Stage Road) and Route 460 (Richmond Highway).

Project Location	Appomattox County
HB2 Area Type	D
Submitting Entity	Appomattox County
Total Project Cost	\$1,182,981
HB2 Request	\$1,182,981
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

0.7

HB2 COST TOTAL COST

Final Score	5.8	5.8
Statewide Rank	88/287	79/287
District Rank	20/36	18/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	6.8	0	2.3	2.5	

PROJECT SCORECARD

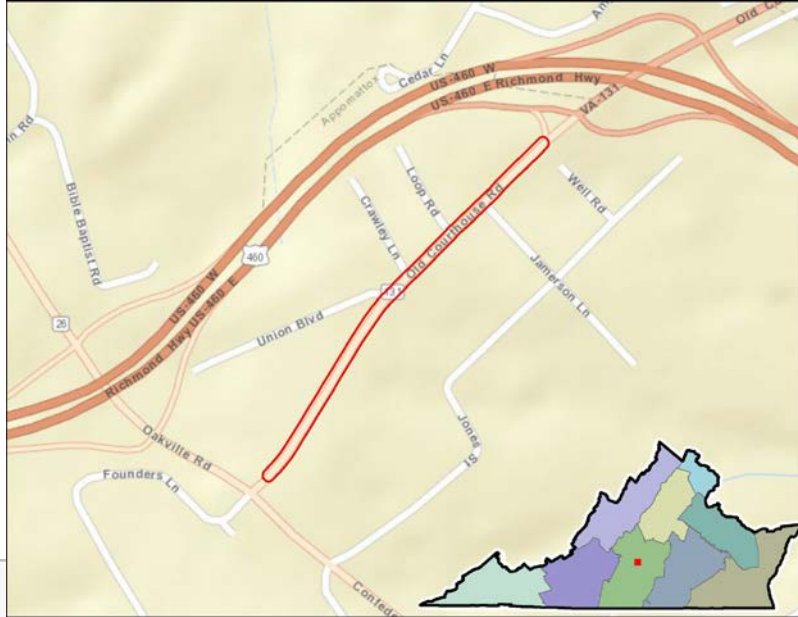
HB2 Funding the Right Transportation Projects

Old Courthouse Road Improvement Project

App Id: 508

Improve Old Courthouse Road to include widening of existing travel lanes to 12 feet, construction of new multi-use trail, addition of landscaping strip, and raised median between Oakville Road and Route 460.

Project Location Appomattox
 HB2 Area Type D
 Submitting Entity Town of Appomattox
 Total Project Cost \$10,099,087
 HB2 Request \$10,099,087
 Preliminary Engineering Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Central VA Regional Network

[Click for details](#)

Final Score	0.0	0.0
Statewide Rank	286/287	286/287
District Rank	36/36	36/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0	0.1	0	

PROJECT SCORECARD

460/630 Turn Lanes

App Id: 515

Construction of new full width left turn lane from the eastbound lane and improvement to existing right taper on the eastbound lane on Route 460 at Old Evergreen Road (Route 630)

Project Location	Appomattox County
HB2 Area Type	D
Submitting Entity	Appomattox County
Total Project Cost	\$721,625
HB2 Request	\$721,625
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Central VA.
Regional Network

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	3.2	3.2
Statewide Rank	104/287	95/287
District Rank	23/36	22/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.8		1.6	0.4	

PROJECT SCORECARD

Central Business District Circulator

App Id: 519

Purchase of a single fixed route circulator bus for the central business district of Lynchburg.

Project Location Lynchburg
 HB2 Area Type C
 Submitting Entity Greater Lynchburg Transit Company
 Total Project Cost \$479,348
 HB2 Request \$479,348
 Preliminary Engineering Not Started
 Right of Way Not Needed
 Construction Not Needed
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Central VA.
 Regional Network

[Click for details](#)

Project Benefit Score

0.4

HB2 COST TOTAL COST

Final Score

8.4

8.4

Statewide Rank

71/287

63/287

District Rank

14/36

13/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0	0.4	0.3	1.0	1.9	0.5	0.1	0	0	0	0	

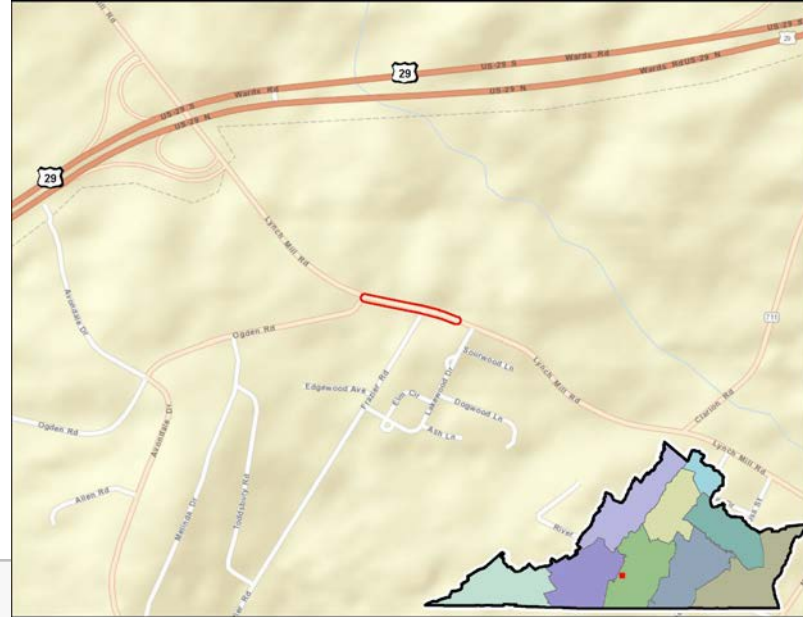
PROJECT SCORECARD

Lynch Mill Road & Altavista Elementary School

App Id: 520

Construction of a 250 foot right turn lane on Lynch Mill Road into the Altavista Elementary School parking lot with minimal taper length.

Project Location Altavista
 HB2 Area Type D
 Submitting Entity Town of Altavista
 Total Project Cost \$150,454
 HB2 Request \$150,454
 Preliminary Engineering Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

VTrans Need: Safety: VDOT
 Safety Study

[Click for details](#)

1.5

Final Score

100.3

100.3

Statewide Rank

1/287

1/287

District Rank

1/36

1/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	28.8		0.5	0.5	

PROJECT SCORECARD

Route 58-Route 311 Intersection Improvement

App Id: 521

Upgrade the intersection of Berry Hill Road (Route 311) and US Route 58 Business to enable the roadway network to accommodate traffic for the nearby Berry Hill Industrial Park.

Project Location	Pittsylvania County
HB2 Area Type	D
Submitting Entity	Danville MPO
Total Project Cost	\$3,393,452
HB2 Request	\$3,393,452
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

6.2

HB2 COST TOTAL COST

Final Score	18.4	18.4
Statewide Rank	31/287	27/287
District Rank	7/36	7/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.2	1.9	4.4	0	0.1	0	0	100.0	0.2	1.5	2.0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Main Street and Lynch Mill Road Intersection

App Id: 522

Improvement of intersection at Main Street and Lynch Mill Road to include improved turning radius onto Main Street, widening of corners at Lynch Mill Road, addition of right turn lane on Lynch Mill Road, and culvert extension.

Project Location Altavista
 HB2 Area Type D
 Submitting Entity Town of Altavista
 Total Project Cost \$2,370,161
 HB2 Request \$2,370,161
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Safety: Long Range Plan

[Click for details](#)

Project Benefit Score

0.8

HB2 COST TOTAL COST

	Final Score	3.6	3.6
Statewide Rank	101/287	92/287	
District Rank	22/36	21/36	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.6	2.9	0	0	0	0	1.5		0.8	2.7	

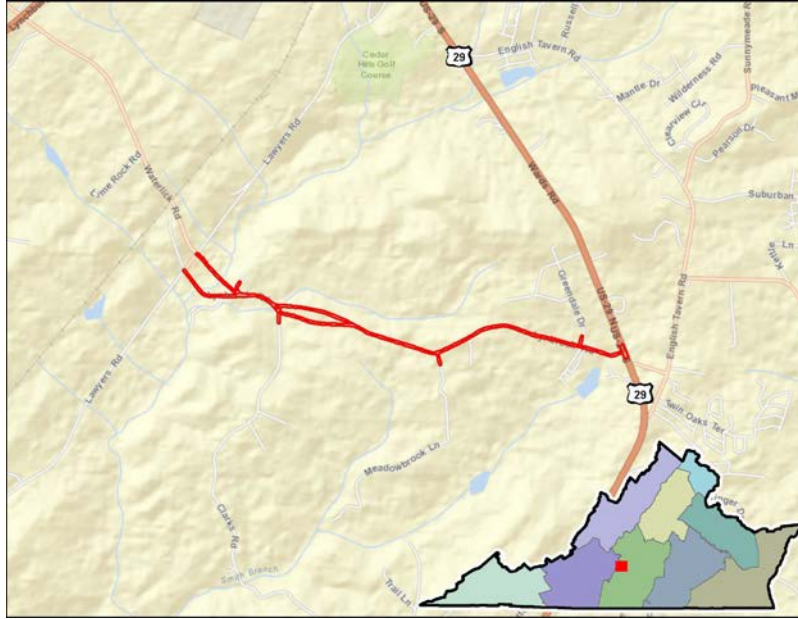
PROJECT SCORECARD

Route 622, Lynbrook Road

App Id: 523

Reconstruct Lynbrook Road (Route 622) from Route 29 to Lawyers Road by improving alignment and widening roadway.

Project Location	Campbell County
HB2 Area Type	C
Submitting Entity	Campbell
Total Project Cost	\$9,526,743
HB2 Request	\$6,872,224
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$996,648
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor
of Statewide Significance

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.8	0.6
Statewide Rank	198/287	203/287
District Rank	31/36	32/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.3	2.4	0	0	0	0	1.3		0.2	0	

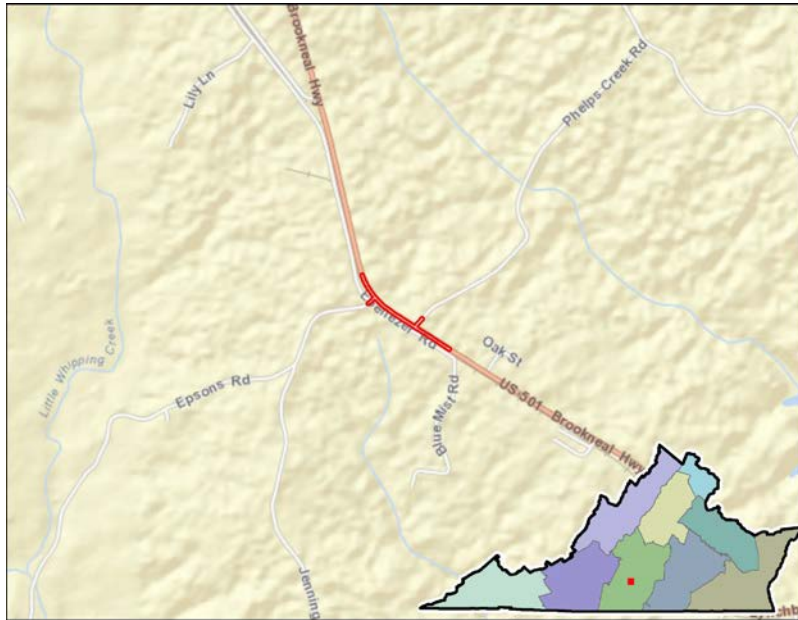
PROJECT SCORECARD

Route 501 Turn Lanes @ Route 633

App Id: 524

Construction of enhanced turn lanes at US Route 501 and Route 633 (Epsons Road and Phelps Creek Road).

Project Location	Campbell County
HB2 Area Type	D
Submitting Entity	Campbell
Total Project Cost	\$2,543,998
HB2 Request	\$2,478,998
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$62,137
Key Fund Sources	Bond
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	7.9	7.7
Statewide Rank	74/287	66/287
District Rank	15/36	14/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.6	3.0	0	0	0	0	24.5		1.5	0.9	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 501 Passing Lanes

App Id: 526

Geometric improvement and addition of passing lane along Route 501 from 1.453 miles north of Route 970 to 0.457 miles south of Route 970.

Project Location Campbell County

HB2 Area Type D

Submitting Entity Campbell

Total Project Cost \$18,977,565

HB2 Request \$17,843,766

Preliminary Engineering Underway

Right of Way Not Started

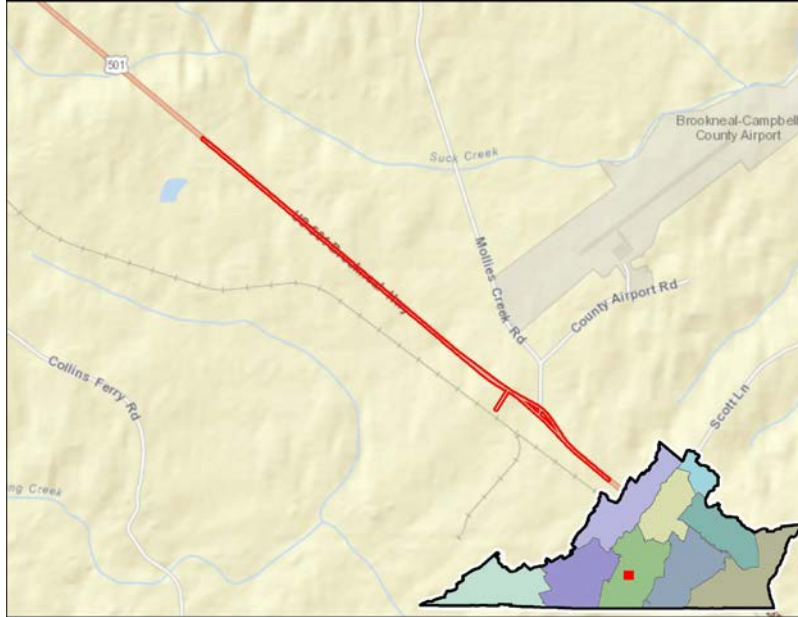
Construction Not Started

Expenditures to Date \$1,122,988

Key Fund Sources Bond

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score

0.7

0.6

Statewide Rank

210/287

194/287

District Rank

33/36

31/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	1.4	0	0	0	0	4.5		0.8	3.1	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 501 Shoulder Widening

App Id: 527

Widen existing paved shoulders along Route 501 to a minimum width of 8 feet with an additional 2 feet of graded shoulder along both northbound and southbound directions.

Project Location Campbell County

HB2 Area Type D

Submitting Entity Campbell

Total Project Cost \$2,271,487

HB2 Request \$2,171,487

Preliminary Engineering Underway

Right of Way Not Started

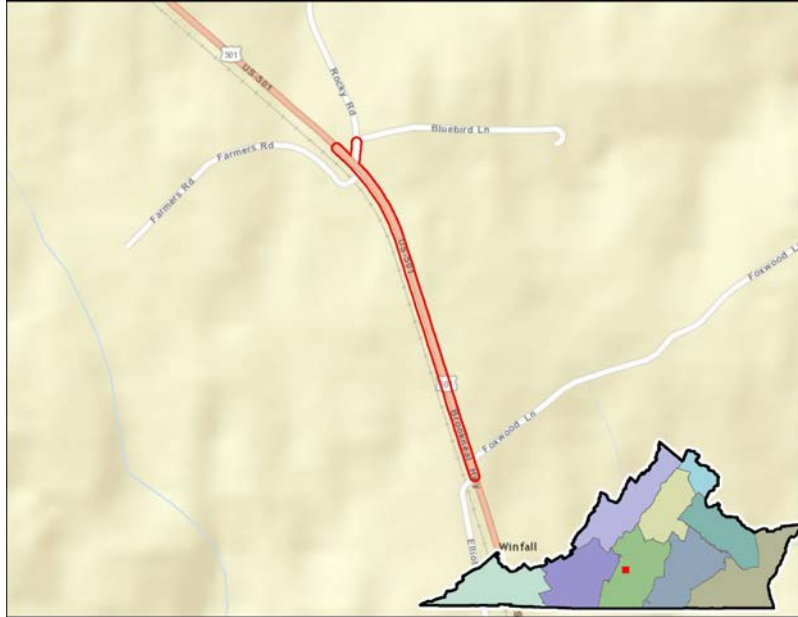
Construction Not Started

Expenditures to Date \$86,872

Key Fund Sources Bond

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

Final Score

6.5

6.2

Statewide Rank

81/287

75/287

District Rank

18/36

17/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	4.5	3.7	0	0	0	0	0.8		1.0	0.8	

PROJECT SCORECARD

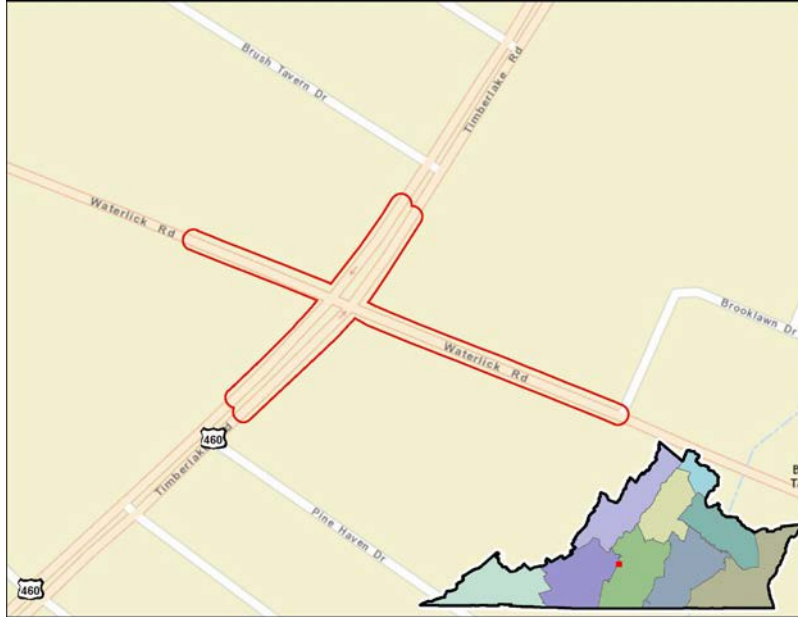
HB2 Funding the Right Transportation Projects

Waterlick Congestion and Safety Improvements

App Id: 528

Waterlick Road (Route 622) congestion and safety improvements including construction of new turn lanes, new median, road widening, installation of new signal poles, and implementation of access management.

Project Location	Campbell County
HB2 Area Type	C
Submitting Entity	Central Virginia Metropolitan Planning Organization
Total Project Cost	\$3,233,297
HB2 Request	\$3,233,297
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Central VA Regional Network

[Click for details](#)

7.0

Final Score

21.5

21.5

Statewide Rank

23/287

21/287

District Rank

5/36

5/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.3	0.3	4.3	7.1	0	0	0	0	100.0	0	0.5	5.9	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Climax Road Improvements

App Id: 534

Widen Climax road along existing alignment to 20 feet minimum width and overlay with a modified single seal surface treatment from Route 57 to Route 799.

Project Location Pittsylvania County

HB2 Area Type D

Submitting Entity Pittsylvania County

Total Project Cost \$1,317,000

HB2 Request \$1,317,000

Preliminary Engineering Complete

Right of Way Not Needed

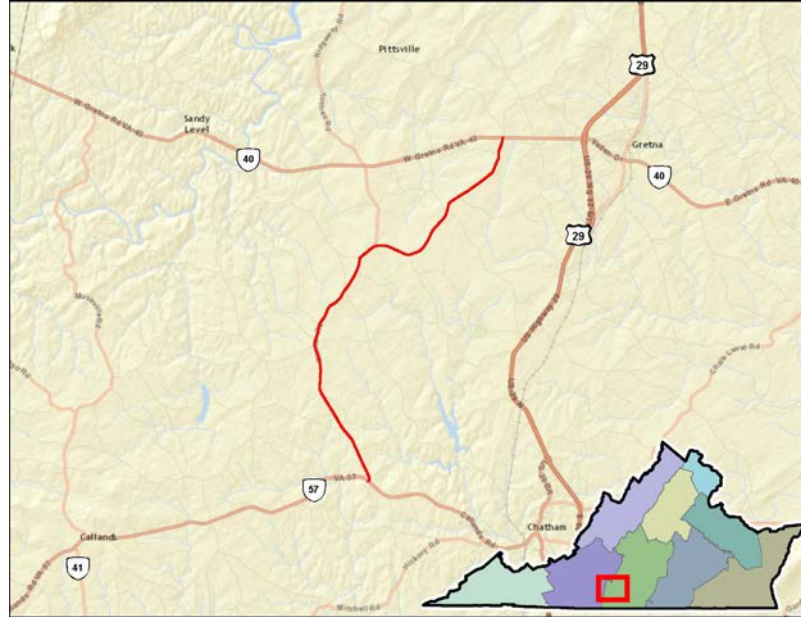
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Danville Regional Network

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score

3.8

3.8

Statewide Rank

100/287

88/287

District Rank

21/36

19/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	0.5	0	0	0	0	4.4		0	1.0	

PROJECT SCORECARD

Crafton Gates US 360/Rt.47 Intersection Improvements Project

App Id: 535

Improve intersection at US 360/Route 47 to include new dynamic flashing caution lights in the advanced approach to the US 360 intersection, removal of guardrail to improve sight distance, and new street lighting.

Project Location	Charlotte County
HB2 Area Type	D
Submitting Entity	Charlotte County
Total Project Cost	\$255,691
HB2 Request	\$255,691
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	19.8	19.8
Statewide Rank	27/287	24/287
District Rank	6/36	6/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.4	1.5	0	0	0	0	0.7		2.6	0	

PROJECT SCORECARD

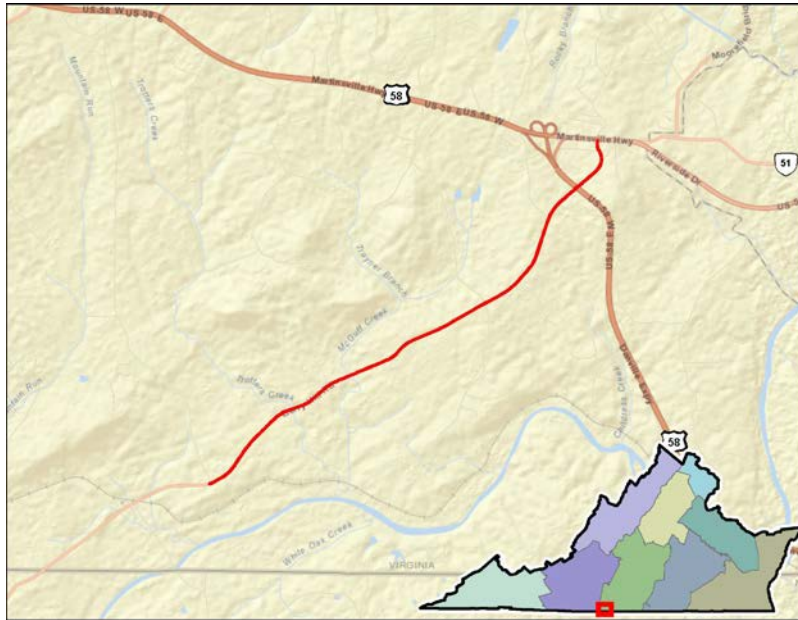
HB2 Funding the Right Transportation Projects

Berry Hill Road Improvements

App Id: 537

Reconstruct Berry Hill Road (Route 311) to include 12' travel lanes and 8' shoulders (6' paved) to more safely accommodate greater traffic volumes including more trucks.

Project Location	Pittsylvania County
HB2 Area Type	D
Submitting Entity	Danville MPO
Total Project Cost	\$23,733,062
HB2 Request	\$23,733,062
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Danville Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	189/287	168/287
District Rank	30/36	30/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	9.1	3.6	0	0	0	0	0.3	0.9	0.2	2.2	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

US 460 at VA 307

App Id: 579

Reconfigure the right turning lane from VA 307 to westbound US 460 in order to provide additional spacing between Route 307, VA 600, and private property driveways.

Project Location Prince Edward County

HB2 Area Type D

Submitting Entity Prince Edward County

Total Project Cost \$2,744,657

HB2 Request \$2,744,657

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

16.9

HB2 COST TOTAL COST

Final Score

61.4

61.4

Statewide Rank

4/287

4/287

District Rank

2/36

2/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	11.6	100.0	0	0	0	0	0.1		0.9	0.6	

PROJECT SCORECARD

US 15/VA 692 Intersection (Kingsville)

App Id: 586

Reconfigure the existing intersection of US 15 at VA 692 by removing existing intersection, ramps and signal lights and constructing new roundabout with pedestrian access features.

Project Location Prince Edward County

HB2 Area Type D

Submitting Entity Prince Edward County

Total Project Cost \$2,808,037

HB2 Request \$2,808,037

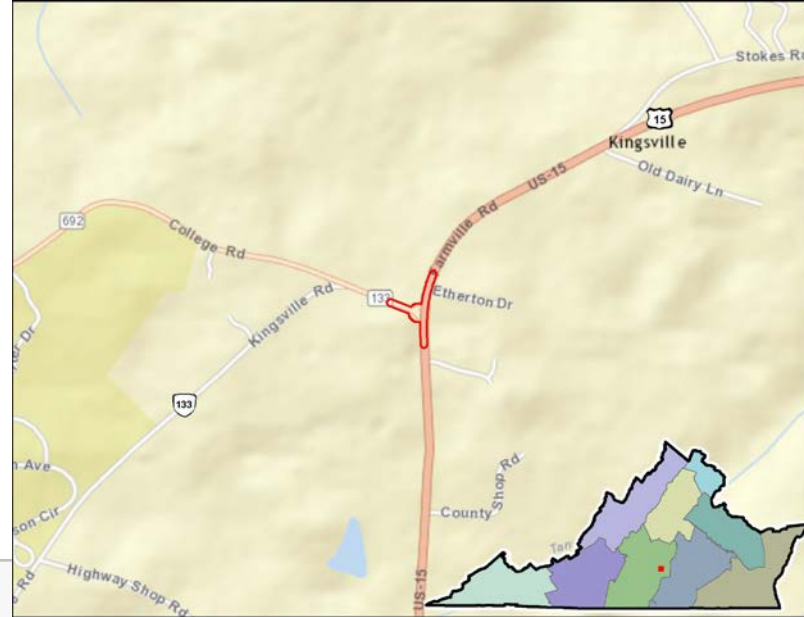
Preliminary Engineering Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

VTrans Need: Safety: Rural Long Range Plan

4.5

[Click for details](#)

Final Score

15.9

15.9

Statewide Rank

38/287

34/287

District Rank

9/36

9/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	5.2	22.1	0	0	0	0	6.5		0.3	0.3	

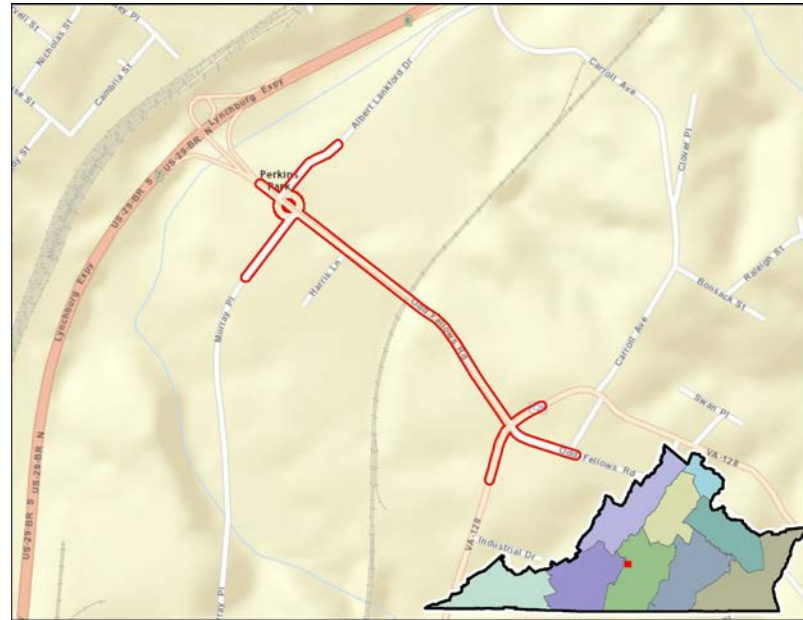
PROJECT SCORECARD

Oddfellows Road Segment B2

App Id: 588

Reconstruction of Odd Fellows Road to include new three-lane facility with center turn lane, new roundabout at intersection of Albert Lankford Road and Murray Place, new bridge over NS railroad, and construction of new shared use path.

Project Location	Lynchburg
HB2 Area Type	C
Submitting Entity	Lynchburg
Total Project Cost	\$19,581,800
HB2 Request	\$17,202,165
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

2.8

HB2 COST TOTAL COST

Final Score	1.6	1.4
Statewide Rank	155/287	139/287
District Rank	27/36	27/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	6.9	12.3	0	0	0	0	2.5	1.0	2.5	0	

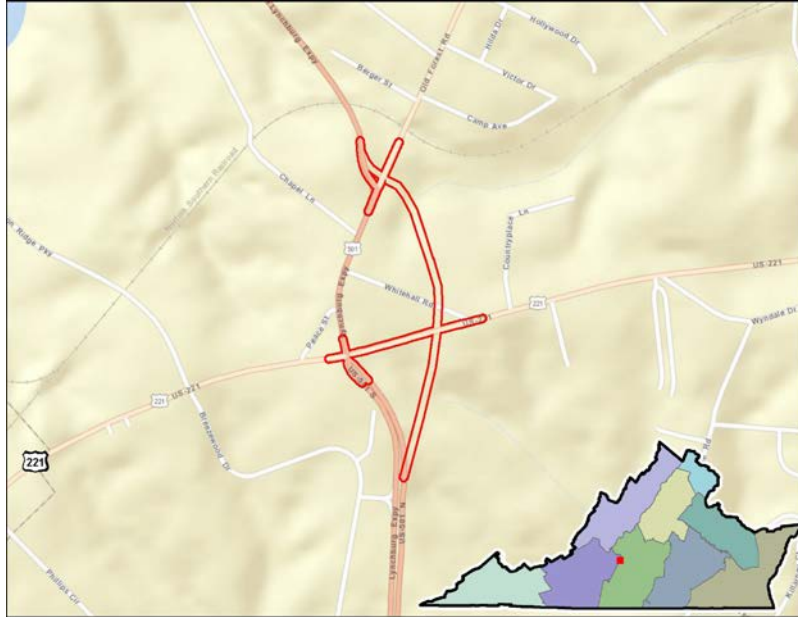
PROJECT SCORECARD

RTE 221 - INTERSECTION IMPROVEMENTS.

App Id: 595

Improvements to the intersection of Route 221 (Lakeside Drive) at Lynchburg Expressway (Route 501) including one-way split pairs on US 501 on either side of 221. Other improvements include new sidewalk and shared use path, median, and turn lanes.

Project Location	Lynchburg
HB2 Area Type	C
Submitting Entity	Lynchburg
Total Project Cost	\$36,284,739
HB2 Request	\$20,017,655
Preliminary Engineering	Underway
Right of Way	Complete
Construction	Not Started
Expenditures to Date	\$1,717,942
Key Fund Sources	Fed/State Disc.
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Heartland Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	0.7	0.4
Statewide Rank	202/287	224/287
District Rank	32/36	34/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.2	2.1	0	0	0.2	0.3	0.1	0.1	1.9	3.1	0.6	5.2	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

US 15/ VA 665 Intersection (Worsham)

App Id: 597

Improvement of the US 15/VA 665 intersection to include short-term improvements to advance warning signage and pavement markings, mid-term installation of turn lanes, and long-term signalization.

Project Location Prince Edward County

HB2 Area Type D

Submitting Entity Prince Edward County

Total Project Cost \$4,989,509

HB2 Request \$4,989,509

Preliminary Engineering Not Started

Right of Way Not Started

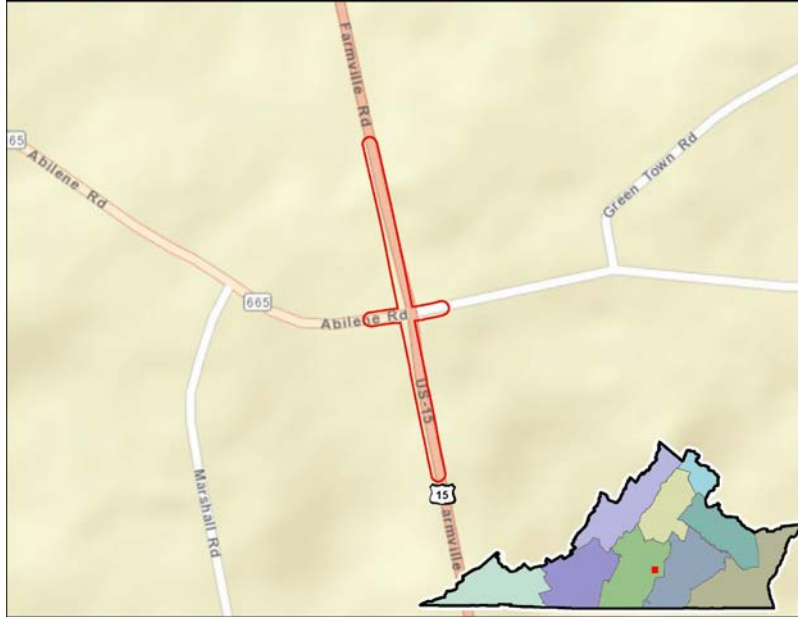
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Safety: Rural Long Range Plan

[Click for details](#)

3.4

Final Score

6.9

6.9

Statewide Rank

77/287

69/287

District Rank

16/36

15/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.9	20.1	0	0	0	0	0.7		0	1.6	

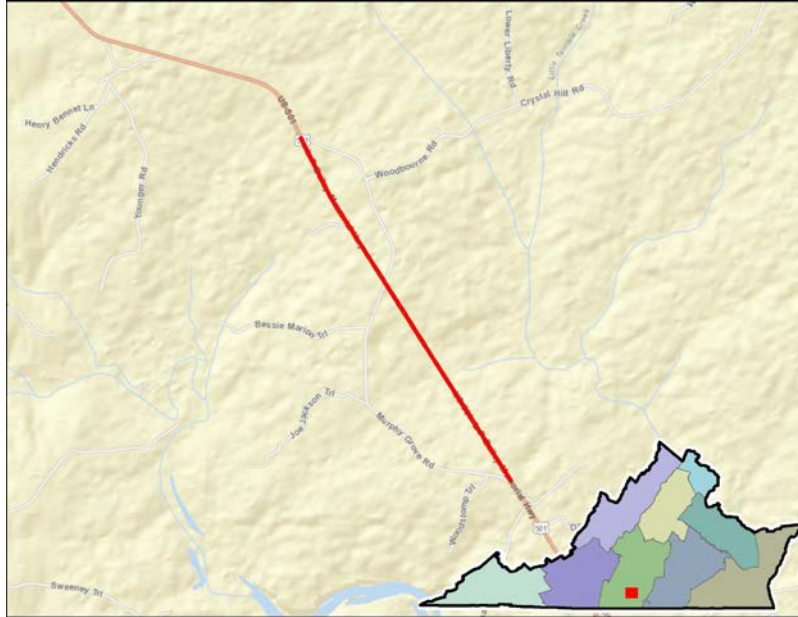
PROJECT SCORECARD

US 501 Passing Lanes and Shoulder Widening

App Id: 614

Reconstruction of US 501 to three-lane roadway with passing lane and upgraded shoulders from Route 610 (Murphy Grove Road) to Route 643 (Cedar Fork Road)

Project Location	Halifax County
HB2 Area Type	D
Submitting Entity	Halifax County
Total Project Cost	\$20,122,087
HB2 Request	\$19,794,412
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$327,675
Key Fund Sources	Bond
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Central VA
Regional Network

[Click for details](#)

Project Benefit Score

3.5

HB2 COST TOTAL COST

Final Score	1.8	1.7
Statewide Rank	150/287	130/287
District Rank	26/36	26/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	13.6	6.9	0	0	0	0	3.4		0.7	2.5	

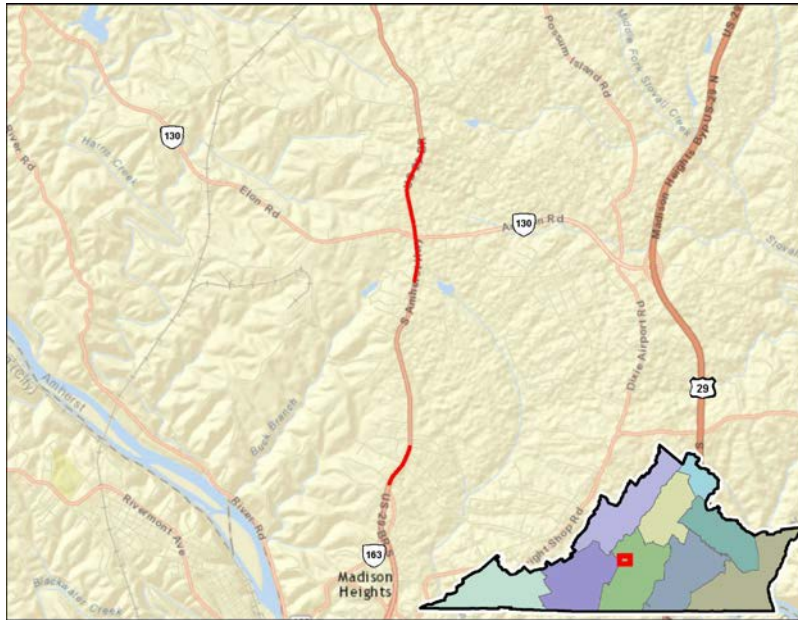
PROJECT SCORECARD

Route 29 Business (Madison Heights) Sidewalk Extension

App Id: 618

Extension of sidewalk along Route 29 from Woody's Lake Road to Dillard Road (eastern side), a crosswalk at a traffic signal and sidewalk extension from Dillard Road to 4568 South Amherst Highway (western side).

Project Location	Amherst County
HB2 Area Type	C
Submitting Entity	Amherst County
Total Project Cost	\$910,035
HB2 Request	\$910,035
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	2.2	2.2
Statewide Rank	129/287	116/287
District Rank	25/36	24/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.4	0.1	0	0	0	0	2.6		0	0	

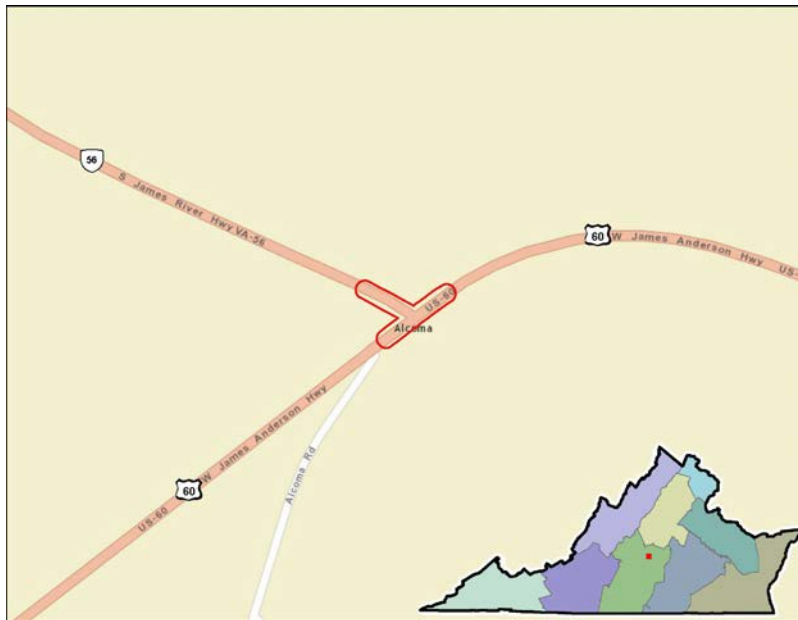
PROJECT SCORECARD

Intersection of W James Anderson Hwy & S James River (60&56)

App Id: 620

Construction of left and right turn lanes onto Route 56 from US Route 60 and implement access management.

Project Location	Buckingham County
HB2 Area Type	D
Submitting Entity	Buckingham County
Total Project Cost	\$2,967,687
HB2 Request	\$2,967,687
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Rural Long Range Plan

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	10.6	10.6
Statewide Rank	59/287	51/287
District Rank	12/36	12/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.1	15.4	0	0	0	0	13.5		0	0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 29/655 Intersection Improvement

App Id: 629

Improve Route 29 at Route 655 intersection to include new right-turn lane and taper on the southbound direction of 29 at Route 655 and the extension of the existing northbound right-turn lane and taper on Route 29 at Route 655.

Project Location	Nelson County
HB2 Area Type	C
Submitting Entity	Nelson County
Total Project Cost	\$1,133,329
HB2 Request	\$1,133,329
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: VDOT
Safety Review

[Click for details](#)

Project Benefit Score

2.9

HB2 COST TOTAL COST

Final Score	25.7	25.7
Statewide Rank	17/287	15/287
District Rank	3/36	3/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	6.7	0	0	0	0	29.7		3.9	1.5	

PROJECT SCORECARD

Route 151/664 Turn Lane

App Id: 630

Addition of new right-turn bay and taper to the southbound lanes of Route 151 at the Route 664 intersection.

Project Location	Nelson County
HB2 Area Type	C
Submitting Entity	Nelson County
Total Project Cost	\$925,177
HB2 Request	\$925,177
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Corridor Study

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score	13.3	13.3
Statewide Rank	50/287	45/287
District Rank	11/36	11/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.6	8.6	0	0	0	0	0		0	1.4	

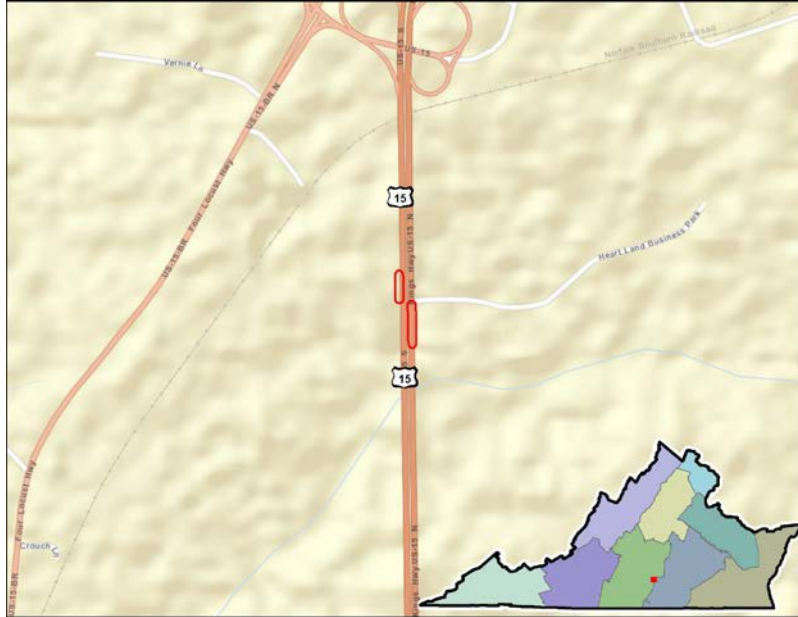
PROJECT SCORECARD

Heartland Regional Business Park Entrance

App Id: 642

Construction of new access entrance with turn lanes for the Heartland Regional Business Park located on Route 15/360 (Kings Highway) in Keysville.

Project Location	Charlotte County
HB2 Area Type	D
Submitting Entity	Charlotte County
Total Project Cost	\$789,197
HB2 Request	\$789,197
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Rural Long Range Plan

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	6.5	6.5
Statewide Rank	80/287	72/287
District Rank	17/36	16/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	3.5	0	4.3	0.5	

PROJECT SCORECARD

Route 60 Sidewalk Extension

App Id: 673

Construction of new sidewalk along the eastern lane of US Route 60 from the traffic circle located at Main Street and US Route 60 in the Town of Amherst to Whitehead Drive.

Project Location Amherst
 HB2 Area Type C
 Submitting Entity Amherst County
 Total Project Cost \$623,021
 HB2 Request \$623,021
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

VTrans Need: Central VA
 Regional Network

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

	Final Score	1.3	1.3
Statewide Rank	163/287	143/287	
District Rank	28/36	28/36	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.7		0	0	

PROJECT SCORECARD

Route 682 Woody's Lake Road

App Id: 681

Reconstruction of Route 682 (Woody's Lake Road) to include 11'-12' lanes with 4' ditch and 4' shoulder from US 29 Business (South Amherst Highway) to end paved facility.

Project Location Amherst County

HB2 Area Type C

Submitting Entity Amherst County

Total Project Cost \$7,855,088

HB2 Request \$7,855,088

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Central VA Regional Network

2.0

[Click for details](#)

Statewide Rank 121/287

106/287

District Rank 24/36

23/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	7.5	8.0	0	0	0	0	0.8		0	0.8	

PROJECT SCORECARD

Intersection 15 & 636 (Shepards Corner)

App Id: 683

Construction of turn lanes on US Route 15 onto Route 636 east and west and implementation of access management.

Project Location	Buckingham County
HB2 Area Type	D
Submitting Entity	Buckingham County
Total Project Cost	\$2,652,279
HB2 Request	\$2,652,279
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Crash and PSI Data

[Click for details](#)

Project Benefit Score

3.8

HB2 COST TOTAL COST

Final Score	14.2	14.2
Statewide Rank	44/287	40/287
District Rank	10/36	10/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.9	22.5	0	0	0	0	0.6		0.6	0.6	

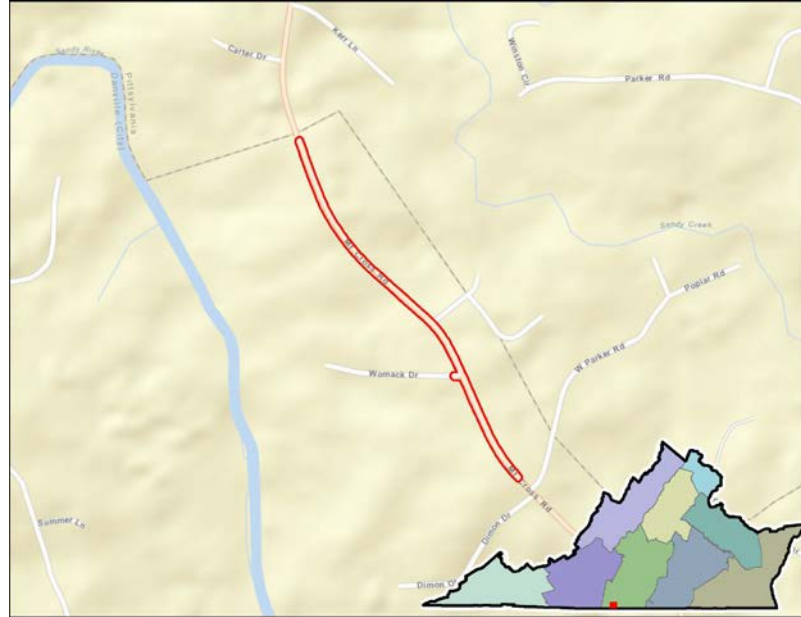
PROJECT SCORECARD

Mount Cross Road Widening Phase 2

App Id: 686

Widen the existing Mount Cross Road two lane shoulder ditch roadway section from Parker Road to the West Corporate Limits to a 5-lane curb-and-gutter roadway section with a two-way center left turn lane with new park and ride lot and sidewalk.

Project Location	Danville
HB2 Area Type	D
Submitting Entity	Danville City
Total Project Cost	\$11,198,000
HB2 Request	\$11,198,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Danville Regional Network

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	183/287	164/287
District Rank	29/36	29/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0	0	0	0	0.1	0.2		0.1	12.7	

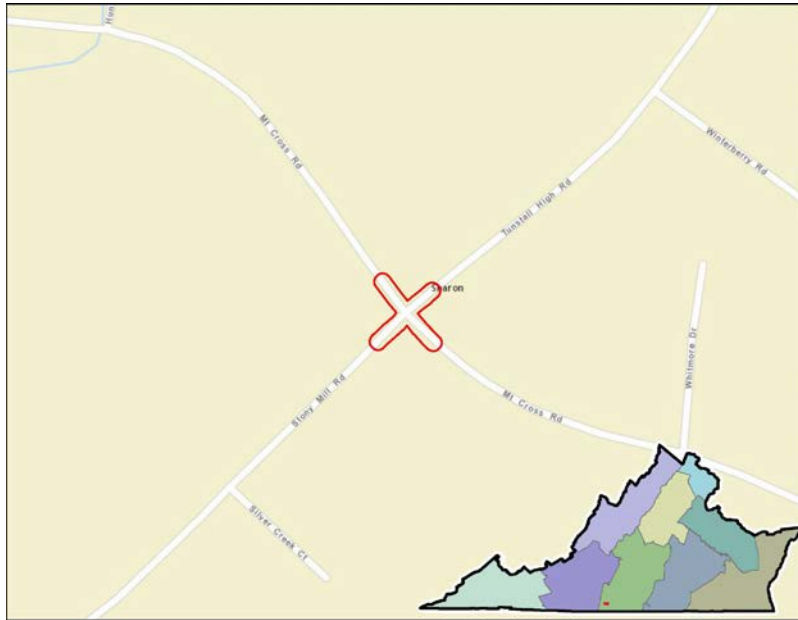
PROJECT SCORECARD

Route 869 and Route 844 Intersection Improvement

App Id: 693

Construction of new single-lane roundabout at the intersection of Route 844 (Mount Cross Road) and Route 869 (Stony Mill Road and Tunstall High Road).

Project Location	Pittsylvania County
HB2 Area Type	D
Submitting Entity	Pittsylvania County
Total Project Cost	\$2,244,201
HB2 Request	\$2,244,201
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: VDOT
STARS Documented Safety Need

[Click for details](#)

Project Benefit Score

5.0

HB2 COST TOTAL COST

Final Score	22.4	22.4
Statewide Rank	22/287	20/287
District Rank	4/36	4/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.3	0	0	0	0	0	0	100.0		0	0	

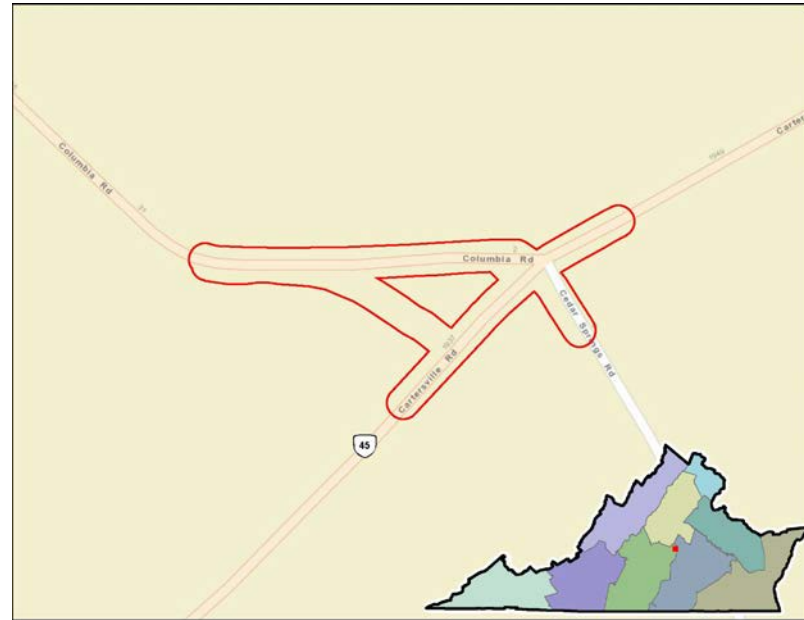
PROJECT SCORECARD

Columbia Road (690) and Cartersville Road (45)

App Id: 703

Realign intersection of Route 690 (Columbia Road) at Route 45 (Cartersville Road) to improve sight distance and reduce conflicts between turning movements.

Project Location	Cumberland County
HB2 Area Type	D
Submitting Entity	Cumberland County
Total Project Cost	\$2,199,536
HB2 Request	\$2,199,536
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Crash and PSI Data

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	239/287	217/287
District Rank	34/36	33/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.9	0	0	0	

PROJECT SCORECARD

Route 60 and Route 13 Intersection Improvement

App Id: 710

Improvement of Route 13 at Route 60 intersection to include new right-turn lane on eastbound lane of Route 60 and new left-turn lane on westbound lane of Route 60.

Project Location	Cumberland County
HB2 Area Type	D
Submitting Entity	Cumberland County
Total Project Cost	\$5,401,703
HB2 Request	\$5,401,703
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Crash and PSI Data

[Click for details](#)

Project Benefit Score

0.0

HB2 COST TOTAL COST

Final Score	0.0	0.0
Statewide Rank	283/287	282/287
District Rank	35/36	35/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.2		0	0.1	

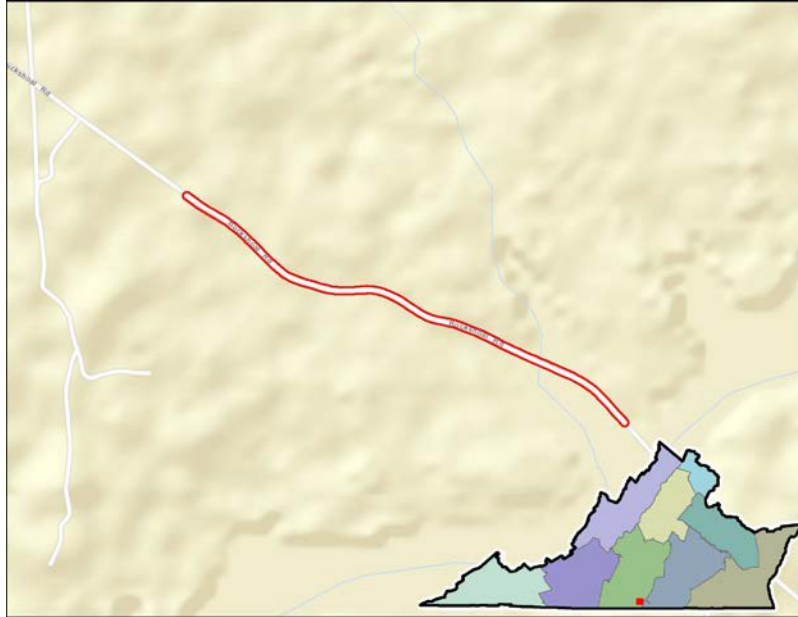
PROJECT SCORECARD

Route 601, Buckshoal Road Safety Improvements

App Id: 712

Safety improvements along Route 601 (Buckshoal Road) from 0.75 miles east of US 58 to 1.55 miles east of US 58 including realignment of the roadway, addition of new right-of-way, widening of the travel lanes and correcting vertical alignment.

Project Location	Halifax County
HB2 Area Type	D
Submitting Entity	Halifax County
Total Project Cost	\$3,016,656
HB2 Request	\$3,016,656
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

5.1

HB2 COST TOTAL COST

Final Score	16.9	16.9
Statewide Rank	35/287	30/287
District Rank	8/36	8/36

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	30.6	0	0	0	0	0.1		0	0.5	

RICHMOND

PROJECT SCORECARD

Sliding Hill Road - Widening (UPC 104957)

App Id: 434

Widen Sliding Hill Rd in Hanover County (UPC 104957) from 2 to 4 lanes between Atlee Station Rd and New Ashcake Rd. The improvements will also include pedestrian and bicycle facilities, turn lanes and access management

Project Location	Hanover County
HB2 Area Type	B
Submitting Entity	Hanover County
Total Project Cost	\$11,410,204
HB2 Request	\$7,332,058
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$388,778
Key Fund Sources	Fed/State Disc./MPO
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

2.9

HB2 COST TOTAL COST

	Final Score	3.9	2.5
Statewide Rank	97/287		110/287
District Rank	14/39		15/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.8	2.6	0.7	0.2	0	0.1	0	0.7	14.2	1.5	3.4	4.9

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Huguenot Trail (Rt. 711) Widening

App Id: 435

Widen 1.2 miles of Huguenot Trail (Rt. 711) in Powhatan County from 0.3 miles east of VA Rt. 288 to 0.1 miles east of the Powhatan/Chesterfield County line from 2 to 4 twelve foot travel lanes and replace the bridge over Bernard's Creek

Project Location Multiple

HB2 Area Type B

Submitting Entity Powhatan County

Total Project Cost \$18,178,424

HB2 Request \$4,647,420

Preliminary Engineering Complete

Right of Way Underway

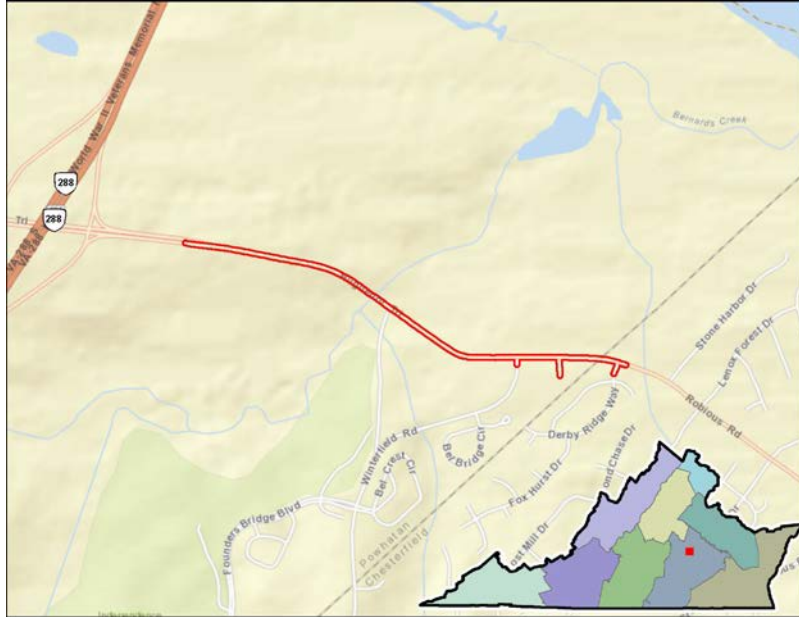
Construction Not Started

Expenditures to Date \$3,556,132

Key Fund Sources Bond/Fed/State Disc./MPO

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Richmond Regional Network

0.5

Final Score

1.2

0.3

Statewide Rank

174/287

243/287

District Rank

27/39

37/39

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	50%	50%	50%	20%	20%	50%	60%	60%	20%
Increase in Daily Person Throughput	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Jobs for Disadvantaged Populations	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs	Improved Access to Multimodal Choices (Users Benefit Value)
0.1	0.1	0.1	0.1	1.7	1.7	0.4	0	0	0.4	0.1	0.1	0

PROJECT SCORECARD

AI-95/I-64 Overlap - SB I-95 Franklin Street Off Ramp

App Id: 443

Widen the southbound I-95 off-ramp approach at the Franklin Street exit from two lanes to three lanes. One of the two existing northbound through lanes will be converted to a southbound through lane and a queue detection system installed on the ramp

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$3,148,000
HB2 Request	\$2,498,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$60,058
Key Fund Sources	Safety
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.0

HB2 COST TOTAL COST

Final Score	12.0	9.5
Statewide Rank	53/287	55/287
District Rank	5/39	7/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0	2.2	28.9	0	15.8

PROJECT SCORECARD

BI-95/I-64 Overlap NB I-95 Belvidere Acceleration Lane

App Id: 444

Extend the northbound I-95 acceleration lane from the Belvidere Street on-ramp to northbound I-95 (Exit 76) to a length that meets current acceleration lane design standards

Project Location Richmond
 HB2 Area Type B
 Submitting Entity Richmond City
 Total Project Cost \$5,783,000
 HB2 Request \$4,933,000
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$23,537
 Key Fund Sources Safety
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

5.8

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	11.8	10.0
Statewide Rank	55/287	53/287
District Rank	6/39	6/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	19.0	2.5	0	0	0	0	0.1	0.3	15.1	19.7	22.3

PROJECT SCORECARD

CI-95/I-64 Overlap: NB I-95 Deceleration Lane to Hermitage

App Id: 445

Construct northbound I-95 deceleration lane to Hermitage Road at Exit 78. Create an emergency pull-off area in conjunction with the construction of the deceleration lane.

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$2,720,000
HB2 Request	\$2,170,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$10,120
Key Fund Sources	Safety
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	14.4	11.5
Statewide Rank	43/287	48/287
District Rank	4/39	4/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	11.0	1.4	0	0	0	0	0.7	0.4	20.1	25.1	0

PROJECT SCORECARD

DI-95/I-64 Overlap: Roadway Lighting

App Id: 446

Replace existing roadway lighting on I-95 between the James River Bridge and the Hermitage Road interchange with continuous corridor-wide and high mast lighting. The new lighting would extend on I-64 to the Staples Mill Road interchange.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$10,283,000
HB2 Request	\$10,283,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

6.4

HB2 COST TOTAL COST

Final Score	6.2	6.2
Statewide Rank	83/287	74/287
District Rank	10/39	10/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	50%	50%	50%	20%	20%	50%	60%	60%	20%
Increase in Daily Person Throughput	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Jobs for Disadvantaged Populations	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs	Improved Access to Multimodal Choices (Users Benefit Value)
0	0	0	0	19.4	19.4	0.2	0	0	0.2	0	0	0

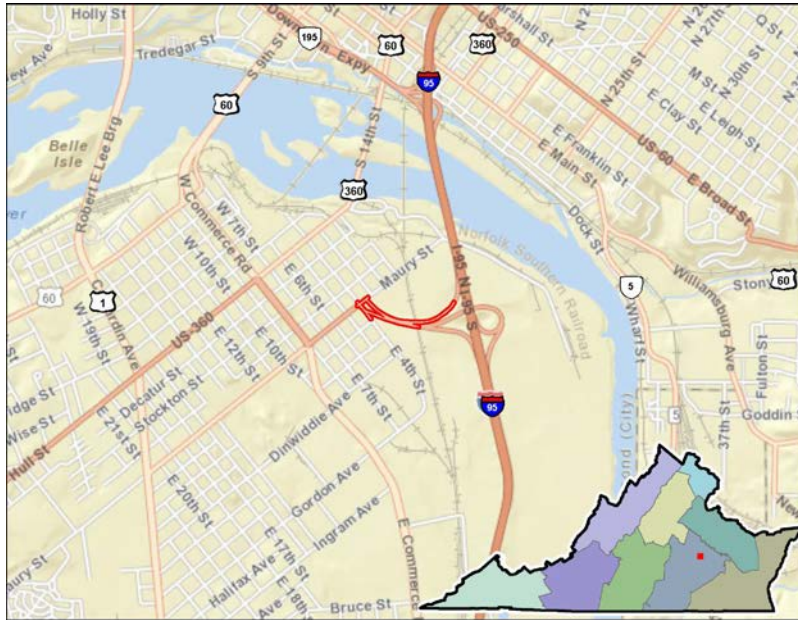
PROJECT SCORECARD

EI-95 and Maury Street Freight Interchange Improvements

App Id: 447

Improve and shift the ramps to Maury St from I-95 and construct a two-lane roundabout at the convergence of the ramps, Maury St. and 4th St.

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$9,191,250
HB2 Request	\$9,191,250
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	2.5	2.5
Statewide Rank	126/287	112/287
District Rank	18/39	16/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0.1	0	0	0.2	0.4	17.9	0	15.0

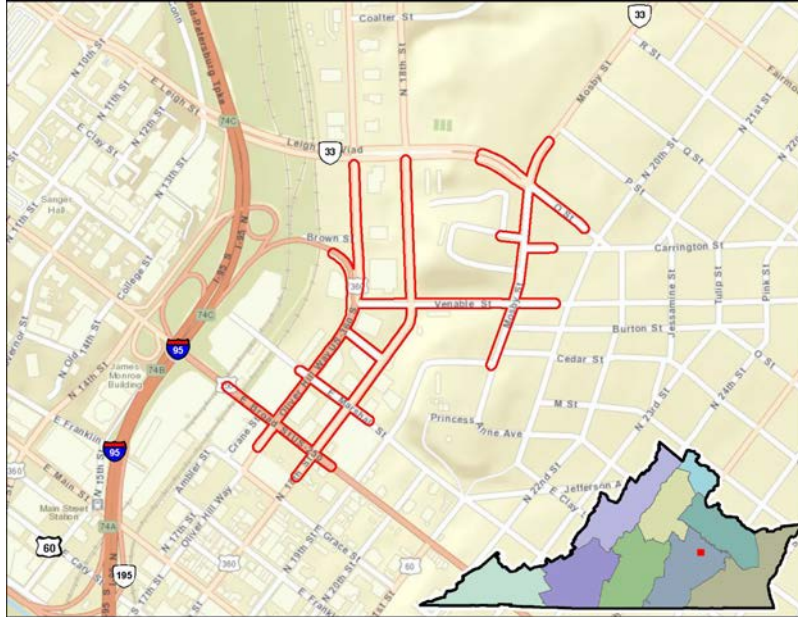
PROJECT SCORECARD

GI-95/I-64 Overlap: Broad Street Exit Improvements

App Id: 449

Construct surface street improvements, a cul-de-sac on Oliver Hill Way, and roundabouts at the intersections of: Broad St & 17th St; Oliver Hill Way & Venable St; 18th St & Venable St; Mosby St & Venable St and Mosby St & Leigh St Viaduct

Project Location Richmond
 HB2 Area Type B
 Submitting Entity Richmond City
 Total Project Cost \$28,042,650
 HB2 Request \$28,042,650
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

6.1

HB2 COST TOTAL COST

	Final Score	2.2	2.2
Statewide Rank	136/287		118/287
District Rank	23/39		18/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.7	0	11.2	5.6	0	0	0	0	0	0.9	0.4	15.2	36.1

PROJECT SCORECARD

HUS1/US301 Freight Corridor Improvements

App Id: 450

Reconstruct and widen Rte 1 – Jefferson Davis Highway from Chesterman Avenue to Decatur Street. This will include: dedicated turn lanes for adjoining streets, new traffic signalization, new sidewalks, a designated bike lane, and landscaping.

Project Location Richmond

HB2 Area Type B

Submitting Entity Richmond City

Total Project Cost \$52,389,000

HB2 Request \$44,496,625

Preliminary Engineering Underway

Right of Way Underway

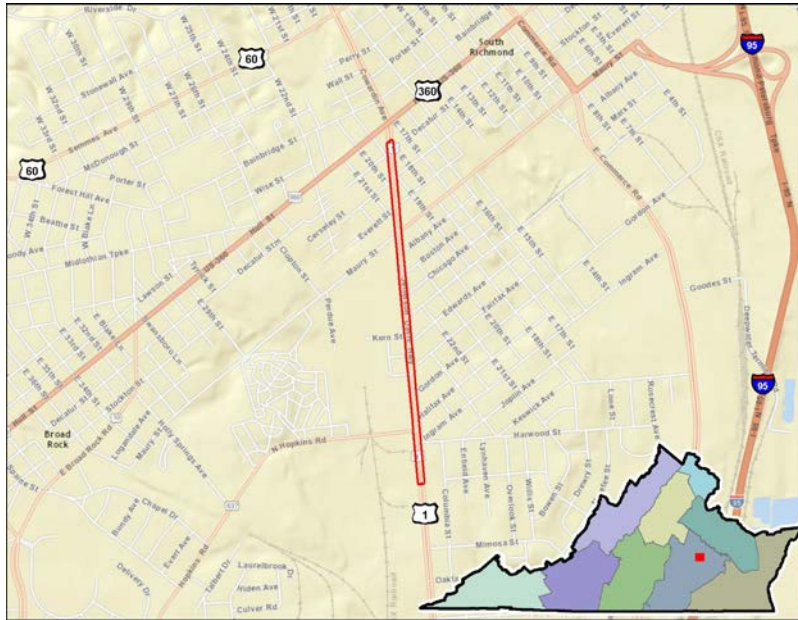
Construction Not Started

Expenditures to Date \$4,750,638

Key Fund Sources Fed/State Disc./Local/MPO

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

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Project Benefit Score

2.9

HB2 COST TOTAL COST

Final Score

0.7

0.6

Statewide Rank

209/287

204/287

District Rank

33/39

33/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.2	8.2	2.0	0.1	0.1	0.1	0	0.2	0.4	2.3	21.5	8.7

PROJECT SCORECARD

IUS360 Hull Street Safety and Operations Improvements

App Id: 451

Reconstruct typical section of Hull St to provide 2 lanes in each direction, a raised median, left and right dedicated turn lanes, pedestrian crosswalks, sidewalks, and shared-use paths for access to properties between Arizona Dr and Chippenham Pkwy

Project Location Multiple
 HB2 Area Type B
 Submitting Entity Richmond City
 Total Project Cost \$48,361,266
 HB2 Request \$43,346,348
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$1,321,799
 Key Fund Sources Fed/State Disc.
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

5.2

HB2 COST TOTAL COST

	Final Score	1.2	1.1
Statewide Rank	172/287	157/287	
District Rank	26/39	25/39	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	34.5	3.5	0	0	0.1	0.1	2.9		1.0	10.4	8.0

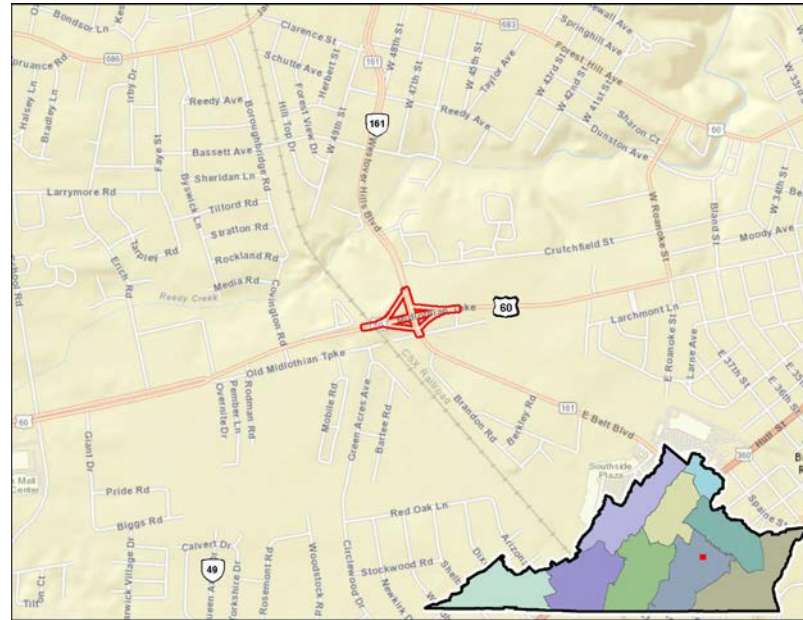
PROJECT SCORECARD

JUS60/SR161 Interchange Improvements

App Id: 452

Improve the Midlothian Boulevard (US 60) / Belt Boulevard (SR 161) interchange via a combination of ramps and roundabouts.

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$6,360,000
HB2 Request	\$4,332,271
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$5,658
Key Fund Sources	MPO
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Richmond Regional Network

[Click for details](#)

1.0

Final Score
Statewide Rank
District Rank

2.2

132/287

21/39

1.5

138/287

23/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0.1	0	2.7	0.7	0		7.8

PROJECT SCORECARD

NJames River Branch - Rail to Trail Greenway

App Id: 455

Construct the James River Branch Trail (JRBT), a three-mile abandoned CSX rail corridor in the City of Richmond to be a greenway that connects large neighborhoods with public open space, recreational facilities and pedestrian and bicycle amenities.

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$9,017,000
HB2 Request	\$9,017,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	181/287	161/287
District Rank	28/39	27/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0.1	0	0.3	0	0	0	9.1

PROJECT SCORECARD

PUS250 Streetscape Project

App Id: 456

Install streetscape on Broad Street from Laurel Street to Hamilton Street in the City of Richmond. This streetscape project will complement the BRT project on US 250 and benefit all users (the BRT vehicles, pedestrians and other vehicles).

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond City
Total Project Cost	\$6,020,287
HB2 Request	\$6,020,287
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

3.8

HB2 COST TOTAL COST

Final Score	6.3	6.3
Statewide Rank	82/287	73/287
District Rank	9/39	9/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0.6	1.0	0	36.9

PROJECT SCORECARD

ITS Low Bridge Warning System: I-95/I-64 Overlap

App Id: 461

Install low bridge warning systems on the NB and SB I-95 and EB and WB I-64 approaches to the I-95/I-64 overlap section in the Richmond region. Each system will consist of a pole-mounted, vehicle presence detector and an over height vehicle sensor

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$822,140
HB2 Request	\$822,140
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

4.6

HB2 COST TOTAL COST

Final Score	55.5	55.5
Statewide Rank	5/287	5/287
District Rank	1/39	1/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0	0	0	0	0	0.1	0.7	60.0	21.8	10.5

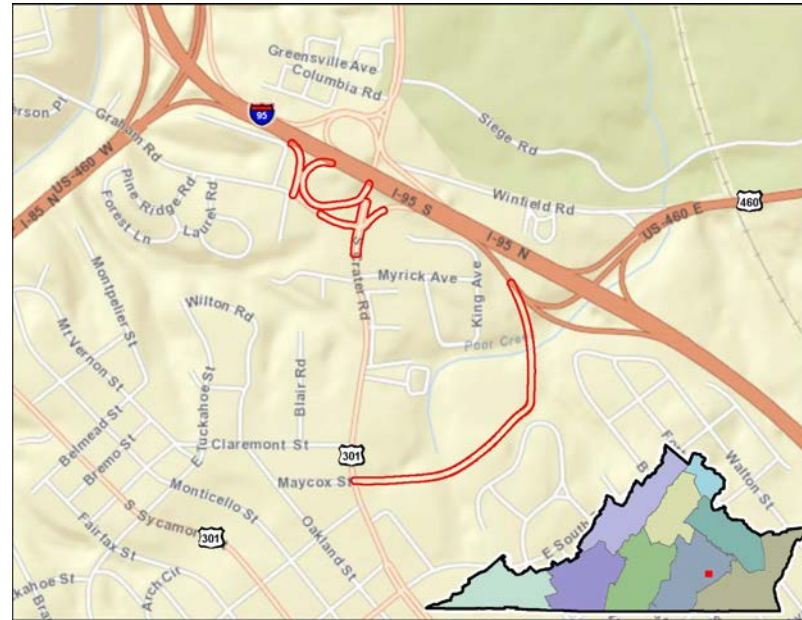
PROJECT SCORECARD

I-85 NB to I-95 SB - Tri-Cities MPO HB2 Priority 1

App Id: 464

Improve the I-85 NB to I-95 SB connection via relocating the I-95 SB Off-ramp to Graham Rd. and South Crater Rd., realigning the Graham Rd. and South Crater Rd. intersection, and constructing a 150 - 200 space park & ride lot.

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Tri-Cities MPO
Total Project Cost	\$17,224,517
HB2 Request	\$17,024,517
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	0.9	0.9
Statewide Rank	192/287	173/287
District Rank	30/39	29/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.5	1.6	5.8	0	1.2	1.9	0.1	0.1	0	1.4	0.4	0.2	

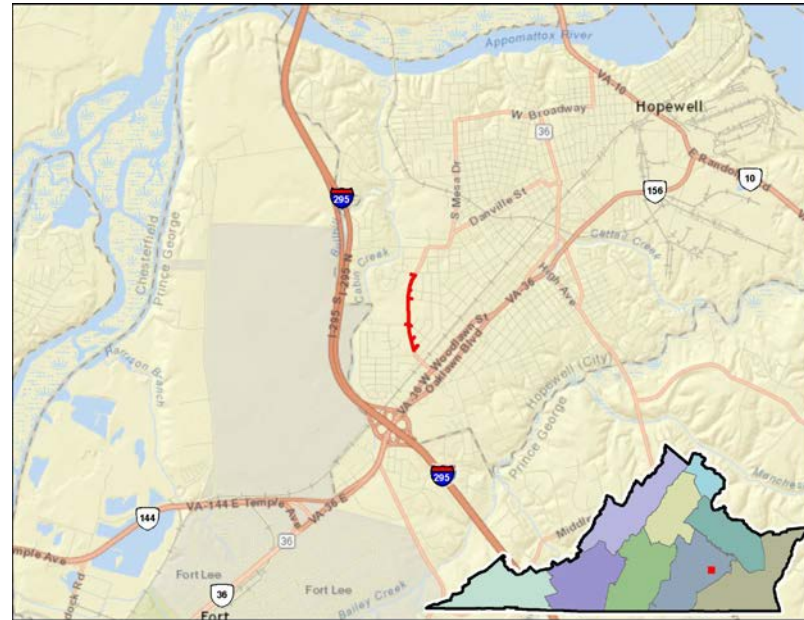
PROJECT SCORECARD

Cedar Level Road Southern Segment

App Id: 467

Cedar Level Rd the northern segment is fully funded and currently in PE phase. This project would extend Cedar Level Rd improvements to the Southern Segment which currently does not provide any bike lanes, sidewalks or other multi-modal features.

Project Location	Hopewell
HB2 Area Type	C
Submitting Entity	Hopewell
Total Project Cost	\$12,237,278
HB2 Request	\$6,967,532
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$3,958,939
Key Fund Sources	Fed/State Disc./Local
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Richmond Regional Network

[Click for details](#)

0.5

Final Score
Statewide Rank
District Rank

0.7
203/287
32/39

0.4
222/287
35/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	2.1	0	0	0	0	0.1		0	0	

PROJECT SCORECARD

I-95/Route 10 Interchange Improvements

App Id: 473

Improve the I-95/Route 10 Interchange to address safety and congestion, particularly 1) I-95 SB to Rt. 10 eastbound, 2) I-95 NB to Rt. 10 EB and 3) Rt. 10 WB to I-95 NB

Project Location	Chesterfield County
HB2 Area Type	B
Submitting Entity	Chesterfield County
Total Project Cost	\$10,000,000
HB2 Request	\$9,500,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	2.5	2.3
Statewide Rank	127/287	113/287
District Rank	19/39	17/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.2	7.3	0.8	0.1	0.1	0	0	0	4.7	2.2	11.5	3.5

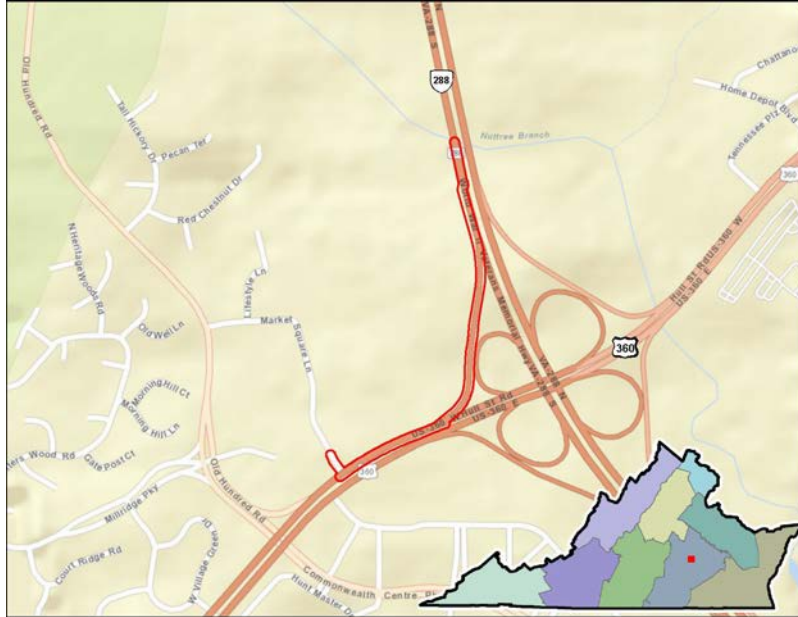
PROJECT SCORECARD

Rt. 288 SB to Rt. 360 WB Off-Ramp Improvements

App Id: 485

Extend and widen to two lanes the Route 288, southbound to Route 360, westbound deceleration ramp.

Project Location	Chesterfield County
HB2 Area Type	B
Submitting Entity	Chesterfield County
Total Project Cost	\$11,850,000
HB2 Request	\$10,350,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$181,045
Key Fund Sources	Bond/Fed/State Disc.
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

1.6

HB2 COST TOTAL COST

Final Score	1.5	1.3
Statewide Rank	159/287	144/287
District Rank	25/39	24/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.8	0.1	0	0	0.3	0.3	0	0	2.1	1.8	4.8	8.8	5.9

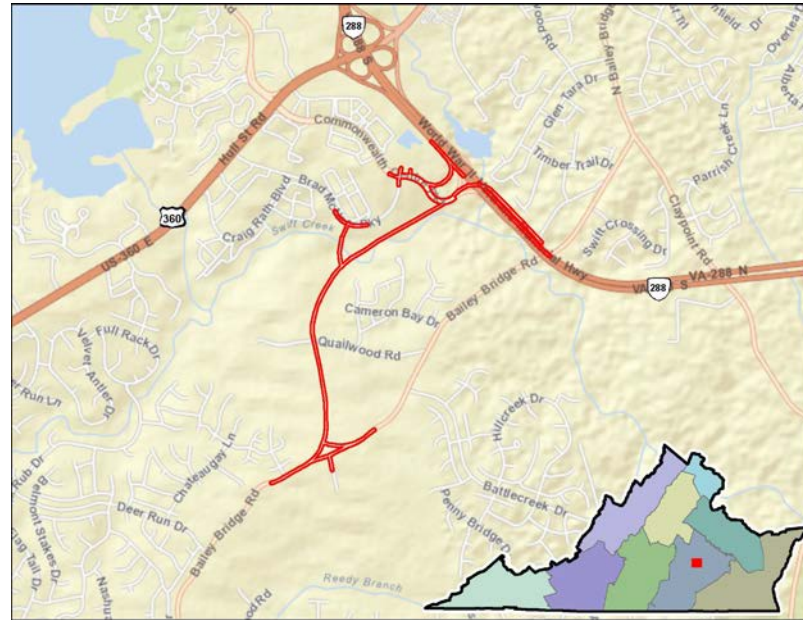
PROJECT SCORECARD

288/Commonwealth Ctr Pkwy and Bailey Bridge Connector

App Id: 486

Provide improvements to the Route 288 Commonwealth Centre Parkway interchange and construct a new roadway connection to Bailey Bridge Road (i.e. Bailey Bridge Connector)

Project Location	Chesterfield County
HB2 Area Type	B
Submitting Entity	Chesterfield County
Total Project Cost	\$79,350,000
HB2 Request	\$77,850,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$181,045
Key Fund Sources	Bond/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

3.4

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	238/287	220/287
District Rank	36/39	34/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.0	2.0	11.2	0.2	0	0	0	0	0.4	4.5	0.2	17.0	6.0

PROJECT SCORECARD

Meadowville Technology Parkway at I-295 Widening

App Id: 488

Widen Meadowville Technology Parkway to four lanes at the interchange of I-295 to include the construction of a new bridge over I-295. Sidewalk will be built on a portion of the project.

Project Location Chesterfield County

HB2 Area Type B

Submitting Entity Chesterfield County

Total Project Cost \$20,000,000

HB2 Request \$20,000,000

Preliminary Engineering Underway

Expenditures to Date

Key Fund Sources Local

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Richmond Regional Network

1.2

[Click for details](#)

Final Score

0.6

0.6

Statewide Rank

219/287

200/287

District Rank

34/39

31/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.6	0	0	0	0	0	0	0.3	6.7	0	0	2.9

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Rte. 288 / Rte. 250 Interchange

App Id: 505

Improve Rte. 288 / Rte. 250 interchange to maximize capacity at ramp intersections to the extent possible short of major interchange modifications, facilitate access to a future park-and-ride facility, and add pavement widening for bike access

Project Location Goochland County

HB2 Area Type B

Submitting Entity Goochland County

Total Project Cost \$4,270,000

HB2 Request \$4,270,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.3

HB2 COST TOTAL COST

Final Score

7.6

7.6

Statewide Rank

75/287

67/287

District Rank

8/39

8/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.7	2.4	7.5	16.4	0.1	0	0	0	0.3	0.7	0.5	2.9	3.8

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Raleigh Avenue Extension

App Id: 506

Extend Raleigh Avenue from Rt 47 to Parker Park. Realign intersection at Rt 47. Obtain right of way through six property parcels. Install traffic signal at Rt 47 and Raleigh Avenue (no pedestrian signal heads). Install sidewalk and street lights

Project Location Mecklenburg County

HB2 Area Type D

Submitting Entity Town of South Hill

Total Project Cost \$7,737,075

HB2 Request \$7,737,075

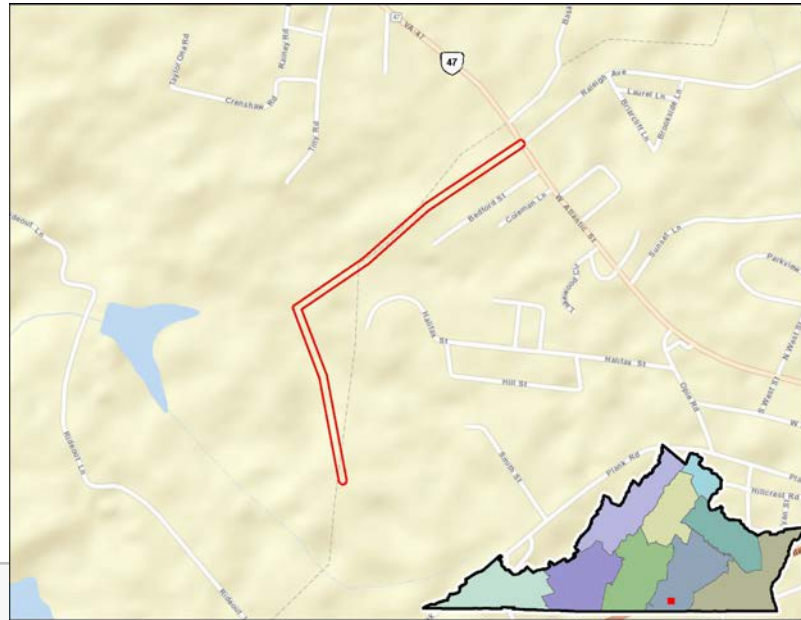
Preliminary Engineering Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

VTrans Need: South Hill Urban Development Area

0.4

[Click for details](#)

Final Score

0.6

0.6

Statewide Rank

222/287

202/287

District Rank

35/39

32/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0.4	0.9	0.1	0	0	0	0	2.7		0.4	1.4	

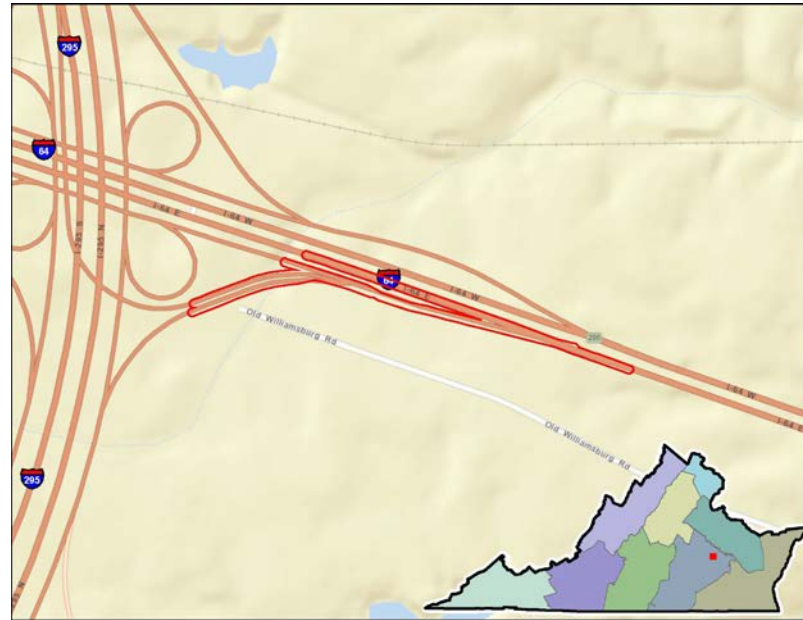
PROJECT SCORECARD

I-64 EB Pavement Marking Improvements

App Id: 531

Modify the lane configuration at the EB merge of I-295 and I-64 in Henrico County. This project would reconfigure the existing lane distribution to allow one continuous through lane for both I-295 traffic and I-64 traffic.

Project Location	Henrico County
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$1,500,000
HB2 Request	\$1,450,000
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$1,710
Key Fund Sources	MPO
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Richmond Regional Network

[Click for details](#)

0.4

Final Score

2.7

2.6

Statewide Rank

114/287

104/287

District Rank

17/39

14/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0	1.0	6.1	0.4	0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

I-64 Extend Accel and Decel Lanes mm 203

App Id: 532

Extend acceleration and deceleration lanes at weigh station, located at mile marker 203 on I-64, to allow trucks required to use the weigh station additional time to slow to an appropriate speed when entering and reach a higher speed when exiting

Project Location	Henrico County
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$4,100,000
HB2 Request	\$3,650,000
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$6,218
Key Fund Sources	MPO
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score

4.1

3.7

Statewide Rank

94/287

91/287

District Rank

13/39

12/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.8	0.3	0	0	0	0	0.2	1.6	19.4	5.4	0

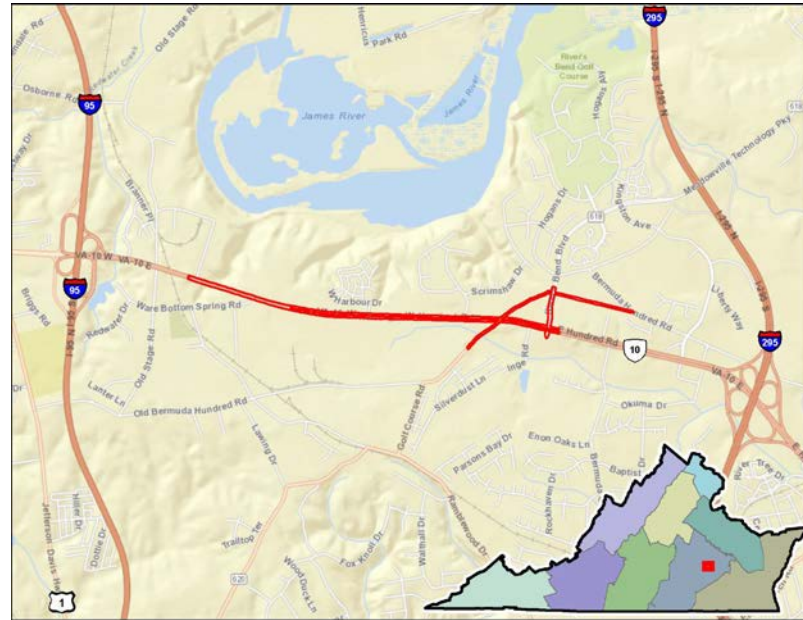
PROJECT SCORECARD

Route 10 (Bermuda Triangle Rd to Meadowville Rd) Superstreet

App Id: 533

Improve safety & operations along Rt. 10 in Chesterfield County from Bermuda Triangle Rd. through Meadowville Rd./Old Bermuda Hundred Rd. utilizing Superstreet design concepts.

Project Location	Chesterfield County
HB2 Area Type	B
Submitting Entity	Chesterfield County
Total Project Cost	\$50,500,000
HB2 Request	\$24,569,380
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$2,268,159
Key Fund Sources	Bond/MPO
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Richmond Regional Network

[Click for details](#)

Project Benefit Score

5.3

HB2 COST TOTAL COST

Final Score	2.2	1.1
Statewide Rank	134/287	158/287
District Rank	22/39	26/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.2	0.7	22.6	1.5	0.7	0.6	0	0	0	10.9	5.0	20.4	3.1

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 675, Hardy Road Improvements Project

App Id: 536

Realign a substandard curve on Route 675 near the Intersection of Route 675 (Hardy Road) and Route 659 (Mansion Road). This section of roadway has been the site of several fatalities and accidents.

Project Location Lunenburg County

HB2 Area Type D

Submitting Entity Lunenburg County

Total Project Cost \$2,229,151

HB2 Request \$2,229,151

Preliminary Engineering Not Started

Right of Way Not Started

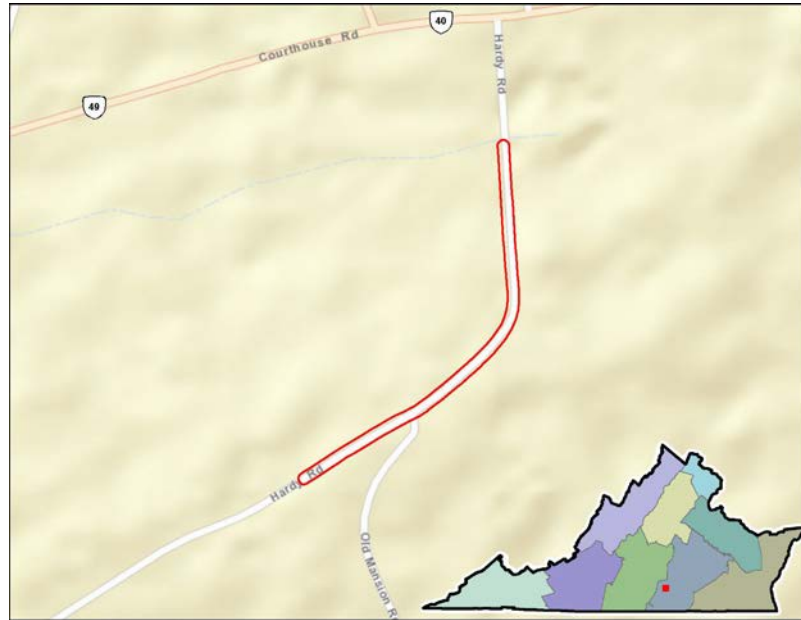
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Safety: Crash History

0.0

Final Score

0.0

0.0

Statewide Rank

284/287

284/287

District Rank

39/39

39/39

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0	0	

PROJECT SCORECARD

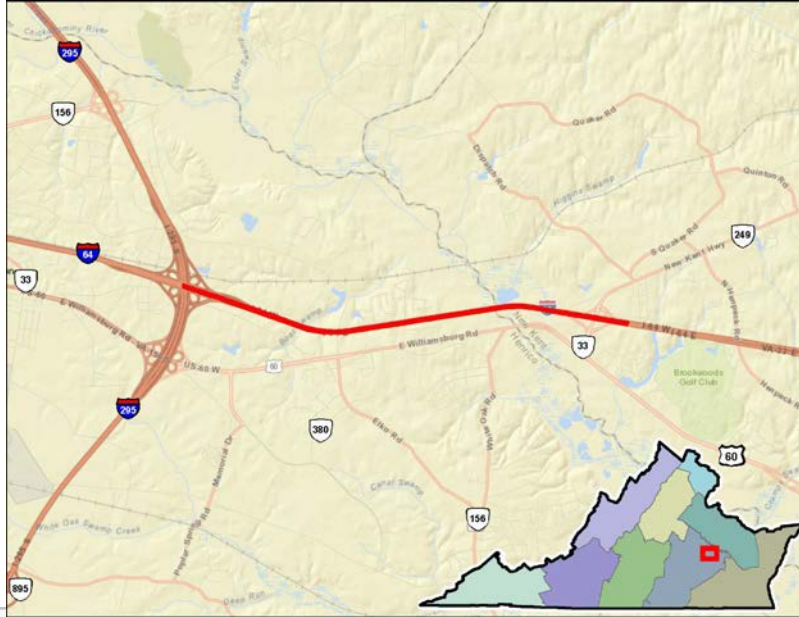
HB2 Funding the Right Transportation Projects

I-64 Widening (I-295 to Exit 205 Bottoms Bridge)

App Id: 542

Major widening of I-64, from 4-lanes to 6-lanes, between I-295 and Exit 205-Bottoms Bridge, in Henrico County and New Kent County. This improvement is consistent with the I-64 Tier 1 EIS for the I-64 corridor between Richmond and Hampton Roads.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$79,000,000
HB2 Request	\$77,250,002
Preliminary Engineering	Not Started
Right of Way	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Richmond Regional Network

6.0

Final Score
Statewide Rank
District Rank

0.8
199/287
31/39

0.8
179/287
30/39

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.6	4.4	4.7	0.1	0.1	0.1	0	0	0	25.8	32.3	8.2	0

PROJECT SCORECARD

Belvedere Street Interchange Safety Improvements

App Id: 544

Reconfigure the I-95 SB/ US 1 (N. Belvedere St.) Interchange on-ramps in the City of Richmond. This project eliminates the slip ramp from Leigh Street, realigns the on-ramp merge from NB and SB Belvedere St. and creates an emergency pull-off area

Project Location	Richmond
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$10,229,243
HB2 Request	\$10,229,243
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.2

HB2 COST TOTAL COST

Final Score	3.1	3.1
Statewide Rank	107/287	96/287
District Rank	15/39	13/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0.3	15.8	0	24.8

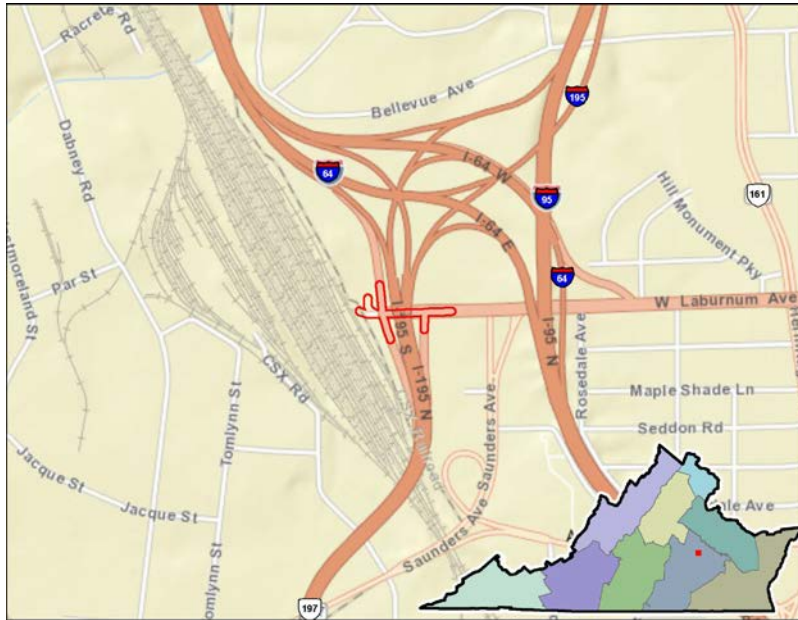
PROJECT SCORECARD

I-195 Interchange Improvements at Laburnum Ave

App Id: 545

Reconfigure on and off ramps on I-195 and Laburnum Ave in the City of Richmond. This project would include improvements to both the Northbound and Southbound ramps.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Richmond Regional TPO
Total Project Cost	\$2,435,580
HB2 Request	\$2,435,580
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.3

HB2 COST TOTAL COST

Final Score

5.2

5.2

Statewide Rank

91/287

82/287

District Rank

11/39

11/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.4	8.9	0	0	0	0	0.1		0.6	0	0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

I-95 and South Crater Road - MPO HB2 Priority 2

App Id: 556

Improve South Crater Rd. north of I-95 and the Winfield Road corridor, and modify the Winfield Rd./Rt. 460 Bus. intersection as well as the I-95 NB on-ramp and C-D road as per the I-95/I-85 Interchange Feasibility Study (April 2015)

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Tri-Cities MPO
Total Project Cost	\$10,434,101
HB2 Request	\$10,434,101
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	272/287	270/287
District Rank	38/39	38/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0.2	0	0.8	0.1	0	

PROJECT SCORECARD

I-95 NB to I-85 SB Flyover Ramp - Tri-Cities MPO Priority 3

App Id: 570

Close the existing I-95 northbound off-ramp to I-85 southbound and construct a new flyover ramp from I-95 northbound to I-85 southbound, as per the I-95/I-85 Interchange Feasibility Study (April 2015)

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Tri-Cities MPO
Total Project Cost	\$92,429,430
HB2 Request	\$92,429,430
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	0.3	0.3
Statewide Rank	253/287	235/287
District Rank	37/39	36/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	14.2	3.0	0	0	0	0.2	0.2	1.4	11.9	1.2	

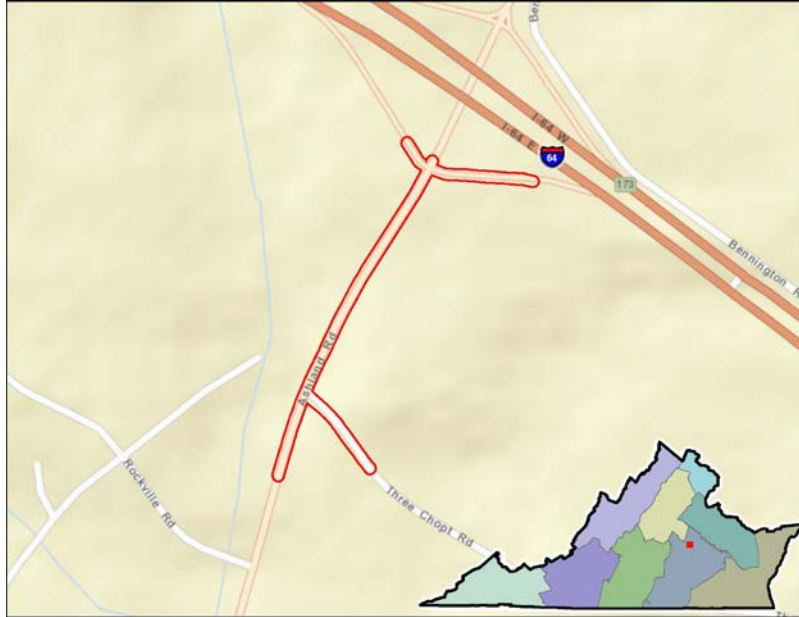
PROJECT SCORECARD

I-64 Ramp Signalization at Ashland Road (Rte.623)

App Id: 575

Install a traffic signal at the Eastbound I-64 On- and Off-Ramps at Ashland Road (Rte. 623) in Goochland County.

Project Location	Goochland County
HB2 Area Type	B
Submitting Entity	Goochland County
Total Project Cost	\$766,837
HB2 Request	\$766,837
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: West Creek Urban Development Area

[Click for details](#)

Project Benefit Score

1.8

HB2 COST TOTAL COST

Final Score	23.6	23.6
Statewide Rank	20/287	18/287
District Rank	3/39	3/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	11.8	0	0	0	0	1.5	0.2	2.9	0	1.2

PROJECT SCORECARD

Route 460 & Route 629/630 Intersection Improvement Project

App Id: 646

Improve the U.S. Rt. 460 & Rt. 629/630 intersection in Prince George County by adding a third lane to the southbound Route 630 approach, widening the one-lane northbound Route 629 approach to three lanes, and revising the signal timing and phasing.

Project Location	Prince George County
HB2 Area Type	C
Submitting Entity	Prince George County
Total Project Cost	\$3,119,085
HB2 Request	\$2,052,845
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$35,305
Key Fund Sources	MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Tri-Cities Regional Network

[Click for details](#)

Project Benefit Score

0.6

HB2 COST TOTAL COST

	Final Score	2.8	1.8
Statewide Rank	112/287		126/287
District Rank	16/39		19/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0.1	0.1	0.7	9.0	0	

PROJECT SCORECARD

West Creek Parkway Signalization at Patterson Avenue

App Id: 651

Install new traffic signal at the intersection of West Creek Parkway (Rte. 1250) and Patterson Ave (Rte. 6) in Goochland County.

Project Location Goochland County

HB2 Area Type B

Submitting Entity Goochland County

Total Project Cost \$869,815

HB2 Request \$869,815

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Richmond Regional Network

0.9

[Click for details](#)

Statewide Rank

60/287

52/287

District Rank

7/39

5/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.1	1.5	4.4	0	0	0	0	0.1		0	0	2.7

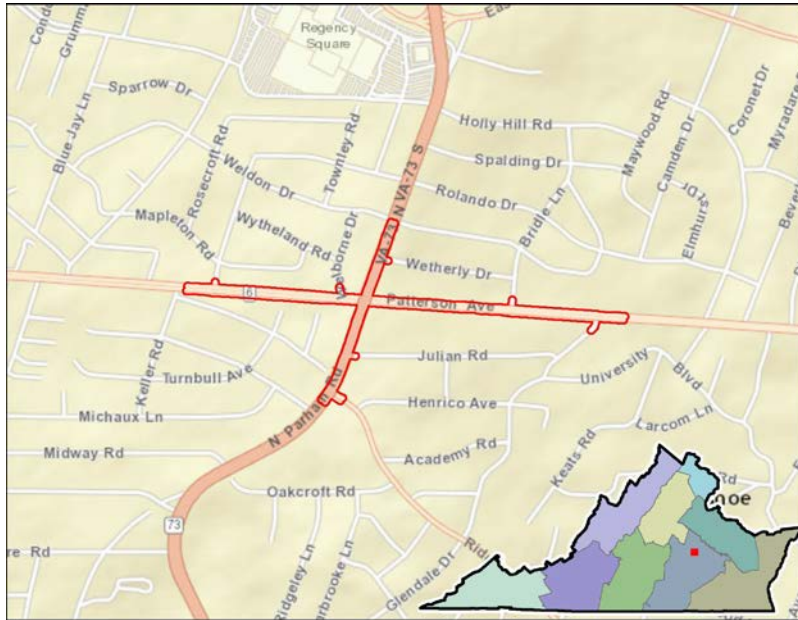
PROJECT SCORECARD

Rte 6 Patterson Ave at Parham Rd Intersection Improvements

App Id: 677

Improve the Parham Rd. and Patterson Ave. (Rt. 6) intersection by adding left turn and right turn lanes; closing and/or implementing turn lane restrictions at crossovers; sidewalks, crosswalks, and pedestrian signals.

Project Location	Henrico County
HB2 Area Type	B
Submitting Entity	Henrico County
Total Project Cost	\$14,000,000
HB2 Request	\$5,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$434,603
Key Fund Sources	Bond/Fed/State Disc./MPO
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety:
Documented Safety Need

[Click for details](#)

Project Benefit Score

2.4

HB2 COST TOTAL COST

Final Score	4.8	1.7
Statewide Rank	92/287	131/287
District Rank	12/39	22/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.2	0.6	1.9	0.4	0.3	0.3	0.1	0.1	10.5		0	24.6	5.5

PROJECT SCORECARD

I-85 NB to I-95 SB-Tri-Cities MPO HB2 Priority #1

App Id: 729

Improve the I-85 NB to I-95 SB connection via relocating the I-95 SB Off-ramp to Graham Rd. and South Crater Rd., realigning the Graham Rd. and South Crater Rd. intersection, and constructing a 150 - 200 space park & ride lot.

Project Location	Petersburg
HB2 Area Type	C
Submitting Entity	Petersburg City
Total Project Cost	\$17,224,517
HB2 Request	\$17,024,517
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	1.8	1.8
Statewide Rank	147/287	129/287
District Rank	24/39	21/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.5	1.6	6.0	0	1.2	1.9	0.1	0.1	0	1.4	19.2	12.1	

PROJECT SCORECARD

I-95 and South Crater Road-MPO HB2 Priority #2

App Id: 742

Improve South Crater Rd. north of I-95 and the Winfield Road corridor, and modify the Winfield Rd./Rt. 460 Bus. intersection as well as the I-95 NB on-ramp and C-D road as per the I-95/I-85 Interchange Feasibility Study (April 2015)

Project Location Petersburg
 HB2 Area Type C
 Submitting Entity Petersburg City
 Total Project Cost \$10,434,101
 HB2 Request \$10,434,101
 Expenditures to Date \$0
 Key Fund Sources MPO
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Wash-NC Corridor of Statewide Significance

1.1

[Click for details](#)

Statewide Rank 182/287 162/287
 District Rank 29/39 28/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0	0.8	19.2	0	

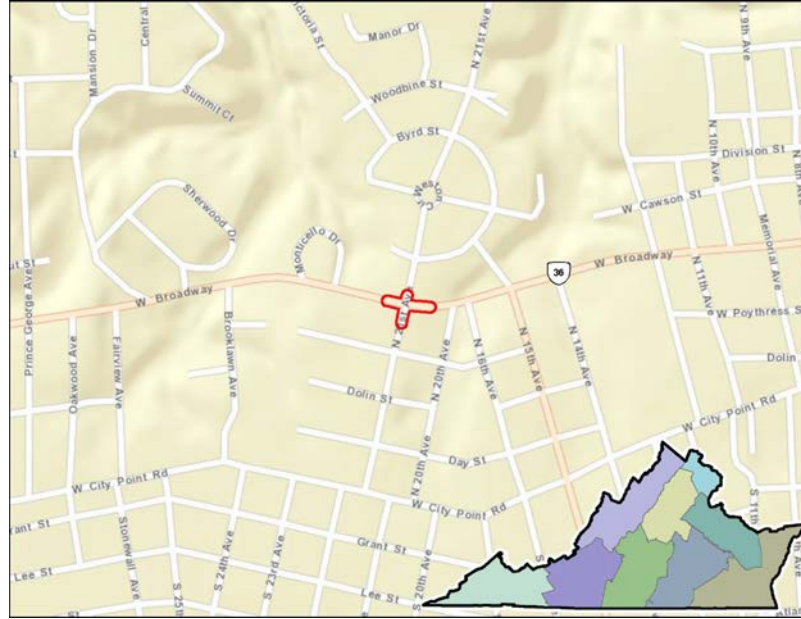
PROJECT SCORECARD

W Broadway St and 21st Ave Intersection Improvements

App Id: 745

Improve west Broadway St. and 21st Ave. in the City of Hopewell with a traffic signal and multimodal incorporated features.

Project Location	Hopewell
HB2 Area Type	C
Submitting Entity	Hopewell
Total Project Cost	\$500,000
HB2 Request	\$500,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Tri-Cities Regional Network

[Click for details](#)

Project Benefit Score

2.4

HB2 COST TOTAL COST

Final Score	48.5	48.5
Statewide Rank	7/287	7/287
District Rank	2/39	2/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.9	12.0	0	0	0	0	11.5		0	2.3	

PROJECT SCORECARD

Petersburg Station Park and Ride Structured Lot

App Id: 748

Construct a Park and Ride Lot located adjacent to I-95 and Rt. 36 which incorporates a transit center function near the Petersburg Multimodal Station in the City of Petersburg.

Project Location Petersburg
 HB2 Area Type C
 Submitting Entity Petersburg City
 Total Project Cost \$16,900,000
 HB2 Request \$13,550,000
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Tri-Cities Regional Network

3.0

[Click for details](#)

Statewide Rank 130/287 128/287
 District Rank 20/39 20/39

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	1.9	2.2	0	3.6	5.6	0.8	0.4	0.1	0	28.6	0	

HAMPTON ROADS

PROJECT SCORECARD

Little Back River Rd Reconstruction w/New Peak Alt-Dir Lane

App Id: 436

Reconstruction to add reversible center peak directional lane with overhead LED signals that also provide dual turn lane in non-peak conditions, improve safety by reconstructing alignment to include multi-use path, sidewalk.

Project Location Hampton
 HB2 Area Type A
 Submitting Entity Hampton City
 Total Project Cost \$9,270,000
 HB2 Request \$9,270,000
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: North King Street
 Urban Development Area

[Click for details](#)

Project Benefit Score

1.7

HB2 COST TOTAL COST

	Final Score	1.9	1.9
Statewide Rank	145/287	124/287	
District Rank	13/40	8/40	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.1	0	0	0	0	0	0	0.1	0	0	6.5	7.8

PROJECT SCORECARD

Coliseum Drive Extension

App Id: 438

New construction to extend Coliseum Drive from Hampton Roads Center Parkway north to Butler Farm Road. Project will include multi-use path, sidewalk, street lighting, culvert over Billy Woods Canal and ADA requirements.

Project Location	Hampton
HB2 Area Type	A
Submitting Entity	Hampton City
Total Project Cost	\$4,573,000
HB2 Request	\$2,823,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Coliseum Urban Development Area

[Click for details](#)

Project Benefit Score

3.0

HB2 COST TOTAL COST

Final Score	10.7	6.6
Statewide Rank	58/287	71/287
District Rank	5/40	6/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.8	0.6	1.9	0.1	0	0	0	0	0		0.3	21.3	12.1

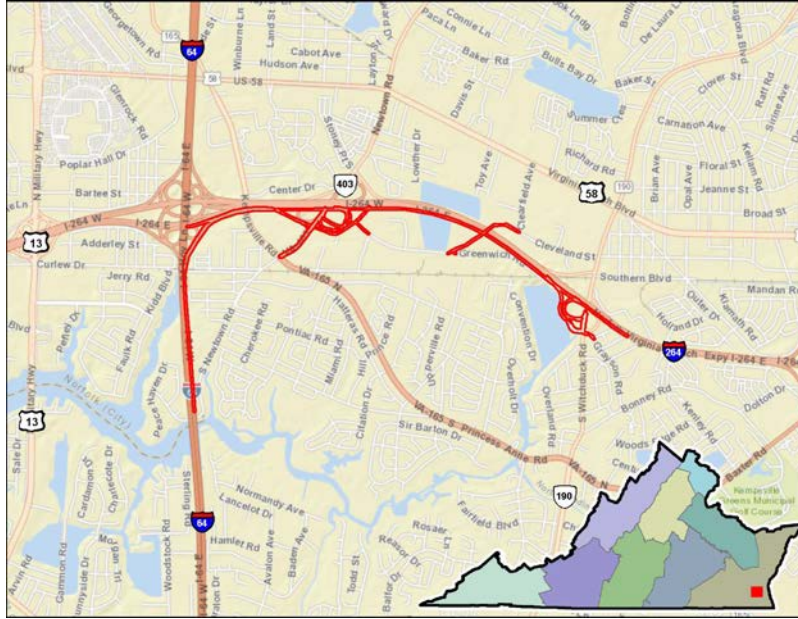
PROJECT SCORECARD

I-64/I-264 Interchange Improvements

App Id: 460

Construct roadway capacity and safety improvements within the I-64/I-264 interchange and along I-264 east through Witchduck Road interchange. Project includes ramp widening and new system of Collector-Distributor roads (CD).

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Hampton Roads Transportation Planning Organization
Total Project Cost	\$343,740,998
HB2 Request	\$257,426,759
Preliminary Engineering	Underway
Right of Way	Underway
Expenditures to Date	\$14,170,306
Key Fund Sources	Fed/State Disc./Local/MPO/Spec
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

9.3

Final Score

0.4

0.3

Statewide Rank

248/287

250/287

District Rank

31/40

29/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
6.2	4.5	54.7	0.8	0.1	0.2	0	0.1	0.1		9.4	21.1	26.0

PROJECT SCORECARD

Atkinson Boulevard

App Id: 470

Construct a new four-lane highway between Warwick Blvd and Jefferson Ave. Project will provide pedestrian accommodation on the north side and a 10-foot wide separated multi-purpose trail on the south side.

Project Location	Newport News
HB2 Area Type	A
Submitting Entity	Newport News City
Total Project Cost	\$68,382,794
HB2 Request	\$7,700,726
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$2,469,289
Key Fund Sources	RS, Other CTB Grants/Local
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.6

HB2 COST TOTAL COST

Final Score	2.0	0.2
Statewide Rank	141/287	257/287
District Rank	12/40	31/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.3	2.4	0	0	0	0	0	0	0		1.6	26.0	0

PROJECT SCORECARD

Jefferson Avenue Widening Kings Ridge to Industrial Park

App Id: 471

Widen segment of Jefferson Avenue that parallels I-64 to six lanes. Project includes raised median, protected turn lanes, shared-use path, streetlights, signal improvements, and drainage system improvements.

Project Location	Newport News
HB2 Area Type	A
Submitting Entity	Newport News City
Total Project Cost	\$25,000,000
HB2 Request	\$25,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

0.4

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	271/287	268/287
District Rank	37/40	35/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.2	5.2	1.2	0	0	0.1	0.1	0		0.8	11.6	0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Longhill Road Improvements - Route 199 to Olde Towne Road

App Id: 478

Widen Longhill Road to a 4-lane divided facility with 10-foot multi-use path. Implement access management strategies with improved access at several locations, install a roundabout, bus pull-off and pedestrian improvements.

Project Location	James City County
HB2 Area Type	A
Submitting Entity	James City County
Total Project Cost	\$19,800,000
HB2 Request	\$18,029,136
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

2.6

HB2 COST TOTAL COST

Final Score	1.4	1.3
Statewide Rank	162/287	147/287
District Rank	15/40	11/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	1.0	6.9	3.1	0.1	0	0	0	0.2		0	8.7	9.8

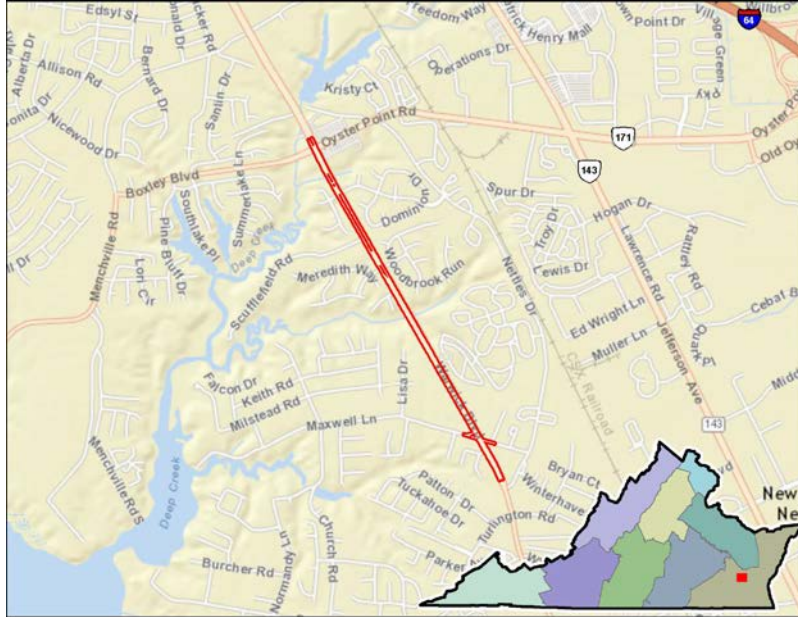
PROJECT SCORECARD

Warwick Blvd. Widening - Nettles Drive to Oyster Point Road

App Id: 489

Widen Warwick Blvd to six lanes by infilling a portion of the median. Project maintains existing shared use paths and includes protected turn lanes, curb, and improvements to signal and drainage systems.

Project Location	Newport News
HB2 Area Type	A
Submitting Entity	Newport News City
Total Project Cost	\$39,500,000
HB2 Request	\$39,500,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	274/287	271/287
District Rank	39/40	36/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.6	8.4	1.0	0.1	0.1	0	0	0.9		0.9	2.0	0

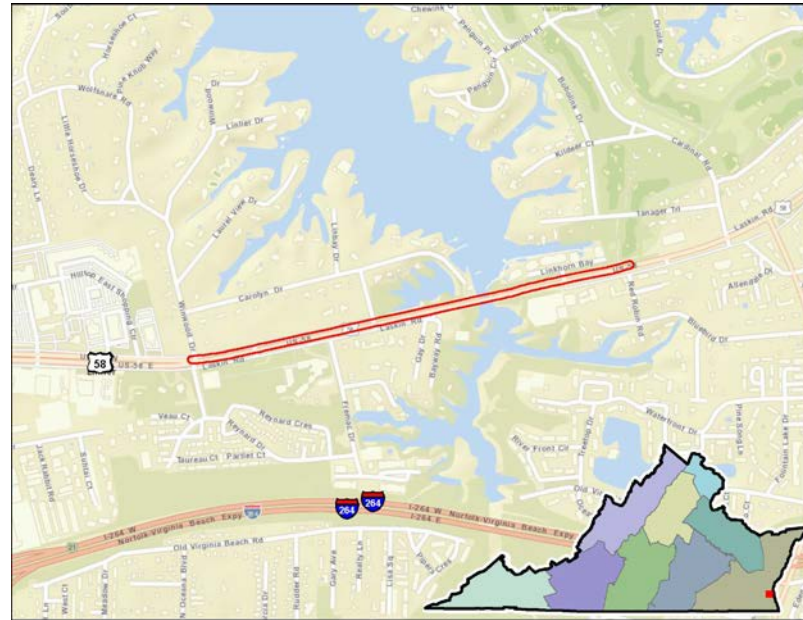
PROJECT SCORECARD

Laskin Road Bridge Replacement

App Id: 497

Replace the existing bridge on Laskin Road located 1 mile east of First Colonial Road. Project will widen Laskin Road to six lanes with 5-ft sidewalk, 10-ft shared-use path and 14-ft outside lanes to accommodate bikes.

Project Location	Virginia Beach
HB2 Area Type	A
Submitting Entity	Virginia Beach City
Total Project Cost	\$57,566,051
HB2 Request	\$10,000,000
Preliminary Engineering	Underway
Right of Way	Complete
Construction	Not Started
Expenditures to Date	\$34,055,153
Key Fund Sources	Fed/State Disc./Local
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Southside Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.1

HB2 COST TOTAL COST

Final Score	2.1	0.4
Statewide Rank	138/287	230/287
District Rank	11/40	22/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	1.3	0.3	0	0	0.1	0.1	0	0.7	0	3.8	9.9

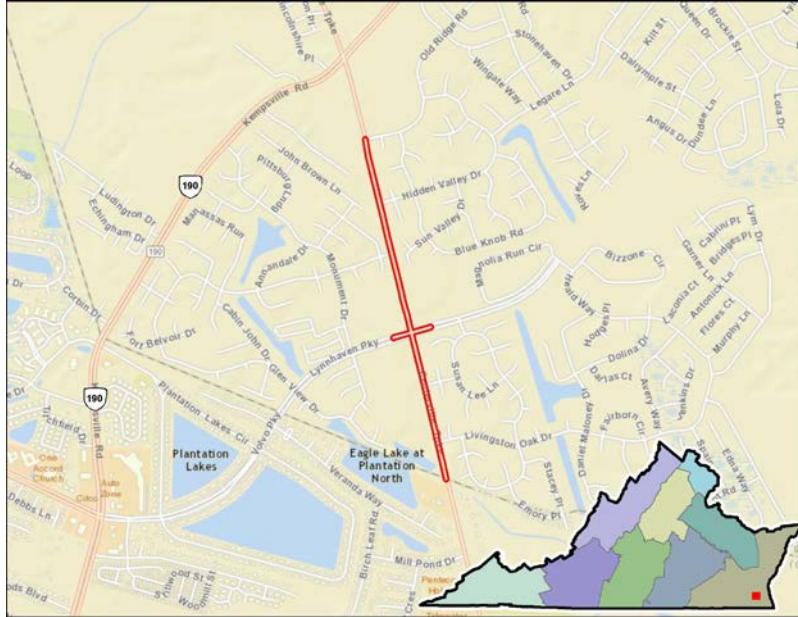
PROJECT SCORECARD

Centerville Turnpike - Phase III

App Id: 498

Construct four-lane divided highway along Centerville Turnpike between Kempsville Road and Chesapeake City Line. Project will provide 4-ft on-street bike lanes, sidewalks, curb and gutter and stormwater management.

Project Location	Virginia Beach
HB2 Area Type	A
Submitting Entity	Virginia Beach City
Total Project Cost	\$30,095,500
HB2 Request	\$6,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

2.1

HB2 COST TOTAL COST

Final Score	3.6	0.7
Statewide Rank	102/287	186/287
District Rank	8/40	15/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	2.0	1.7	0.7	0.4	0.2	0.1	0.1	0		0.2	3.5	7.1

PROJECT SCORECARD

Elbow Road Extended Phase II-B

App Id: 499

Construct first phase of Elbow Road consisting of two thru lanes from Meadow Crest Way/Margaret Dr. to Chesapeake City Line at Stumpy Lake. Project will include 8-ft sidewalk along south side and two 4-ft on-road bike lanes.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Virginia Beach City
Total Project Cost	\$37,655,000
HB2 Request	\$24,000,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$3,946,310
Key Fund Sources	RS, Other CTB Grants/Fed/State Disc.
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score	0.5	0.3
Statewide Rank	229/287	242/287
District Rank	25/40	26/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.5	0.5	5.2	2.0	0.2	0.2	0	0	0	1.4	0	10.0	2.8

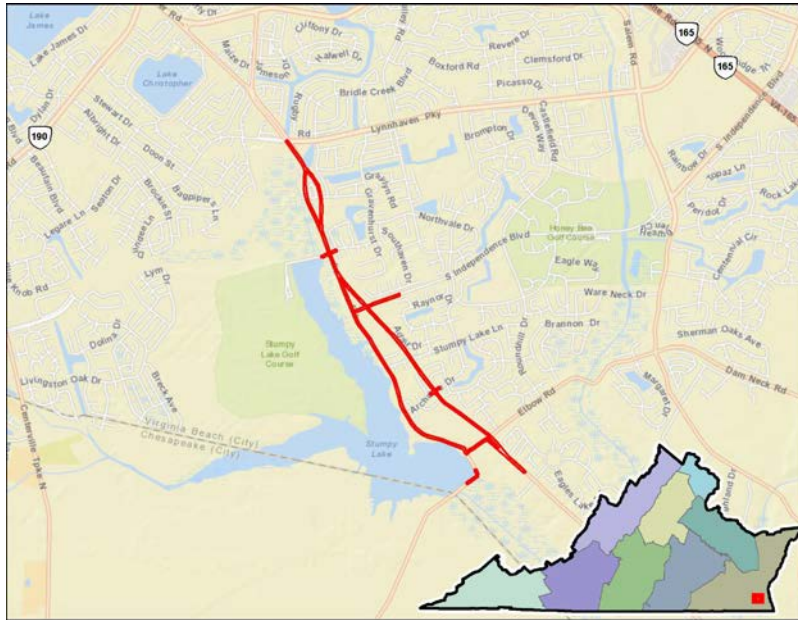
PROJECT SCORECARD

Indian River Road Phase VII-A

App Id: 500

Construct first phase of Indian River Road consisting of two southbound lanes from Lynnhaven Parkway to Elbow Road Extended. Project will include a 10-foot shared-use path and two dedicated 4-ft on-road bike lanes.

Project Location	Virginia Beach
HB2 Area Type	A
Submitting Entity	Virginia Beach City
Total Project Cost	\$43,566,697
HB2 Request	\$20,000,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$4,517,150
Key Fund Sources	Fed/State Disc.
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.3

HB2 COST TOTAL COST

Final Score	0.6	0.3
Statewide Rank	213/287	245/287
District Rank	22/40	28/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	1.0	9.5	1.9	0	0	0.1	0	0		0	0.8	3.6

PROJECT SCORECARD

Intersection of Colonial Trail East and Route 617

App Id: 511

Intersection improvements will realign the intersection of State Route 10 East (Colonial Trail E) at State Route 617 (Bacon's Castle Trail/White Marsh Road) and install left-turn lane for eastbound traffic on State Route 10.

Project Location	Surry County
HB2 Area Type	D
Submitting Entity	Surry County
Total Project Cost	\$5,667,246
HB2 Request	\$5,667,246
Preliminary Engineering	Underway
Right of Way	Not Started
Expenditures to Date	\$406,378
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Safety: Comp Plan

0.2

Final Score
Statewide Rank
District Rank

0.4
243/287
29/40

0.4
223/287
19/40

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0.5	2.6	

PROJECT SCORECARD

Warwick Boulevard over Lake Maury Bridge Replacement

App Id: 518

Replace existing bridge with new six-lane bridge, improve northwest approach by adding one through lane from J. Clyde Morris intersection with Warwick Blvd. Project includes 6-ft sidewalk and 14-ft multipurpose trail.

Project Location	Newport News
HB2 Area Type	A
Submitting Entity	Newport News City
Total Project Cost	\$8,200,000
HB2 Request	\$1,240,076
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$365,062
Key Fund Sources	RS, Other CTB Grants
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	12.1	1.8
Statewide Rank	52/287	125/287
District Rank	4/40	9/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	3.2	0	0	0	0	0.1		0.2	1.7	6.9

PROJECT SCORECARD

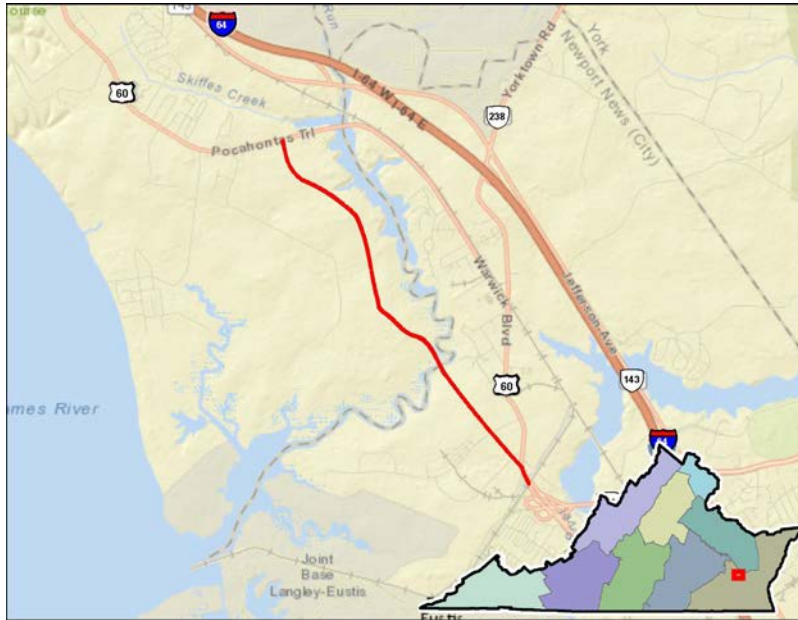
HB2 Funding the Right Transportation Projects

Route 60 Relocation and Skiffes Creek Connector

App Id: 538

Relocation of Route 60 beginning at Greenmount Pkwy approximately 2.17 miles connecting to Route 60 East/Fort Eustis Blvd. The Skiffes Creek Connector will connect Route 60 at the Greenmount Industrial Park and Route 143.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	James City County
Total Project Cost	\$156,986,971
HB2 Request	\$117,136,971
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$2,627,135
Key Fund Sources	Fed/State Disc./MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.5

HB2 COST TOTAL COST

Final Score	0.3	0.2
Statewide Rank	255/287	259/287
District Rank	33/40	32/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.8	4.2	22.6	0.2	0	0	0.1	0	0		1.7	14.5	2.6

PROJECT SCORECARD

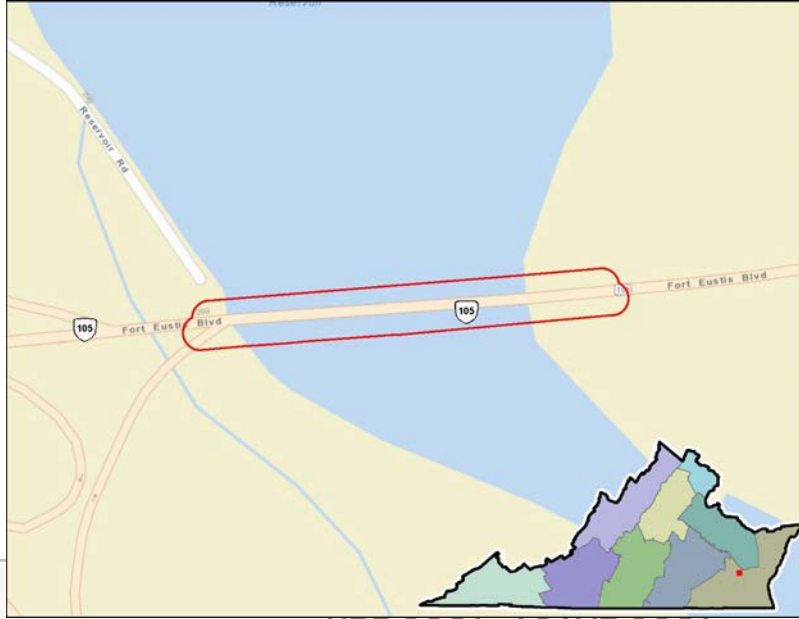
HB2 Funding the Right Transportation Projects

Route 105 (Fort Eustis Blvd) Bridge at the NN Reservoir

App Id: 539

Replace bridge superstructure and repair or replace bridge substructure to address structurally deficient bridge. The bridge will be widened to provide lane and shoulder widths that meet current VDOT standards.

Project Location Newport News
 HB2 Area Type A
 Submitting Entity Newport News City
 Total Project Cost \$23,100,000
 HB2 Request \$14,000,000
 Preliminary Engineering Underway
 Expenditures to Date \$7,915
 Key Fund Sources RS, Other CTB Grants
 Administered By Locality
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Hampton Roads
 Regional Network

[Click for details](#)

Project Benefit Score

0.2

Final Score

0.1

0.1

Statewide Rank

273/287

276/287

District Rank

38/40

38/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.2	0.2	0	0	0	0	0		4.6	11.4	0

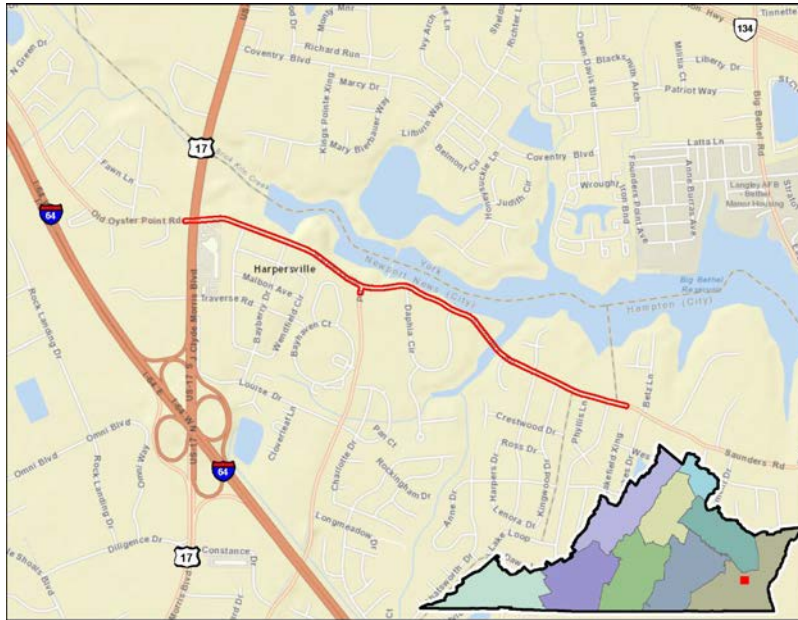
PROJECT SCORECARD

Harpersville Rd/Saunders Rd. Widening Rt. 17 to City Line

App Id: 540

Widen Harpersville Road and Saunders Road to four lanes. Project includes raised median, left turn lanes, curb and gutter, pedestrian shared use path, streetlights, signal improvements and drainage system improvements.

Project Location	Newport News
HB2 Area Type	A
Submitting Entity	Newport News City
Total Project Cost	\$67,000,000
HB2 Request	\$67,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

1.7

HB2 COST TOTAL COST

Final Score	0.3	0.3
Statewide Rank	261/287	253/287
District Rank	34/40	30/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	12.9	4.2	0	0	0.1	0	0.1		0.2	7.8	6.0

I-64 Peninsula Widening

App Id: 550

Widen I-64 corridor from 1.55 miles west of Jefferson Ave (Exit 255) to Route 199 west of Williamsburg (Exit 234) with addition of travel lane and shoulder in each direction within median to widen roadway from 4 to 6 lanes.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Hampton Roads Transportation Planning Organization
Total Project Cost	\$647,448,358
HB2 Request	\$144,927,753
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Underway
Expenditures to Date	\$15,831,291
Key Fund Sources	Bond/Fed/State Disc./Local
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

24.9

HB2 COST TOTAL COST

Final Score	1.7	0.4
Statewide Rank	151/287	227/287
District Rank	14/40	21/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
52.3	38.2	100.0	0.4	2.7	3.4	0	0.1	0		35.2	16.4	6.0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

I-64 Southside Widening including High Rise Bridge

App Id: 557

Construct roadway widening to increase capacity and improve safety along the I-64 corridor, from the I-464 interchange to the I-264/I-664 interchange at Bowers Hill, including replacement of the High Rise Bridge.

Project Location Chesapeake
 HB2 Area Type A
 Submitting Entity Hampton Roads Transportation Planning Organization
 Total Project Cost \$2,050,000,000
 HB2 Request \$300,000,000
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$341,708
 Key Fund Sources Local
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: East-West Corridor of Statewide Significance

14.2

Final Score

0.5

0.1

Statewide Rank

231/287

278/287

District Rank

26/40

40/40

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
28.1	20.6	60.3	0.5	2.9	2.9	0	0.4	0		22.5	23.0	4.5

PROJECT SCORECARD

Route 602 Lee Street/Cemetery Road- Accomack County

App Id: 564

Reconstruct the Accomack County section of Route 602 (Lee Street/Cemetery Road) from Route 178 (Belle Haven Road) westward to the Northampton County line (adjacent to companion project for Route 602 in Northampton County).

Project Location	Belle Haven
HB2 Area Type	D
Submitting Entity	Accomack County
Total Project Cost	\$3,873,970
HB2 Request	\$3,198,323
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$123,492
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	0.7	0.6
Statewide Rank	201/287	196/287
District Rank	19/40	16/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.9		0	2.7	

PROJECT SCORECARD

Cemetery Road - Northampton County

App Id: 574

Reconstruct the Northampton County section of Route 602 (Cemetery Road) from the Northampton County line southwestward to Occohannock Neck Road (adjacent to companion project for the section of Route 602 in Accomack County).

Project Location	Multiple
HB2 Area Type	D
Submitting Entity	Northampton County
Total Project Cost	\$5,571,448
HB2 Request	\$5,042,895
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$120,928
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	235/287	226/287
District Rank	27/40	20/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.7		0	2.7	

PROJECT SCORECARD

Pocahontas Trail, Route 60 Reconstruction

App Id: 580

Reconstruct approximately 2 miles of Pocahontas Trail from western termini at Fire Station #2 to James River Elementary, provide safety improvements for shoulders, lighting, bus turn-outs and bike and pedestrian facilities.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	James City County
Total Project Cost	\$18,000,000
HB2 Request	\$15,200,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$565
Key Fund Sources	Fed/State Disc./MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.6

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	0.4	0.3
Statewide Rank	245/287	239/287
District Rank	30/40	25/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	4.5	1.5	0.1	0.1	0	0	0.1		2.2	5.1	1.6

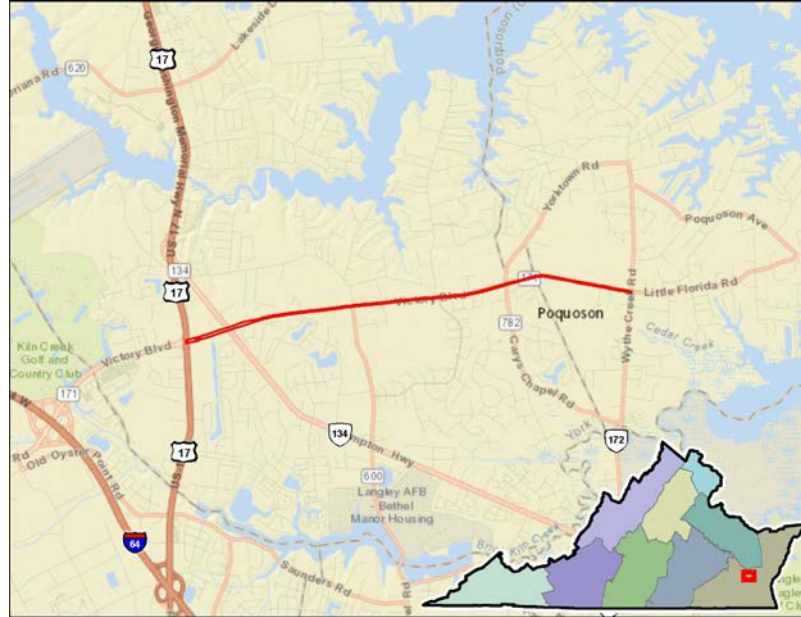
PROJECT SCORECARD

Route 171 Widening

App Id: 601

Widen Route 171 (Victory Blvd) to add eastbound lane between Route 17 and Route 134 and two lanes between Route 134 and Route 172. Project includes improvements to signalized intersections, side streets and entrances.

Project Location York County
 HB2 Area Type A
 Submitting Entity Poquoson City
 Total Project Cost \$113,895,446
 HB2 Request \$113,895,446
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Hampton Roads
 Regional Network

[Click for details](#)

Project Benefit Score

1.8

HB2 COST TOTAL COST

	Final Score	0.2	0.2
Statewide Rank	270/287	266/287	
District Rank	36/40	34/40	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.2	20.7	1.6	0.2	0	0.1	0	0.1	2.4	0.7	20.7	4.2

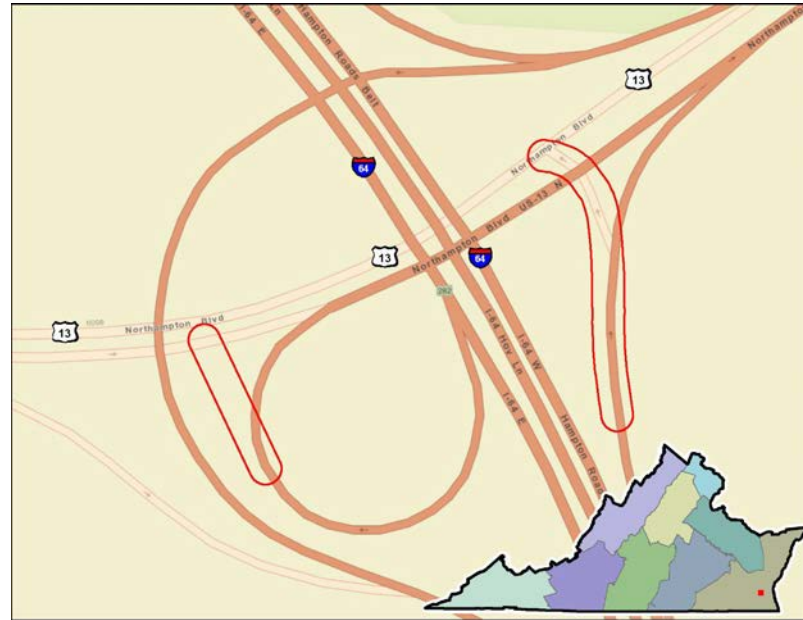
PROJECT SCORECARD

I-64/Norhampton Boulevard Interchange Modifications

App Id: 609

Modify off-ramp terminal interfaces with Northampton Boulevard. Project includes ramp widening and ramp re-alignment as well as traffic signal modifications for I-64 approaches to Northampton Blvd to improve traffic merges.

Project Location	Norfolk
HB2 Area Type	A
Submitting Entity	Norfolk City
Total Project Cost	\$9,300,000
HB2 Request	\$9,300,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	186/287	165/287
District Rank	18/40	14/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.1	0.8	6.0	6.3	0	0	0	0	1.0	0.3	8.3	4.3	0

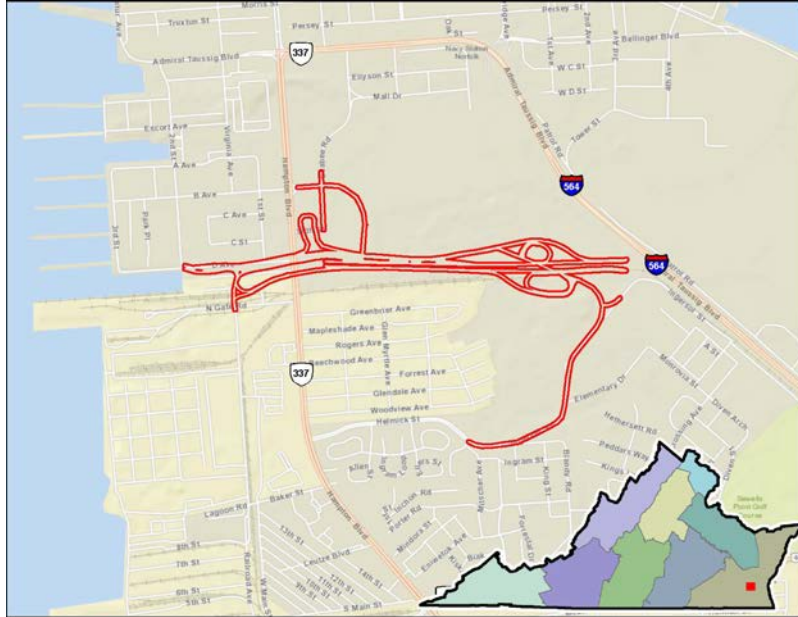
PROJECT SCORECARD

Air Terminal Interchange with I-564 Intermodal Connector

App Id: 610

Construct interchange to connect I-564 northwest of International Terminal Blvd and south of underpass near Naval Station Norfolk air terminal. Provides access between Naval Station, Annex and local streets via Hampton Blvd.

Project Location	Norfolk
HB2 Area Type	A
Submitting Entity	Norfolk City
Total Project Cost	\$151,000,000
HB2 Request	\$141,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$78,181
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.0

HB2 COST TOTAL COST

Final Score	0.2	0.2
Statewide Rank	268/287	264/287
District Rank	35/40	33/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.7	3.4	29.5	0.9	0.2	0.3	0	0	0		5.1	28.0	0

PROJECT SCORECARD

U.S. 58 Corridor Intersection Capacity & Safety Improvements

App Id: 611

Construct intersection capacity improvements at intersection of Virginia Beach Boulevard and Newtown Road. Project utilizes frontage road space for westbound through-lane and extended storage for eastbound left-turn lane.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Norfolk City
Total Project Cost	\$2,336,605
HB2 Request	\$2,336,605
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

5.3

HB2 COST TOTAL COST

Final Score	22.8	22.8
Statewide Rank	21/287	19/287
District Rank	3/40	2/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0	1.7	0.9	0	0	0.1	0	11.2		0.8	5.1	22.6

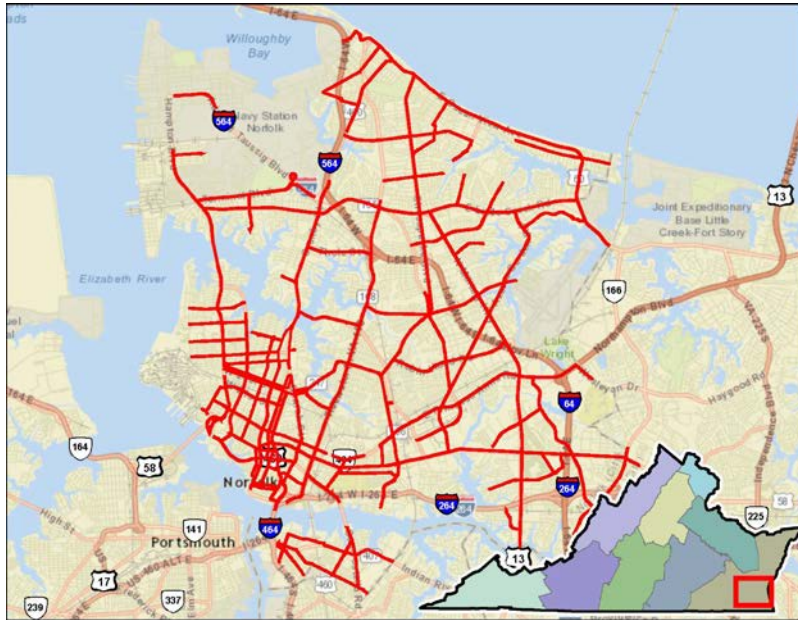
PROJECT SCORECARD

Norfolk Traffic Control System Platform Upgrade

App Id: 613

Replace traffic controllers and software to improve capability for managing traffic flow. Project replaces 308 Type 170 traffic signal controllers with 2070/ATC technology controllers and replaces central system software.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Norfolk City
Total Project Cost	\$3,000,000
HB2 Request	\$3,000,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Needed
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

2.6

HB2 COST TOTAL COST

Final Score	8.5	8.5
Statewide Rank	69/287	60/287
District Rank	6/40	4/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0	9.1	12.3

PROJECT SCORECARD

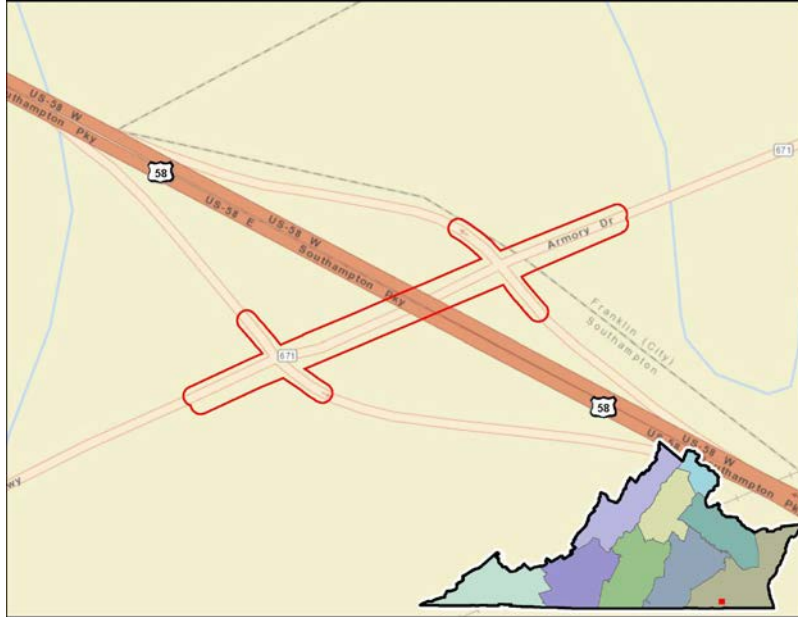
HB2 Funding the Right Transportation Projects

General Thomas Highway Signalization Project

App Id: 616

Provide signalization of the east and west bound off ramps from U.S. Route 58 onto Va. Route 671 (General Thomas Highway).

Project Location	Southampton County
HB2 Area Type	D
Submitting Entity	Southampton
Total Project Cost	\$650,000
HB2 Request	\$650,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: Signal Warrant

[Click for details](#)

Project Benefit Score

2.9

HB2 COST TOTAL COST

Final Score	44.4	44.4
Statewide Rank	10/287	9/287
District Rank	1/40	1/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	4.5	11.3	0	0	0	0	0.1	1.8	1.6	0.4	

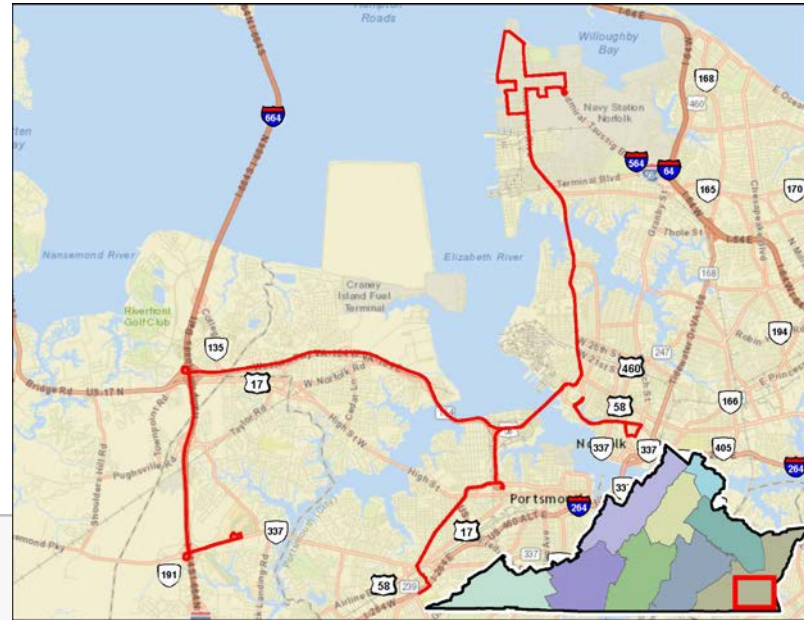
PROJECT SCORECARD

Regional Commuter Express Bus

App Id: 638

Purchase of five buses to create two new MAX commuter express routes from Chesapeake and Portsmouth, to Norfolk Naval Station.

Project Location Norfolk
 HB2 Area Type A
 Submitting Entity Hampton Roads Transit
 Total Project Cost \$2,858,850
 HB2 Request \$2,858,850
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

VTrans Need: Hampton Roads Regional Network

0.9

[Click for details](#)

Statewide Rank 108/287 97/287
 District Rank 9/40 7/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.2	0.8	8.4	0	1.4	1.7	0.3	0.3	0		0	1.8	0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 17 Widening

App Id: 643

Continue the widening on Route 17 with an additional 0.7 mile between Route 630 and Route 173. Widen to six lanes, with 16-ft raised median, curb and gutter, turn lanes, upgrade signals and convert utilities to underground.

Project Location York County

HB2 Area Type A

Submitting Entity York County

Total Project Cost \$24,348,760

HB2 Request \$21,230,260

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score

0.6

0.5

Statewide Rank

217/287

207/287

District Rank

23/40

17/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.4	5.8	1.0	0.5	0.5	0	0	0	0.1	2.6	20.2	3.4

PROJECT SCORECARD

US Route 17/Shoulders Hill Intersection (UPC 69050)

App Id: 650

Widen Bridge Road from to a six lane divided roadway and Shoulders Hill Road to four lane divided highway. Project includes raised median, turn lanes, drainage and ADA sidewalks, multi-use paths, signalization and lighting.

Project Location Suffolk

HB2 Area Type A

Submitting Entity Suffolk

Total Project Cost \$17,078,876

HB2 Request \$14,662,049

Preliminary Engineering Underway

Right of Way Not Started

Construction Not Started

Expenditures to Date \$6,061

Key Fund Sources RS, Other CTB Grants/
Fed/State Disc.

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.8

HB2 COST TOTAL COST

Final Score

1.3

1.1

Statewide Rank

167/287

156/287

District Rank

16/40

13/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0.6	0.6	0.2	0.6	0.6	0.2	0.1	0.3	5.7	1.3	4.4	6.4

PROJECT SCORECARD

Route 10/58 Godwin Boulevard Park and Ride Lot

App Id: 652

Upgrade existing Godwin Boulevard Park and Ride to 110 defined parking spaces, 5 handicap spaces, improved bus circulation, curb & gutter, lighting, storm water management, landscaping, and bike/pedestrian facilities.

Project Location	Suffolk
HB2 Area Type	A
Submitting Entity	Suffolk
Total Project Cost	\$1,130,000
HB2 Request	\$603,594
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$127,821
Key Fund Sources	MPO
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

1.7

HB2 COST TOTAL COST

Final Score	27.7	14.8
Statewide Rank	13/287	35/287
District Rank	2/40	3/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.3	29.7	0.1	1.6	2.0	0.1	0.1	0	0.5	11.5	0	2.5

PROJECT SCORECARD

U.S. Route 58 Corridor Improvement Project

App Id: 685

Improve U.S. Route 58 to a six lane facility, from the southwest Suffolk Bypass Bridge extending 3.1 miles west approximately 0.8 mile west of Manning Bridge Road. Project includes raised median, sidewalk and multi-use path.

Project Location Suffolk

HB2 Area Type A

Submitting Entity Suffolk

Total Project Cost \$77,183,424

HB2 Request \$39,588,000

Preliminary Engineering Underway

Right of Way Underway

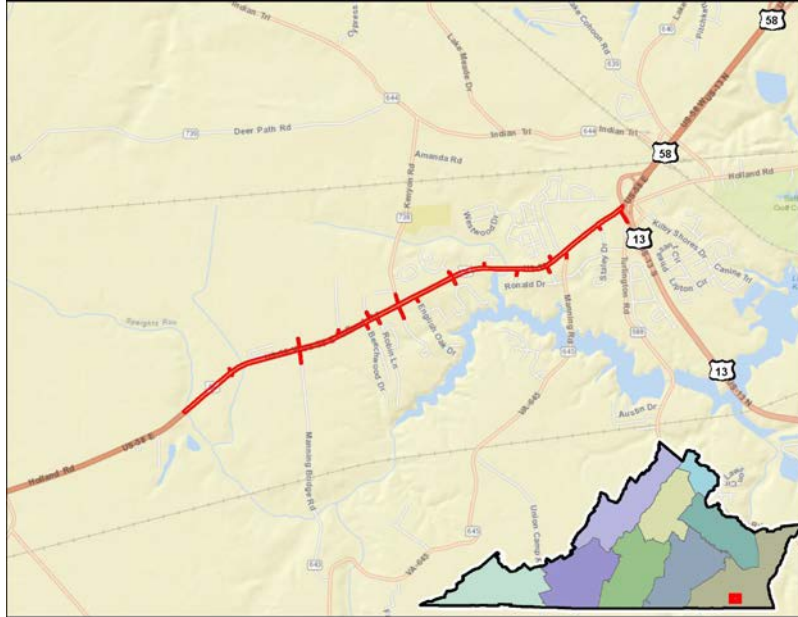
Construction Not Started

Expenditures to Date \$147,762

Key Fund Sources RS, Other CTB
Grants/Fed/State Disc.

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score

0.7

0.4

Statewide Rank

205/287

232/287

District Rank

21/40

23/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.0	2.0	5.8	0.4	0.5	0.5	0.1	0.3	0	30.7	19.0	10.9	0.8

PROJECT SCORECARD

Nike Park Road Extension from Reynolds Drive to US Route 17

App Id: 690

Construct first phase of a new one-mile, two-lane collector roadway with multi-use path parallel to the facility. Extend Nike Park Road from current terminus with Reynolds Drive to new intersection location along US Route 17.

Project Location	Isle of Wight County
HB2 Area Type	A
Submitting Entity	Isle of Wight County
Total Project Cost	\$11,658,000
HB2 Request	\$11,658,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	1.3	1.3
Statewide Rank	168/287	148/287
District Rank	17/40	12/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.0	2.2	0	0	0.1	0	0.1	0	0	0.6	0	10.8	0.8

PROJECT SCORECARD

I-64 Southside Widening Including High Rise Bridge

App Id: 691

Construct roadway widening to increase capacity and improve safety along the I-64 corridor, from the I-464 interchange to the I-264/I-664 interchange at Bowers Hill, including replacement of the High Rise Bridge.

Project Location Chesapeake
 HB2 Area Type A
 Submitting Entity Chesapeake City
 Total Project Cost \$2,050,000,000
 HB2 Request \$350,000,000
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$341,708
 Key Fund Sources Local
 Administered By VDOT
 Eligible Funding Program(s) Both



Performance

VTrans Need: East-West Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

14.2

HB2 COST TOTAL COST

	Final Score	0.4	0.1
Statewide Rank	242/287	277/287	
District Rank	28/40	39/40	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
28.1	20.6	60.3	0.5	2.9	2.9	0	0.4	0		22.5	25.3	4.5

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

U.S. Route 17 at U.S. 258 Intersection Capacity Improvements

App Id: 697

Construct intersection improvements to Bartlett Intersection Carrollton Boulevard (U.S. Route 17) at Brewers Neck Boulevard (U.S. Route 258/State Route 10/32) to serve eastbound and northbound approaches to the intersection.

Project Location Isle of Wight County

HB2 Area Type A

Submitting Entity Isle of Wight County

Total Project Cost \$6,770,000

HB2 Request \$4,270,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score

2.5

1.6

Statewide Rank

123/287

133/287

District Rank

10/40

10/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.1	0.3	10.6	8.0	0.3	0.3	0	0	0.2	0.5	0.4	2.4	0

PROJECT SCORECARD

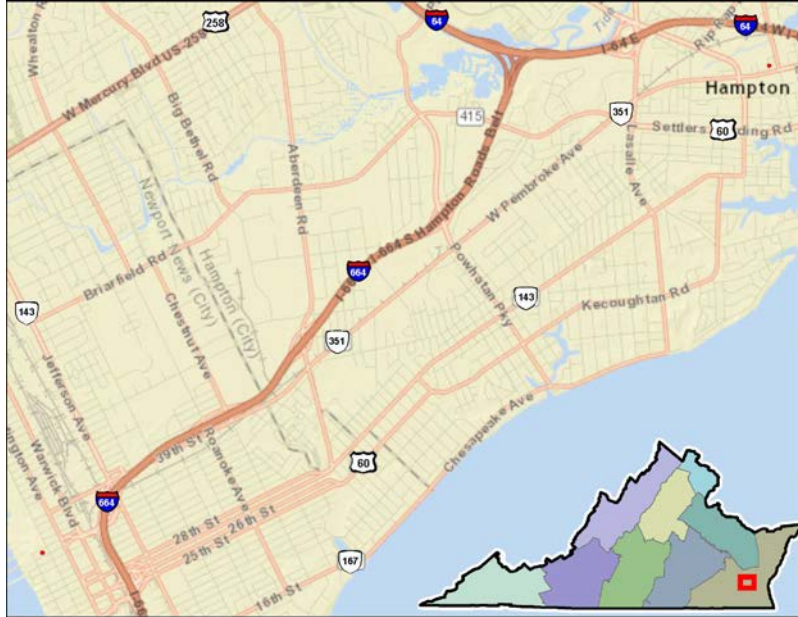
HB2 Funding the Right Transportation Projects

Peninsula Regional Park and Ride Enhancement

App Id: 699

Enhance the Newport News Transit and Hampton Transit facilities, which serve 23 bus routes and almost 8,000 passengers daily. Bike/Pedestrian amenities will be added to both facilities, and parking spaces will be added to Newport News Facility.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Hampton Roads Transit
Total Project Cost	\$3,500,000
HB2 Request	\$3,500,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Hampton Roads Regional Network

[Click for details](#)

Project Benefit Score

2.8

HB2 COST TOTAL COST

Final Score	8.0	8.0
Statewide Rank	73/287	65/287
District Rank	7/40	5/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.7	1.1	0	0	0	0.6	0.4	0.1		0	0	12.4

PROJECT SCORECARD

Deep Creek Atlantic Intracoastal Waterway Bridge Replacement

App Id: 700

Replace 2-lane drawbridge on US Route17/George Washington Highway with 5-lane, single-leaf bascule bridge. Existing bridge is functionally obsolete, weight restricted, has substandard lane widths and lacks safety shoulders.

Project Location	Chesapeake
HB2 Area Type	A
Submitting Entity	Chesapeake City
Total Project Cost	\$48,468,000
HB2 Request	\$20,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	
Eligible Funding Program(s)	District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

1.4

Final Score

0.7

0.3

Statewide Rank

204/287

244/287

District Rank

20/40

27/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.4	1.0	1.3	1.2	0.1	0.1	0	0	0		1.0	4.4	3.8

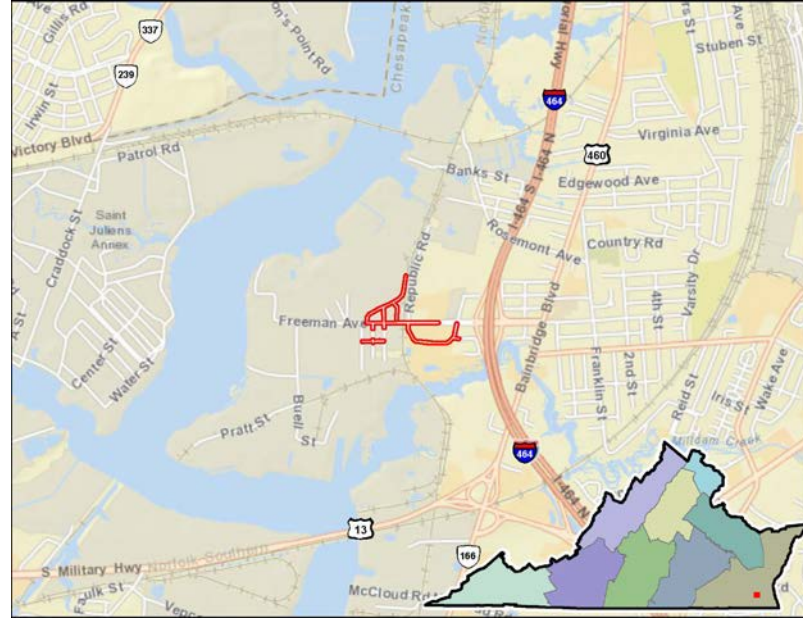
PROJECT SCORECARD

Freeman Avenue/Norfolk Portsmouth Beltline Overpass

App Id: 701

Construct two-lane, fixed-span bridge along Freeman Avenue to serve as the crossing of the Norfolk-Portsmouth Beltline.

Project Location Chesapeake
 HB2 Area Type A
 Submitting Entity Chesapeake City
 Total Project Cost \$25,500,000
 HB2 Request \$25,450,000
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Hampton Roads
 Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score

0.5

0.5

Statewide Rank

227/287

210/287

District Rank

24/40

18/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		4.1	0	5.9

PROJECT SCORECARD

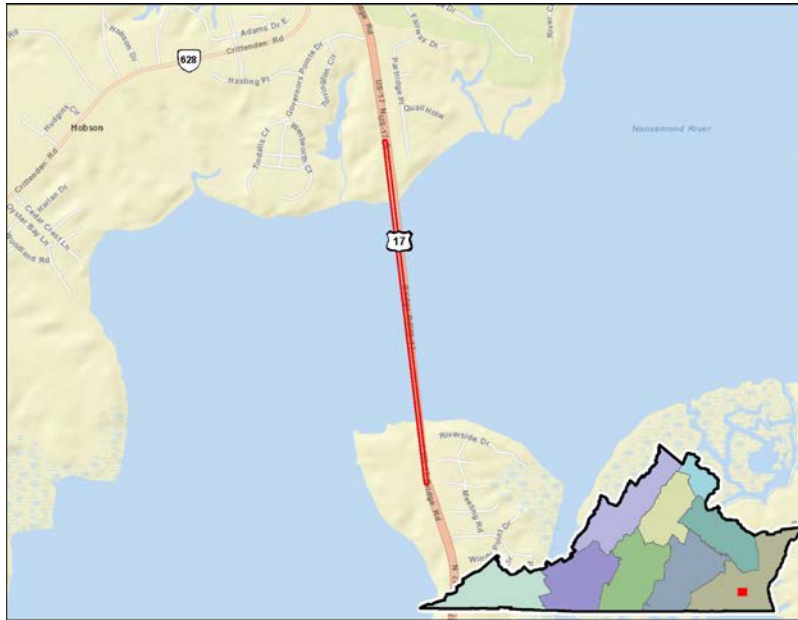
HB2 Funding the Right Transportation Projects

Mills Godwin Bridge Widening Improvements

App Id: 713

Widen Mills Godwin Bridge on U.S. Route 17 over the Nansemond River to a four lane facility. Project includes roadway improvements to the approaches and will connect to existing four-lane section north of the bridge.

Project Location Suffolk
 HB2 Area Type A
 Submitting Entity Suffolk
 Total Project Cost \$74,700,000
 HB2 Request \$74,700,000
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: Coastal Corridor of
Statewide Significance

[Click for details](#)

Project Benefit Score

0.6

HB2 COST TOTAL COST

Final Score

0.1

0.1

Statewide Rank

278/287

275/287

District Rank

40/40

37/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	5.2	1.0	0.1	0.1	0	0	0	0	0.7	6.9	1.9

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Kings Highway Bridge Project

App Id: 714

Construct bridge on new alignment to cross the Nansemond River and tie into existing intersection of Godwin Boulevard (Rte 10/32) and 5 Mile Road. Portions of roadway approaches to the new bridge will be on new alignment.

Project Location Suffolk

HB2 Area Type A

Submitting Entity Suffolk

Total Project Cost \$75,100,000

HB2 Request \$75,100,000

Preliminary Engineering Not Started

Right of Way Not Started

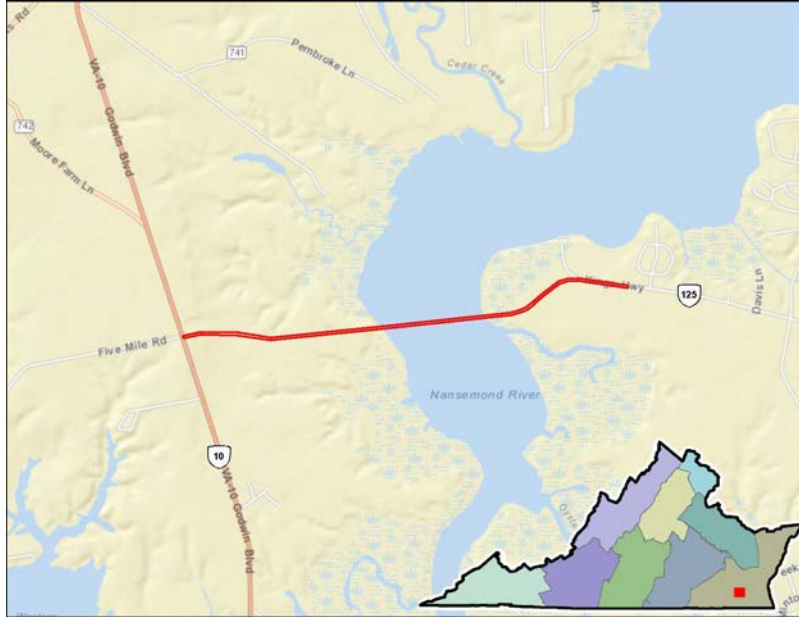
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By Locality

Eligible Funding Program(s) District Grant



Performance

VTrans Need: Hampton Roads
Regional Network

[Click for details](#)

Project Benefit Score

2.4

HB2 COST TOTAL COST

Final Score

0.3

0.3

Statewide Rank

254/287

236/287

District Rank

32/40

24/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.5	4.0	0	0	0.2	0.1	0	0	0		0.4	12.4	0.7

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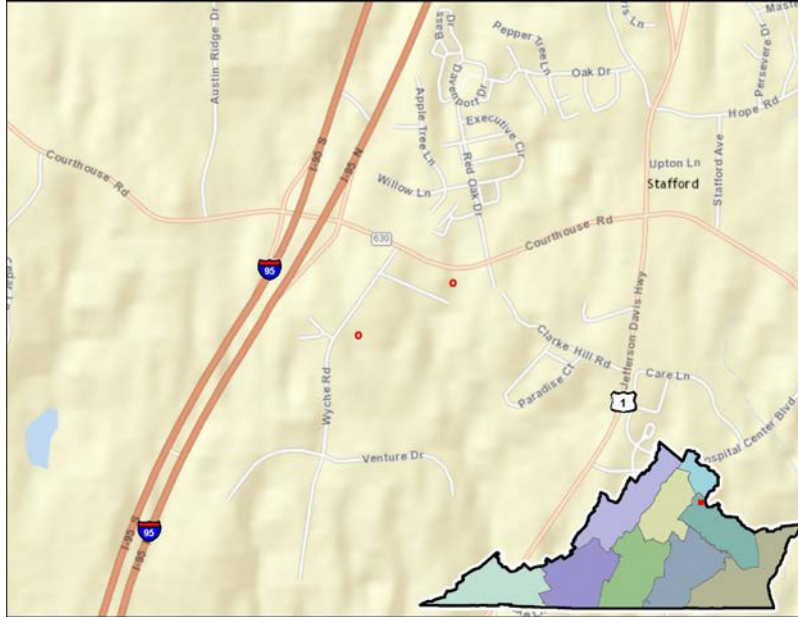
PROJECT SCORECARD

Expansion of Commuter Parking Lot East of Exit 140 on I-95

App Id: 437

Expansion of proposed 545 space lot(UPC 13558) by an additional 500 spaces in two lots at I 95 Exit 140. Access to both lots from Wyche Road. Bike racks added to both lots.

Project Location Stafford County
 HB2 Area Type A
 Submitting Entity George Washington Regional Commission
 Total Project Cost \$9,719,246
 HB2 Request \$9,719,246
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Wash-NC Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

2.4

HB2 COST TOTAL COST

Final Score

2.5

2.5

Statewide Rank

125/287

111/287

District Rank

13/22

11/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	5.1	5.4	0	0	0	0.8	0.3	7.8	0.1	62.8	0	0

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Rt 606 West

App Id: 440

Widen Mudd Tavern Road (606), 2 lane undivided to 4 lane divided. Two slotted lefts provided. Includes a round about to accommodate left and U turns. Sidewalks on both sides. Reconfiguration at Route 1 to carry improvements through the intersection.

Project Location Spotsylvania County

HB2 Area Type A

Submitting Entity Spotsylvania County

Total Project Cost \$21,250,000

HB2 Request \$4,649,900

Preliminary Engineering Underway

Right of Way Not Started

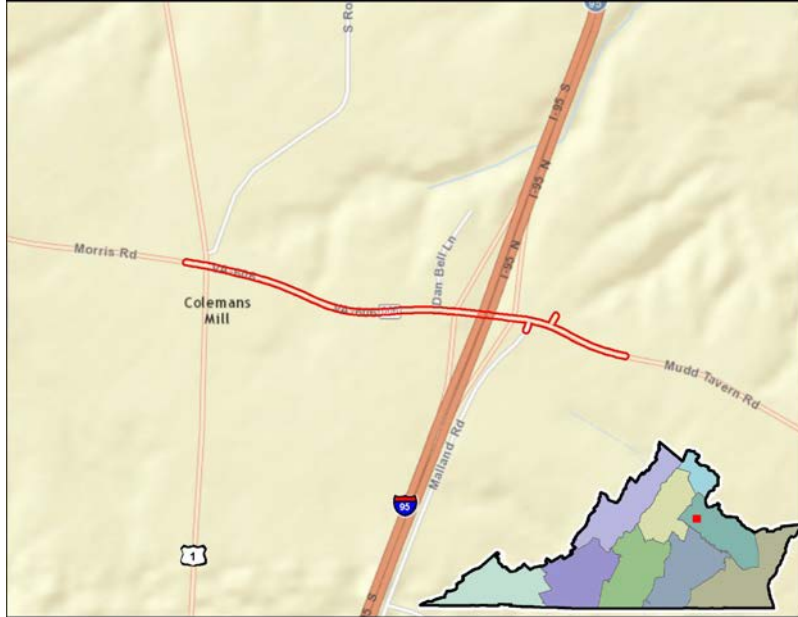
Construction Not Started

Expenditures to Date \$24,779

Key Fund Sources RS,Other CTB
Grants/Fed/State
Disc./Local

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Wash-NC Corridor of Statewide Significance

1.8

Final Score

3.8

0.8

Statewide Rank

98/287

174/287

District Rank

10/22

18/22

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.4	1.6	18.1	10.1	0.7	0.5	0	0	0.4	0.2	0.5	13.3	0.7

PROJECT SCORECARD

Rt 17, I95 Bridge to Hospital Blvd

App Id: 441

Replace bridge- 2 to 4 lanes; widen Mills Drive (Route 17) 2 to 4 lanes, from Route 1 to Hospital Drive; bike/ped on Mills Drive to include sidewalk and shared use path.

Project Location	Spotsylvania County
HB2 Area Type	A
Submitting Entity	Spotsylvania County
Total Project Cost	\$20,000,000
HB2 Request	\$10,200,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	
Key Fund Sources	RS, Other CTB Grants
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	2.2	1.1
Statewide Rank	131/287	154/287
District Rank	14/22	12/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.4	0.8	6.9	1.2	0.2	0.2	0.1	0.1	0.4	2.1	2.8	3.8	6.9

PROJECT SCORECARD

Stafford Route 1-Courthouse Area Corridor Road Improvements

App Id: 480

Intersection improvements at Route 1 and Route 630 and Route 1 and Route 631; to include left/right turn lanes on Route 1 and on 630. Bike/ped imp.-sidewalks, crosswalks, ped signals @ Stafford Courthouse

Project Location	Stafford County
HB2 Area Type	A
Submitting Entity	Stafford
Total Project Cost	\$13,280,300
HB2 Request	\$4,646,300
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$38,378
Key Fund Sources	RS, Other CTB Grants
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

	Final Score	3.0	1.0
Statewide Rank	109/287		160/287
District Rank	11/22		13/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.4	0.2	4.5	3.1	0	0.1	0	0	0.6	0.4	0.4	14.5	4.4

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 17 Corridor Improvements

App Id: 496

17/360 intersection - Increase WB 360 to NB 17 radius to make truck turns more manageable.
17/725 crossover - Channelize crossover to provide left-in-only movements onto the connections.
Pave shoulders on Route 17 to improve bike/ped safety.

Project Location Tappahannock

HB2 Area Type D

Submitting Entity Essex County

Total Project Cost \$1,000,000

HB2 Request \$1,000,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

2.4

Final Score

24.0

24.0

Statewide Rank

19/287

17/287

District Rank

2/22

2/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	9.1	1.8	0	0	0	0	0.2		5.4	5.4	

PROJECT SCORECARD

Turn Lane Extension North Bound Dahlgren Naval Base

App Id: 552

Construct continuous right-turn-lane on Route 301 NB between Commerce Drive and Route 614 (which provides access to Gate B at the Dahlgren Naval Base).

Project Location	King George County
HB2 Area Type	D
Submitting Entity	King George County
Total Project Cost	\$730,000
HB2 Request	\$555,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$122,603
Key Fund Sources	Spec
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.0

HB2 COST TOTAL COST

Final Score	18.4	14.0
Statewide Rank	32/287	42/287
District Rank	4/22	5/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.4	0.5	0	0	0	0	0.2		4.1	8.4	

PROJECT SCORECARD

Stafford Route 1 at Potomac Creek Drive

App Id: 576

Minor improvements to widen Route 1 SB to add left turn at Potomac Creek Drive (Route 761); includes restriping and mill and overlayment

Project Location Stafford County

HB2 Area Type A

Submitting Entity Stafford

Total Project Cost \$1,800,000

HB2 Request \$1,285,617

Preliminary Engineering Not Started

Right of Way Not Started

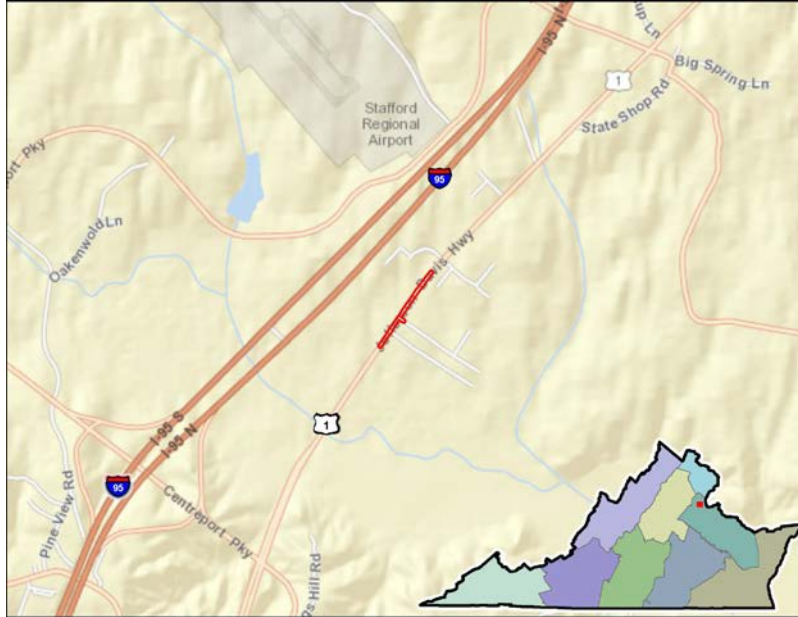
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score

1.5

1.0

Statewide Rank

160/287

163/287

District Rank

16/22

14/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.3	1.4	0	0	0	0	0.4	0	0.4	0.3	0.4

PROJECT SCORECARD

Safety Improvements on Rte 1 @ Woodstock Ln and Telegraph Rd

App Id: 577

Widen Route 1 at Woodstock(639) Lane to provide for a SB, slotted left turn lane onto 639 and NB RTL onto 639 and NB RTL to 1. Realign Route 1/637 with a signal and 2 SB LTL's., NB RTL from Rte 1 to 637; NB RTL Rte 637 to 1.

Project Location Stafford County

HB2 Area Type A

Submitting Entity Stafford

Total Project Cost \$8,800,000

HB2 Request \$7,524,800

Preliminary Engineering Not Started

Right of Way Not Started

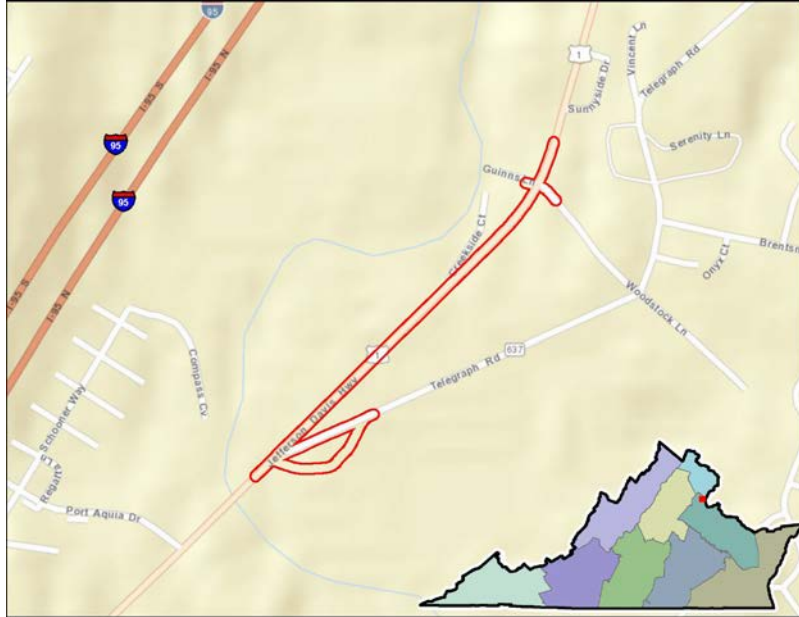
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

[Click for details](#)

Project Benefit Score

0.8

HB2 COST TOTAL COST

Final Score

1.0

0.9

Statewide Rank

184/287

171/287

District Rank

18/22

16/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	9.1	6.7	0	0	0	0	0.1	0.4	0.4	12.6	1.1

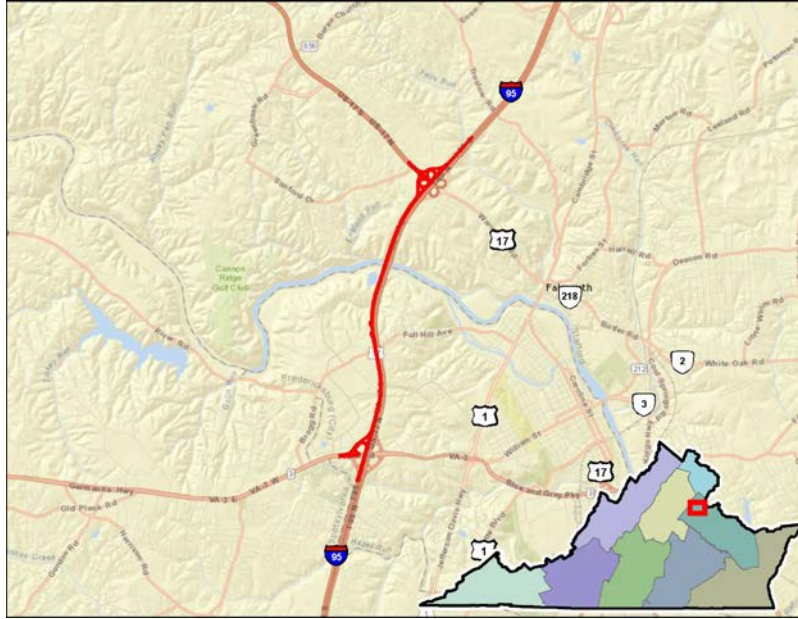
PROJECT SCORECARD

UPC 101595 - Rappahannock River Crossing (Southbound)

App Id: 589

Construct 2 SB CD lanes along I 95 between Exits 133 and 130. Reconstruct 133 SB interchange ramps and SB exit at 130. Reconfigure parking at rest area and replace structurally deficient bridge on I95 at Exit 133.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Fredericksburg Area MPO
Total Project Cost	\$125,000,000
HB2 Request	\$115,500,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$1,897,097
Key Fund Sources	Fed/State Disc./MPO
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

12.0

HB2 COST TOTAL COST

Final Score	1.0	1.0
Statewide Rank	180/287	166/287
District Rank	17/22	15/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
25.4	18.4	8.2	0.2	0	0	0	0.6	0	0.6	51.5	43.9	4.8

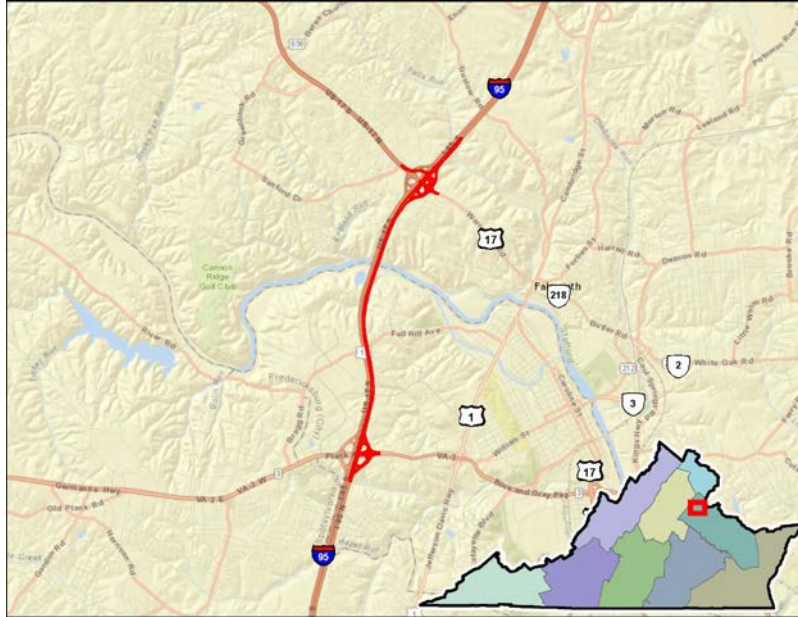
PROJECT SCORECARD

UPC 105510 - Rappahannock River Crossing (Northbound)

App Id: 590

Construct 2 NB CD lanes along I 95 between Exits 130 and 133 and bridge. Reconstruct NB interchange ramps and flyover at Exit 133. Close ex. NB 95 ramp at 130 and construct 2 LTL from EB Rte 3 to NB 95.

Project Location Multiple
 HB2 Area Type A
 Submitting Entity Fredericksburg Area MPO
 Total Project Cost \$152,000,000
 HB2 Request \$152,000,000
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Wash-NC Corridor
 of Statewide Significance

[Click for details](#)

Project Benefit Score

9.4

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	0.6	0.6
Statewide Rank	214/287	193/287
District Rank	20/22	19/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
15.7	11.4	49.6	1.2	0	0	0	0.6	0	0.6	62.9	43.9	4.8

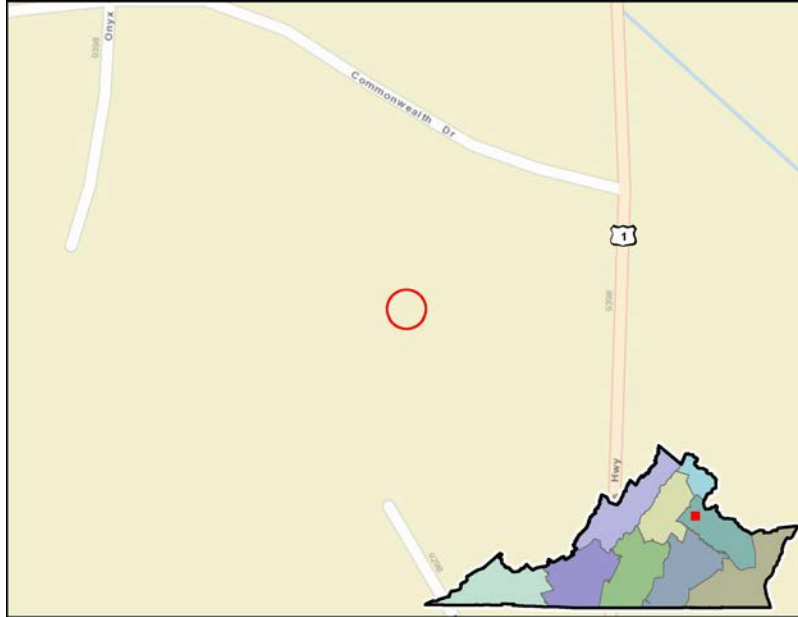
PROJECT SCORECARD

New Commuter Parking Lot for Route 1 at Commonwealth Drive

App Id: 591

Construct an approx. 715 space commuter parking lot on 10.6 acres, at Commonwealth Dr. and Route 1 in Spotsylvania County. Bus lanes/loading area will be provided. New RTL on SB Rte 1 will provide access. Improvements to Commonwealth Dr.

Project Location Spotsylvania County
 HB2 Area Type A
 Submitting Entity George Washington Regional Commission
 Total Project Cost \$16,600,000
 HB2 Request \$16,600,000
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

4.8

Final Score

Statewide Rank

District Rank

HB2 COST TOTAL COST

2.9

111/287

12/22

2.9

99/287

10/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	15.5	8.4	0	1.1	1.6	0.6	0.3	0.4	0.1	25.5	17.0	1.8

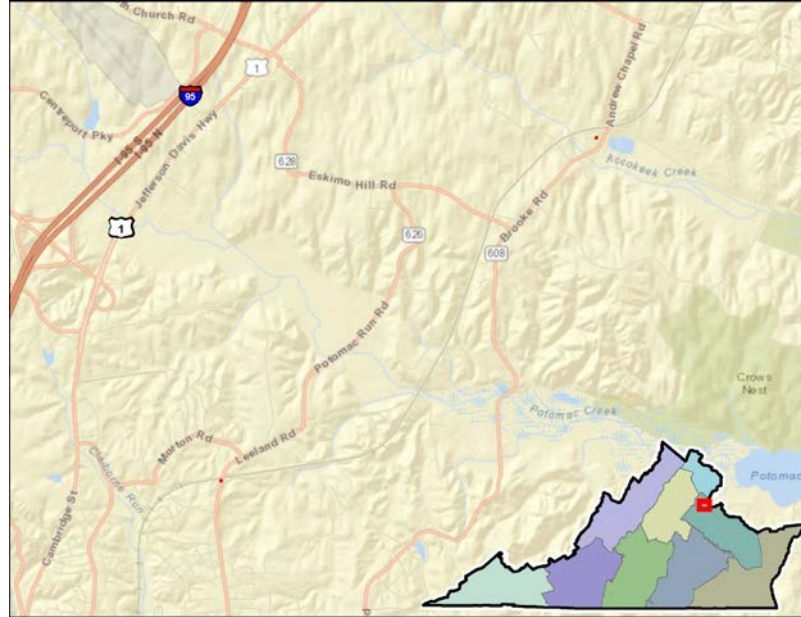
PROJECT SCORECARD

UPC 107714: VRE Brooke and Leeland Station Improvements

App Id: 592

Construct improvements at Brooke and Leeland VRE Stations in Stafford County to accommodate longer trains (8 cars vs. the current 5 cars) and a third track with a double passenger platform. Improve bicycle/pedestrian accommodation at stations.

Project Location Stafford County
 HB2 Area Type A
 Submitting Entity George Washington Regional Commission
 Total Project Cost \$44,046,100
 HB2 Request \$12,631,100
 Preliminary Engineering Underway
 Right of Way Not Needed
 Construction Not Started
 Expenditures to Date
 Key Fund Sources MPO
 Administered By
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.0

HB2 COST TOTAL COST

Final Score

0.8

0.2

Statewide Rank

196/287

258/287

District Rank

19/22

21/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.9	0.6	0	1.9	2.3	0.1	0.1	0.4	0.1	0	0	2.4

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Rappahannock Community College Site Access Improvements

App Id: 602

Extend existing EB left-turn-lane and existing WB right-turn-lane on Route 33 at College Drive (Entrance to Rappahannock Community College - Glens Campus) to facilitate current needs and future expansion.

Project Location Gloucester County
 HB2 Area Type D
 Submitting Entity Middle Peninsula PDC
 Total Project Cost \$625,000
 HB2 Request \$625,000
 Preliminary Engineering Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

Project Benefit Score

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

1.1

Final Score

18.1

18.1

Statewide Rank

33/287

28/287

District Rank

5/22

4/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0	0	0	0	0	2.9		0.3	10.5	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Virginia Central Railway Trail Bridge

App Id: 617

Construct a bicycle/pedestrian bridge across a branch of North Hazel Run on right-of-way that is owned by the City of Fredericksburg. The proposed bridge will connect an existing multi-use trail to an additional mile of unpaved trail.

Project Location	Spotsylvania County
HB2 Area Type	A
Submitting Entity	Fredericksburg City
Total Project Cost	\$160,000
HB2 Request	\$160,000
Preliminary Engineering	Not Started
Right of Way	Complete
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Fredericksburg
Urban Development Area

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	54.0	54.0
Statewide Rank	6/287	6/287
District Rank	1/22	1/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0	0	0	4.2

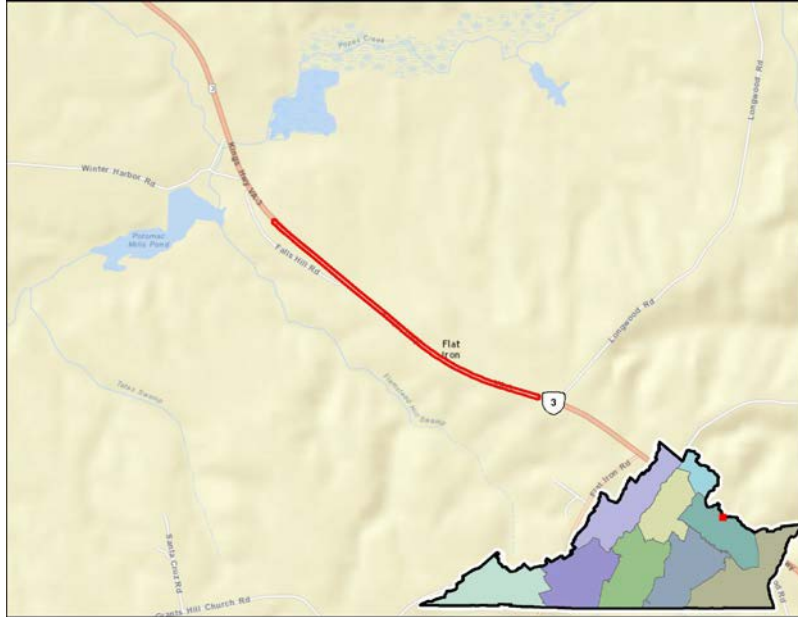
PROJECT SCORECARD

Rte 3 Passing Lanes Between Potomac Mills and Flat Iron

App Id: 623

Construct a set of passing lanes (EB and WB) on Route 3 in Westmoreland County between Rte 639 and Rte 624 with intersection improvements to promote the more efficient traffic flow in the Northern Neck. Project length is approximately 1.5 miles.

Project Location	Westmoreland County
HB2 Area Type	D
Submitting Entity	Westmoreland County
Total Project Cost	\$12,750,000
HB2 Request	\$11,504,960
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.5	0.4
Statewide Rank	232/287	218/287
District Rank	21/22	20/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.3	1.2	0	0	0	0	0.2		0.8	1.5	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Intersection Improvements - Routes 17B/14/3

App Id: 635

Reconfigure the intersection of Routes 17B/3/14 in Gloucester County to provide an additional RTL from Rte 17B NB onto Rte 3/14 and an additional LTL from Rte 3/14 onto Rte 17B SB providing a more efficient signalized intersection.

Project Location Gloucester County

HB2 Area Type D

Submitting Entity Gloucester County

Total Project Cost \$1,500,000

HB2 Request \$1,500,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

2.9

Final Score

19.5

19.5

Statewide Rank

28/287

25/287

District Rank

3/22

3/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.6	0.4	4.3	13.1	0	0	0.2	0.1	0.1	0.1	0	0.8	

PROJECT SCORECARD

Intersection Improvements - Rte 30/360

App Id: 649

Construct RTL on EB Rte 30. Restripe lanes to provide efficiency and improve alignment. Construct C&G and sidewalks in various locations and ped activated signals and crosswalks at 360/30 intersection. Improve access management. Replace signal.

Project Location King William County

HB2 Area Type D

Submitting Entity King William

Total Project Cost \$3,000,000

HB2 Request \$3,000,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

VTrans Need: Central Garage
Urban Development Area

[Click for details](#)

Project Benefit Score

3.2

HB2 COST TOTAL COST

Final Score

10.7

10.7

Statewide Rank

57/287

50/287

District Rank

7/22

6/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	4.7	0	0	0	0	2.8	4.7	1.4	12.5	

PROJECT SCORECARD

Pedestrian Improvements on Route 17 SB at Gloucester Pt

App Id: 669

Construct approximately 2,500 ft of sidewalk on the SB side of Rte 17 in the Gloucester Point area. This sidewalk-infill project would complete work that was started with a previous Rte 17 widening project on which curb ramps were installed.

Project Location	Gloucester County
HB2 Area Type	D
Submitting Entity	Gloucester County
Total Project Cost	\$800,000
HB2 Request	\$800,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Gloucester Point
Urban Development Area

[Click for details](#)

Project Benefit Score

0.3

HB2 COST TOTAL COST

Final Score	3.9	3.9
Statewide Rank	96/287	87/287
District Rank	9/22	9/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.3	0.7	0	0	0	0	0	0	0	0	

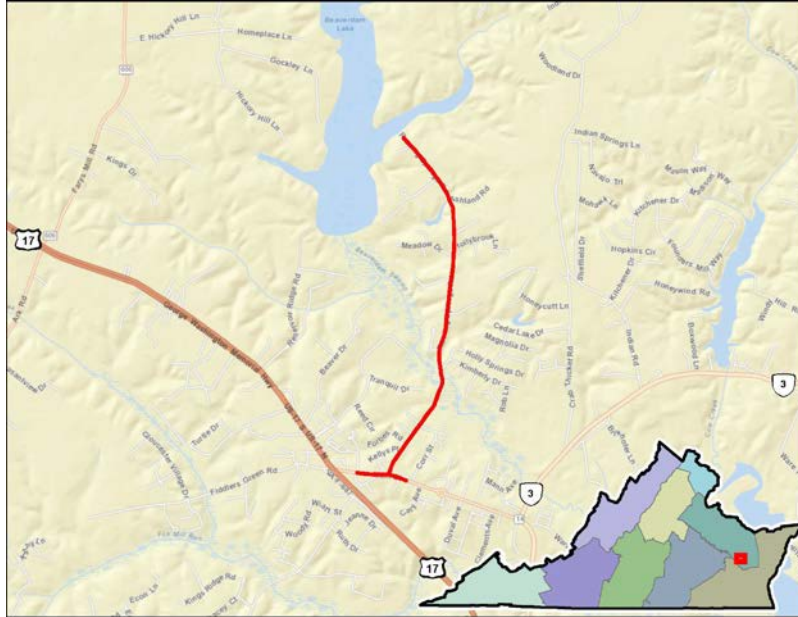
PROJECT SCORECARD

Bike/Ped Improvements on Rte 616 - Roaring Springs Road

App Id: 688

Construct bike/ped facilities and C&G on Rte 616 (Roaring Springs Rd.) Add 1500' of sidewalk on Main St (17B) to fill in existing sidewalk gaps. A 4 ft paved bike lane would be added on both sides of Rte 17B to Rte 616. Proj. length approx. 2.4 mi.

Project Location	Gloucester County
HB2 Area Type	D
Submitting Entity	Gloucester County
Total Project Cost	\$2,990,000
HB2 Request	\$2,538,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Gloucester
Courthouse Urban Development

[Click for details](#)

Project Benefit Score

0.0

HB2 COST TOTAL COST

Final Score	0.0	0.0
Statewide Rank	285/287	285/287
District Rank	22/22	22/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0	0	

PROJECT SCORECARD

Pedestrian Improvements - Northern Rte 17/17B Intersection

App Id: 689

Construct sidewalk and pedestrian crossings at the northern intersection of Rte 17 and 17B. Modify signals and install pedestrian crossings and a pedestrian refuge in the median of Rte 17. Extend sidewalk to Rte 619, Fiddlers Green Rd.

Project Location	Gloucester County
HB2 Area Type	D
Submitting Entity	Gloucester County
Total Project Cost	\$950,000
HB2 Request	\$950,000
Preliminary Engineering	Not Needed
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Gloucester
Courthouse Urban Development

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	10.0	10.0
Statewide Rank	63/287	54/287
District Rank	8/22	7/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	3.1	0	0	0	0	7.1		0	0	

PROJECT SCORECARD

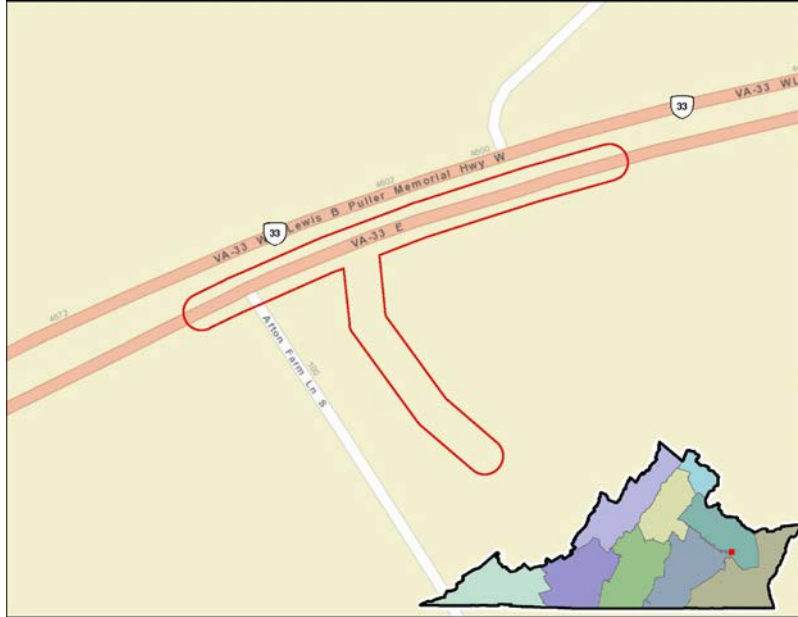
HB2 Funding the Right Transportation Projects

King and Queen County Business/Telework Center

App Id: 692

Construct a 4000 s.f. building equipped with approx. 25 telecommuting work stations, 13 office spaces, parking for the building, and a bus stop on a 3.5 acre site to support creation and expansion of small businesses in the Middle Peninsula region.

Project Location	King & Queen County
HB2 Area Type	D
Submitting Entity	King & Queen County
Total Project Cost	\$752,350
HB2 Request	\$299,350
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.4

HB2 COST TOTAL COST

Final Score	13.1	5.2
Statewide Rank	51/287	81/287
District Rank	6/22	8/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.1	0.2	0	0	0	0	0	5.2	0	1.3	0	

PROJECT SCORECARD

UPC 106670-Widening of Route 639 Ladysmith Road

App Id: 709

Widen Rte 639, Ladysmith Rd., to 4-lanes from I-95 Interchange # 110 through the intersection of Rte 1. Raised median with adequate space for dual-LTL's, two new signals and pedestrian accommodations would be provided. Length is approx. 0.85 mi.

Project Location	Caroline County
HB2 Area Type	D
Submitting Entity	Caroline County
Total Project Cost	\$26,650,000
HB2 Request	\$14,100,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$24,562
Key Fund Sources	RS, Other CTB Grants
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	1.6	0.9
Statewide Rank	153/287	172/287
District Rank	15/22	17/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.3	8.2	3.9	2.5	0.2	0.2	0	0	1.5	2.2	0	4.5	

CULPEPER

PROJECT SCORECARD

I-64 and Rt. 250 Interchange (Exit 124)

App Id: 479

The Project will convert the existing Diamond Interchange at Exit 124 on I-64 at Route 250 in Albemarle County to a Divergent Diamond Interchange and includes the relocation existing entrances and frontage roads.

Project Location	Albemarle County
HB2 Area Type	B
Submitting Entity	Albemarle County
Total Project Cost	\$46,857,508
HB2 Request	\$46,857,508
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.0

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	236/287	215/287
District Rank	14/17	14/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.0	0.8	9.1	6.0	0.2	0.2	0	0.2	0.1		3.3	3.8	0

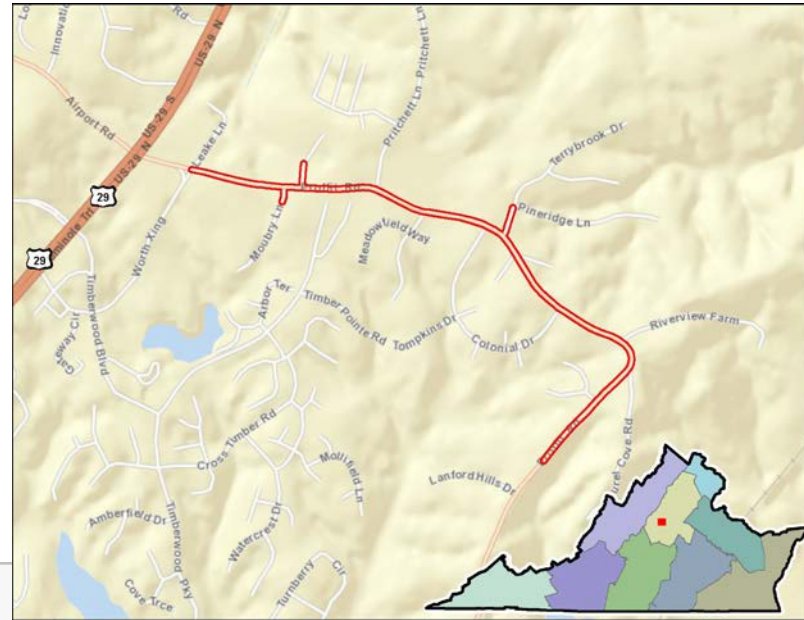
PROJECT SCORECARD

Proffit Road Improvements

App Id: 491

Reconstruct 1.4 miles of Proffit Road (Route 649) from the intersection of Worth Crossing to Baker - Butler Elementary School in Albemarle County, and includes turn lanes, sidewalk and a 10' multi-use trail.

Project Location	Albemarle County
HB2 Area Type	B
Submitting Entity	Albemarle County
Total Project Cost	\$20,000,000
HB2 Request	\$20,000,000
Preliminary Engineering	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

VTrans Need: Charlottesville
Regional Network Need

[Click for details](#)

Final Score	0.4	0.4
Statewide Rank	244/287	228/287
District Rank	15/17	15/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	1.3	0	0	0	0	2.3		0.2	5.3	1.2

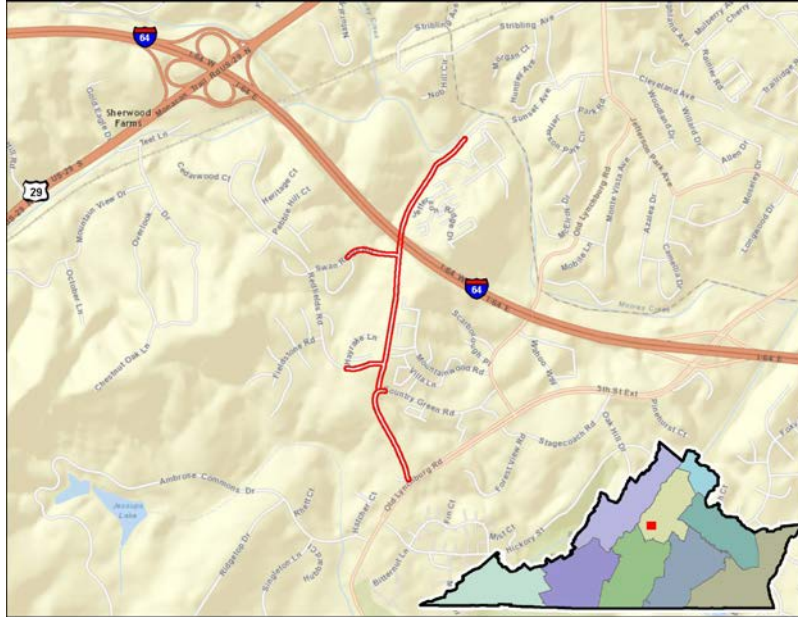
PROJECT SCORECARD

Sunset Avenue Road Improvements

App Id: 492

The project will reconstruct 1.05 miles of Sunset Avenue Extended (Route 781) from the Rivanna Trail connection to the intersection with Old Lynchburg Road (Route 631) in Albemarle County, and includes a 10' multi-use path.

Project Location	Albemarle County
HB2 Area Type	B
Submitting Entity	Albemarle County
Total Project Cost	\$16,000,000
HB2 Request	\$16,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Charlottesville
Regional Network Need

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.3	0.3
Statewide Rank	257/287	247/287
District Rank	16/17	16/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	1.0	0	0	0	0	1.6		0	0	1.9

PROJECT SCORECARD

East High Streetscape Improvements

App Id: 541

This project will provide multimodal improvements on 9th St. from Market St. to High St. and on High St. from 9th St. to Locust Ave. in Charlottesville, and include lane repurposing, widening sidewalks, landscaping with street trees, and bike lanes.

Project Location	Charlottesville
HB2 Area Type	B
Submitting Entity	Charlottesville City
Total Project Cost	\$5,638,000
HB2 Request	\$5,638,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Downtown Corridor
Urban Development Area

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	2.7	2.7
Statewide Rank	113/287	101/287
District Rank	6/17	6/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0	0	4.8	13.3

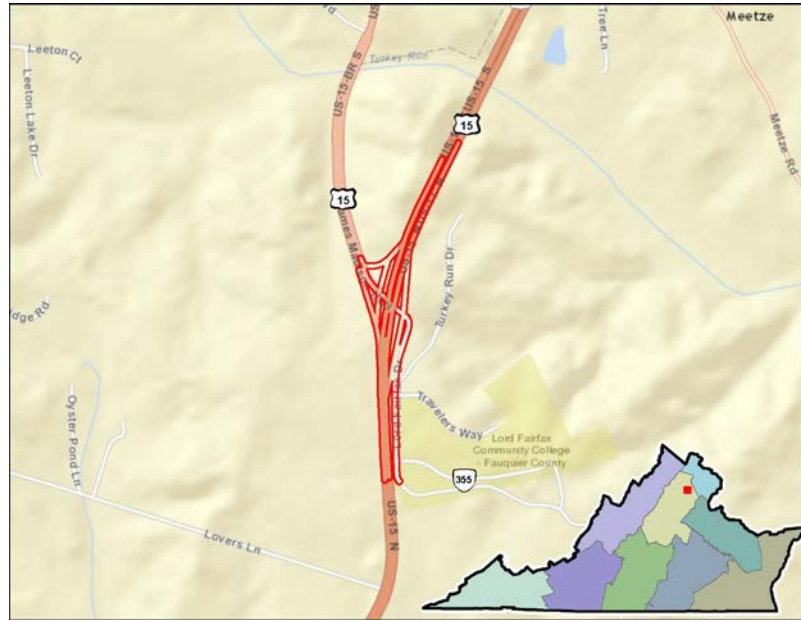
PROJECT SCORECARD

U.S. Route 15/17/29 Warrenton Interchange

App Id: 547

The project will replace the at-grade intersection on Route 15-17-29 with Bus 15-17-29 in Fauquier County with a diamond interchange and includes a 20 space Park and Ride lot, sidewalk and a multi-use trail.

Project Location	Fauquier County
HB2 Area Type	C
Submitting Entity	Fauquier County
Total Project Cost	\$43,150,000
HB2 Request	\$42,219,460
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$476,232
Key Fund Sources	Fed/State Disc./Safety
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.1

HB2 COST TOTAL COST

Final Score	0.5	0.5
Statewide Rank	226/287	209/287
District Rank	13/17	13/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	1.8	4.7	0	0.1	0.1	0	0.2	0.3	0	9.1	17.2	

PROJECT SCORECARD

Warrenton Park and Ride Lot Expansion

App Id: 548

This project is an expansion of the Warrenton Park and Ride facility at the intersection of Route 29 and Route 605 in Fauquier County, adding 150 new parking spaces, bike racks, and sidewalk along Route 605.

Project Location	Fauquier County
HB2 Area Type	C
Submitting Entity	Fauquier County
Total Project Cost	\$900,000
HB2 Request	\$900,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.7

HB2 COST TOTAL COST

Final Score	18.9	18.9
Statewide Rank	29/287	26/287
District Rank	1/17	1/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.2	1.7	0	6.6	6.3	0.2	0.1	0		2.8	0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Brandy Station Park & Ride Lot

App Id: 563

The project will reconstruct the park & ride lot at Brandy Station just west of the intersection with Route 29 in Culpeper County, and includes expand it to a total of 95 spaces, paving, signage, define entrances, landscaping, lighting.

Project Location	Culpeper County
HB2 Area Type	C
Submitting Entity	Culpeper County
Total Project Cost	\$900,000
HB2 Request	\$900,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

0.7

HB2 COST TOTAL COST

Final Score	8.1	8.1
Statewide Rank	72/287	64/287
District Rank	5/17	5/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.2	1.3	0	1.2	0.7	0	0.1	0		6.6	0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Rt. 53 Rt. 618 Roundabout

App Id: 621

The project located in Fluvanna County at the intersection of Route 53 and 618 will replace the existing 'T' intersection with a roundabout and includes access to the planned development, bike lanes, sidewalk and a multi-use trail.

Project Location Fluvanna County

HB2 Area Type C

Submitting Entity Fluvanna County

Total Project Cost \$3,674,062

HB2 Request \$2,904,812

Preliminary Engineering Underway

Right of Way Not Started

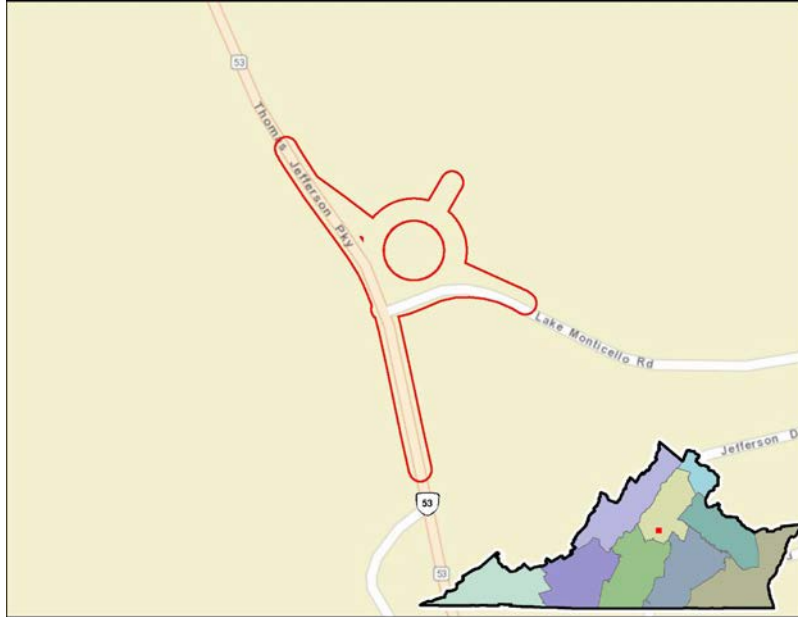
Construction Not Started

Expenditures to Date \$344,483

Key Fund Sources Safety

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Charlottesville
Regional Network

[Click for details](#)

Project Benefit Score

5.4

HB2 COST TOTAL COST

Final Score

18.5

14.6

Statewide Rank

30/287

37/287

District Rank

2/17

2/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	6.9	35.5	0	0	0	0	0.1	0.1	0	0.9	

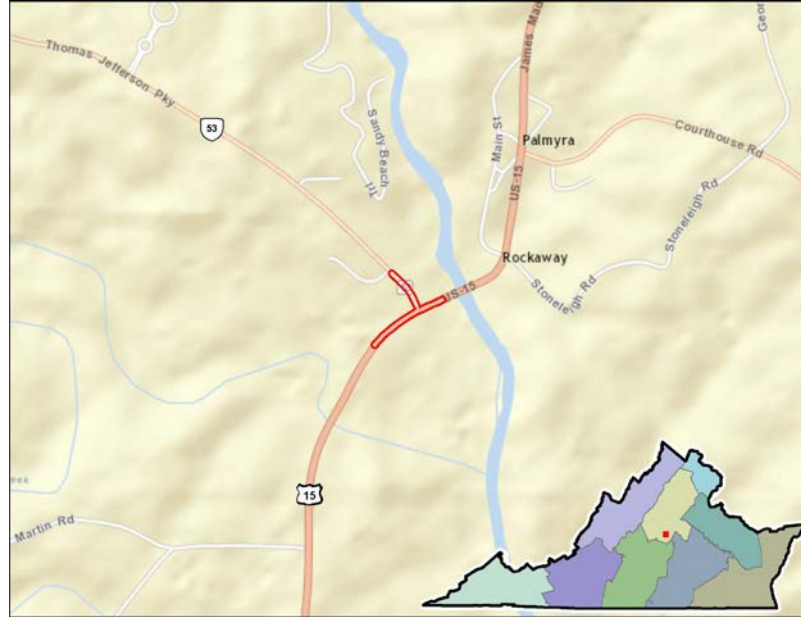
PROJECT SCORECARD

Roundabout at the Intersection of US 15 and Route 53

App Id: 622

The project currently under development will replace the existing unsignalized "T" intersection at US Route 15 and Route 53 in Fluvanna County with a single lane roundabout and includes sidewalks bike lanes and a multi-use trail.

Project Location	Fluvanna County
HB2 Area Type	C
Submitting Entity	Fluvanna County
Total Project Cost	\$2,500,600
HB2 Request	\$1,400,600
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$533,651
Key Fund Sources	RS, Other CTB Grants
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Palmyra Urban Development Area

[Click for details](#)

Project Benefit Score

2.1

HB2 COST TOTAL COST

Final Score	15.2	8.5
Statewide Rank	39/287	61/287
District Rank	3/17	4/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.6	0.3	3.4	12.3	0	0	0.1	0.1	0	0.1	0	1.2	

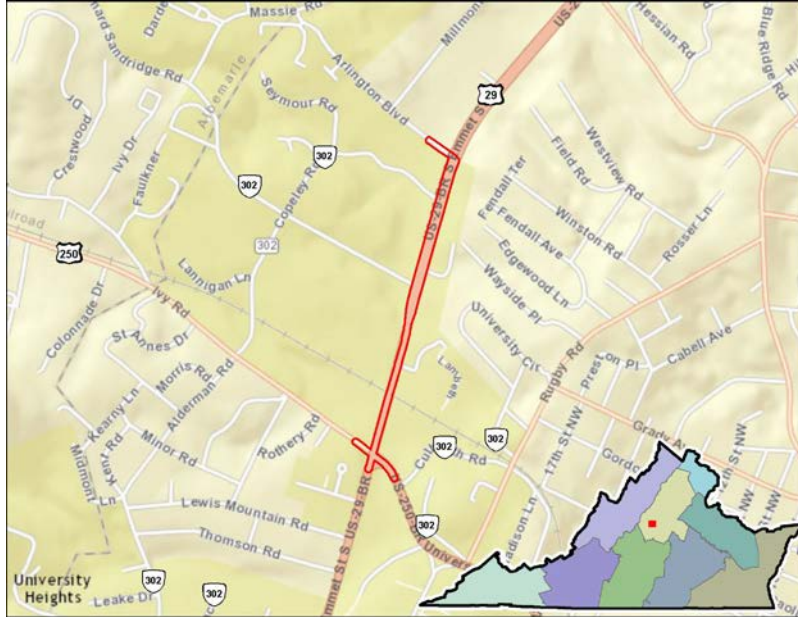
PROJECT SCORECARD

Emmet Street Corridor Streetscape and Intersections

App Id: 632

The project will provide multi-modal options along the Emmet Street corridor in Charlottesville and includes bike lanes, sidewalks, multi-use trail, extends the raised median, landscaping, and crosswalks.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Charlottesville City
Total Project Cost	\$12,114,721
HB2 Request	\$12,114,721
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score	2.2	2.2
Statewide Rank	128/287	115/287
District Rank	7/17	7/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.5	0	2.2	0.7	0	0	0.1	0.1	0.3	0.1	0	17.1	16.7

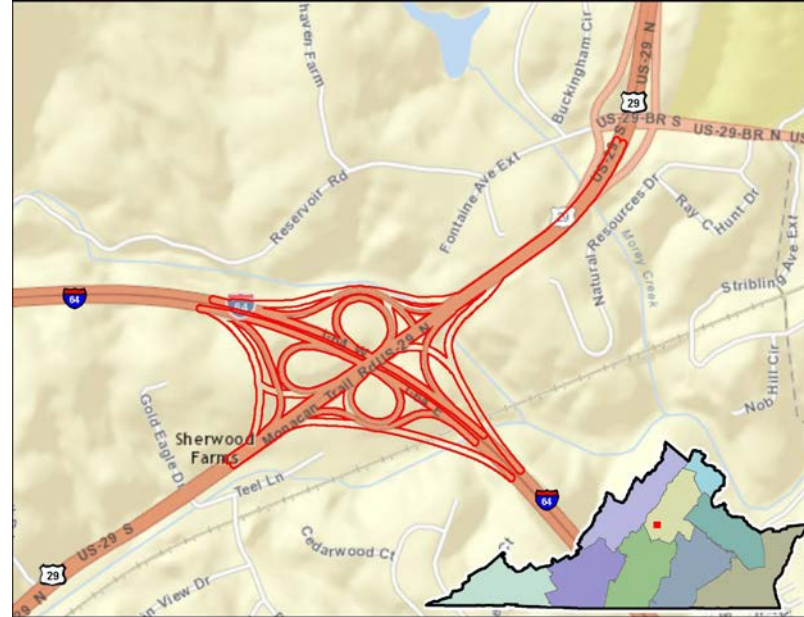
PROJECT SCORECARD

Interstate 64 - Exit 118

App Id: 634

The project will reconstruct the interchange of I-64 with Route 29 (exit 118) in Albemarle County converting it from a partial Cloverleaf to a Divergent Diamond with grade separated crossovers for free-flow movements in all directions.

Project Location Albemarle County
 HB2 Area Type B
 Submitting Entity Charlottesville Albemarle MPO
 Total Project Cost \$146,446,705
 HB2 Request \$146,446,705
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Charlottesville
 Regional Network

[Click for details](#)

Project Benefit Score

0.7

HB2 COST TOTAL COST

Final Score

0.0

0.0

Statewide Rank

282/287

281/287

District Rank

17/17

17/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.6	0.5	0	0	0.4	0.5	0	0.3	0.6		10.2	1.9	0

PROJECT SCORECARD

Broadview Avenue Access Management Improvements

App Id: 659

The project under development in the Town of Warrenton will repurpose the continuous turn lanes and median to provide a raised median, turn lanes, consolidate entrances, improve sidewalks, and add bike lanes and crosswalks .

Project Location	Warrenton
HB2 Area Type	C
Submitting Entity	Town of Warrenton
Total Project Cost	\$7,726,173
HB2 Request	\$6,020,949
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$658,716
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety: VDOT
Assessment Report

[Click for details](#)

Project Benefit Score

0.6

HB2 COST TOTAL COST

Final Score	0.9	0.7
Statewide Rank	190/287	183/287
District Rank	11/17	10/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.6	0	0	0.1	0.1	0.1	0.1	0.1	0	0.3	8.6	

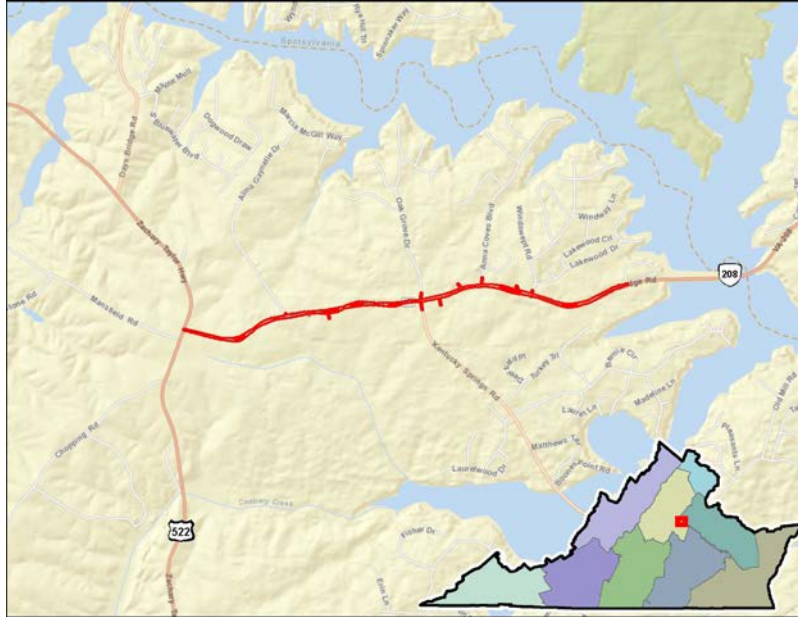
PROJECT SCORECARD

Route 208 Upgrade UPC104110

App Id: 660

The project under development will reconstruct 3 miles of Route 208 in Louisa County from Route 522 to the County Line and includes improved geometry, adding turn lanes and wide paved shoulders.

Project Location	Louisa County
HB2 Area Type	C
Submitting Entity	Louisa County
Total Project Cost	\$22,600,000
HB2 Request	\$21,500,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$794,398
Key Fund Sources	Safety
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Safety:
Documented Crash Modification
[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	0.5	0.5
Statewide Rank	225/287	208/287
District Rank	12/17	12/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0.5	0	0	0	0	2.7	2.9	0.5	5.3	

PROJECT SCORECARD

Fontaine Avenue Streetscape Improvements

App Id: 682

The project will reconstruct 0.43 miles of Fontaine Ave. from Maury/Jefferson Park Avenue to the City line in Charlottesville and includes entrance consolation, bike lanes, sidewalk, turn lanes, landscaping and some raised median.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Charlottesville City
Total Project Cost	\$11,700,000
HB2 Request	\$11,700,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score	1.3	1.3
Statewide Rank	166/287	146/287
District Rank	10/17	9/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		20% of score		25% of score			10% of score		20% of score			10% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	0.6	0.7	0	0	0.1	0.1	0.3		0	6.2	10.9

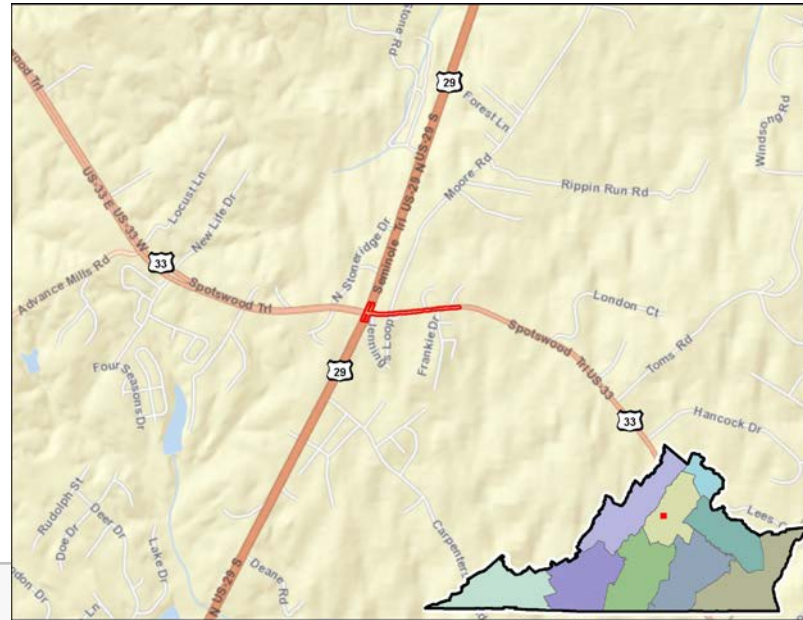
PROJECT SCORECARD

Route 33 at Route 29 Ruckersville Road Improvement

App Id: 725

The project reconstructs 0.64 miles Route 33 in Greene County from Route 29 eastward and includes additional travel lanes, entrance consolation, turn lanes, sidewalk, multi-use trail and a raised median.

Project Location	Greene County
HB2 Area Type	C
Submitting Entity	Greene County
Total Project Cost	\$10,100,000
HB2 Request	\$10,100,000
Preliminary Engineering	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

1.9

Final Score

1.9

1.9

Statewide Rank

144/287

122/287

District Rank

9/17

8/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.6	0.1	4.3	3.7	0	0	0	0	8.0	0.8	1.5	3.6	

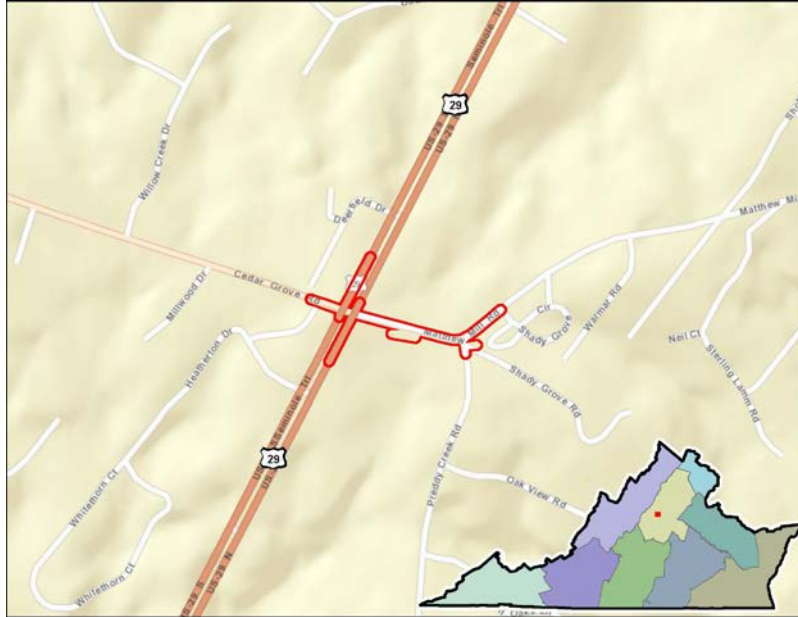
PROJECT SCORECARD

Route 607 Intersection Improvements at US Route 29

App Id: 743

The current project under development is to reconstruct Route 607 in Greene County from Route 29 to Route 670 and includes added lanes, turn lanes, and bike lanes.

Project Location	Greene County
HB2 Area Type	C
Submitting Entity	Greene County
Total Project Cost	\$4,260,000
HB2 Request	\$1,274,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$949,820
Key Fund Sources	Fed/State Disc./Safety
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Corner Store DGA
Urban Development Area

[Click for details](#)

Project Benefit Score

0.3

HB2 COST TOTAL COST

Final Score	2.2	0.6
Statewide Rank	135/287	190/287
District Rank	8/17	11/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.2	0.2	0	0.1	0	0	0.1	0.8	0.3	1.7	

PROJECT SCORECARD

School Bus Road relocation to Chalklevel Road

App Id: 747

The project in Louisa County will relocate a portion of School Bus Road (Route 767) to align with Chalk level Road at the intersection with Route 22/208, and include turn lanes at the intersection and wide paved shoulders.

Project Location	Louisa County
HB2 Area Type	C
Submitting Entity	Louisa County
Total Project Cost	\$7,500,000
HB2 Request	\$7,500,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Louisa DGA Urban Development Area

[Click for details](#)

Project Benefit Score

6.4

HB2 COST TOTAL COST

Final Score	8.6	8.6
Statewide Rank	68/287	59/287
District Rank	4/17	3/17

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	6.1	0	0	0	0	41.5	16.8	0.9	14.0	

STAUNTON

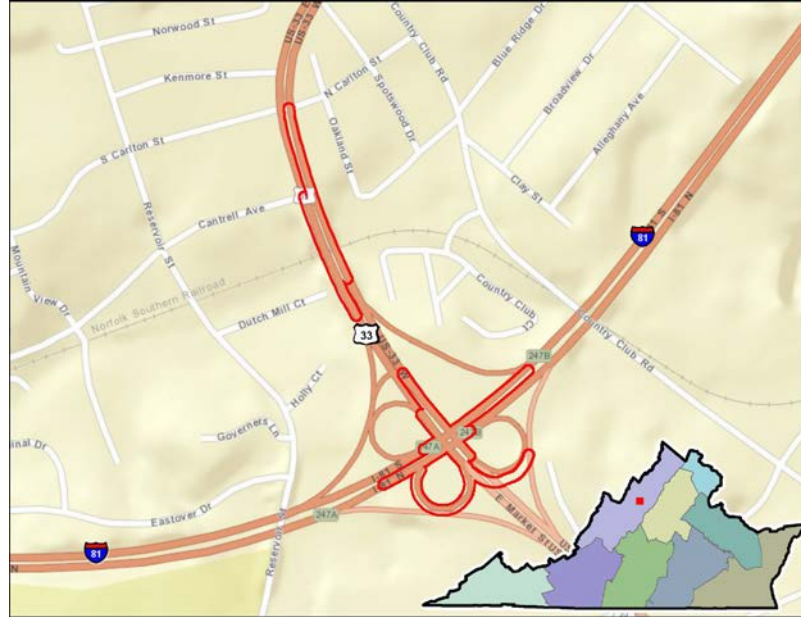
PROJECT SCORECARD

I-81 Exit 247 Improvements

App Id: 457

Project replaces deficient bridges, with capacity improvements over I-81 at Exit 247 and US 33 over Norfolk Southern Railroad and includes ramp modifications, replacing the US 33 east to I-81 north loop ramp with a signalized left turn ramp access.

Project Location	Harrisonburg
HB2 Area Type	C
Submitting Entity	Harrisonburg City
Total Project Cost	\$51,594,574
HB2 Request	\$48,100,526
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$48,377
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

4.1

HB2 COST TOTAL COST

	Final Score	0.9	0.8
Statewide Rank	193/287		177/287
District Rank	20/29		17/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	0	0	0	0	0.1	0	76.4	0.6	2.1	2.0	

PROJECT SCORECARD

South Main Street and MLK Jr. Way Improvements

App Id: 458

Project consists of improving M.L.K. Jr. Way and South Main Street with the addition of turn lanes, signal reconstruction, and the addition of a shared use path.

Project Location	Harrisonburg
HB2 Area Type	C
Submitting Entity	Harrisonburg City
Total Project Cost	\$3,174,933
HB2 Request	\$2,674,933
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Harrisonburg
Regional Network

[Click for details](#)

Project Benefit Score

0.3

HB2 COST TOTAL COST

Final Score	1.0	0.8
Statewide Rank	187/287	175/287
District Rank	18/29	16/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0.5	0.3	3.2	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 616 Safety Improvement Project

App Id: 493

Project will enhance safety along Dam Town Road (Route 616) by providing graded shoulder widening and clear zone improvements. Project also includes drainage and paving improvements.

Project Location Augusta County

HB2 Area Type D

Submitting Entity Augusta

Total Project Cost \$4,083,541

HB2 Request \$994,263

Preliminary Engineering Underway

Right of Way Not Started

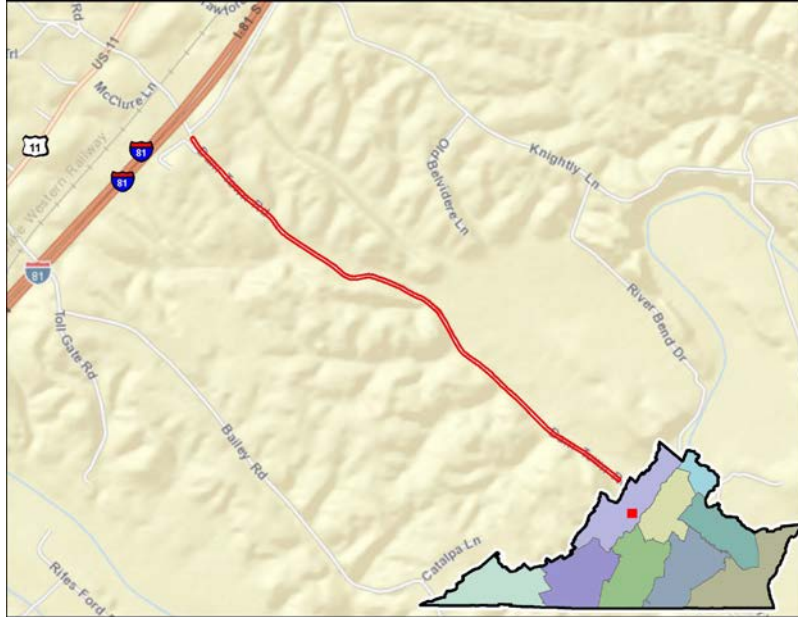
Construction Not Started

Expenditures to Date \$822,821

Key Fund Sources RS, Other CTB
Grants/Fed/State
Disc./Local

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Safety: Crash Data and Comp Plan

1.4

Final Score

14.2

3.5

Statewide Rank

45/287

93/287

District Rank

6/29

10/29

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	4.4	0	0	0	0	4.1		0	4.5	

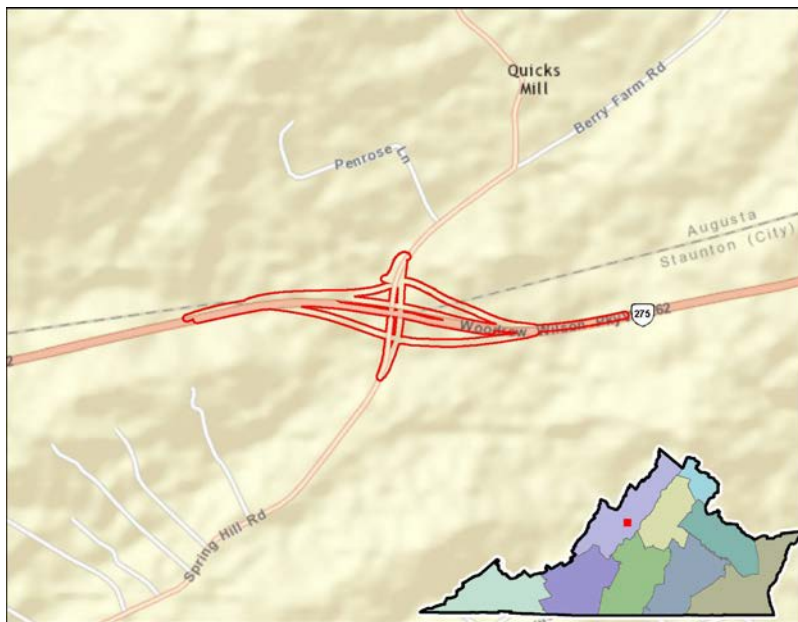
PROJECT SCORECARD

VA 613/ VA 262 Diamond Interchange

App Id: 494

Project will construct a grade separated diamond interchange at the intersection of the Woodrow Wilson Parkway (Route 262) and Spring Hill Road (Route 613). The interchange will accommodate a future widening of Route 262.

Project Location	Augusta County
HB2 Area Type	C
Submitting Entity	SAWMPO
Total Project Cost	\$49,941,161
HB2 Request	\$45,587,534
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$548,581
Key Fund Sources	Demo/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	241/287	229/287
District Rank	26/29	26/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	6.5	5.6	0	0	0	0	0.1		0.4	6.4	

PROJECT SCORECARD

I-81 Exit 220 and 221 Accel/Decl Lanes

App Id: 502

Project consists of the lengthening of all I-81, Exit 220 ramp acceleration and deceleration lanes and tapers and the I-81, Exit 221 southbound on-ramp acceleration lane and taper to AASHTO standards.

Project Location	Augusta County
HB2 Area Type	C
Submitting Entity	SAWMPO
Total Project Cost	\$5,612,938
HB2 Request	\$5,612,938
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

6.2

HB2 COST TOTAL COST

Final Score	11.1	11.1
Statewide Rank	56/287	49/287
District Rank	8/29	7/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.1	3.4	0.5	0	0	0	0.7	13.1		100.0	0	

PROJECT SCORECARD

I-81 Exit 222 Improvements

App Id: 504

Project consists of the lengthening of the I-81, Exit 222 southbound off-ramp deceleration lane and taper and the northbound on-ramp acceleration lane and taper to AASHTO standards.

Project Location	Augusta County
HB2 Area Type	C
Submitting Entity	SAWMPO
Total Project Cost	\$2,045,900
HB2 Request	\$2,045,900
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

3.3

HB2 COST TOTAL COST

Final Score	16.0	16.0
Statewide Rank	37/287	33/287
District Rank	4/29	4/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.2	1.0	0	0	0	0.6	1.7	0.1	51.9	0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 631 Longhollow Rd

App Id: 546

Project will improve roadway geometry and drainage along a 1.44 mile segment of Longhollow Road (Route 631). The project also includes the addition of sidewalks along the roadway.

Project Location Rockbridge County

HB2 Area Type D

Submitting Entity Rockbridge

Total Project Cost \$14,072,585

HB2 Request \$11,470,221

Preliminary Engineering Underway

Right of Way Not Started

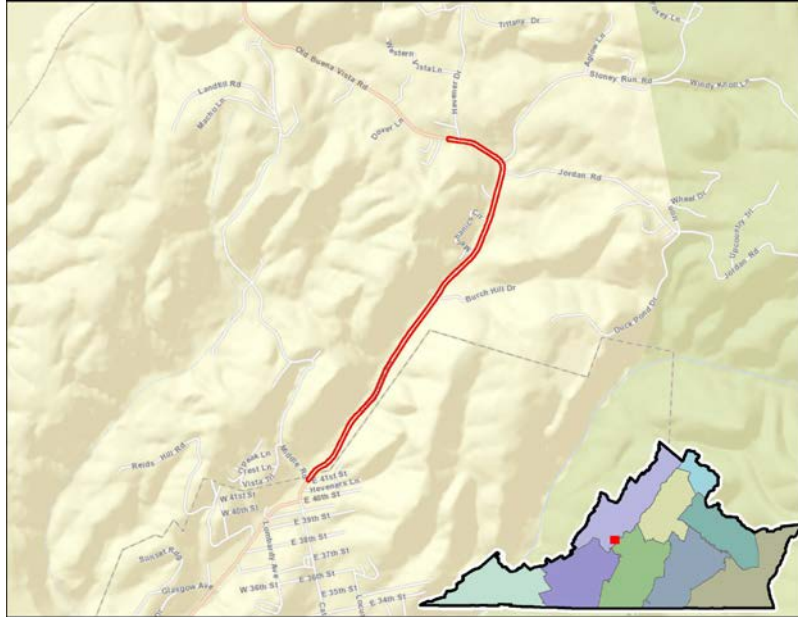
Construction Not Started

Expenditures to Date \$647,552

Key Fund Sources Fed/State Disc.

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Buena Vista Urban Development Area

[Click for details](#)

1.1

Final Score

0.9

0.8

Statewide Rank

191/287

180/287

District Rank

19/29

18/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	12.9		0	5.9	

PROJECT SCORECARD

Rte. 55 East/John Marshall Highway

App Id: 549

Project consists of the reconstruction of a 1.82 mile segment of John Marshall Highway (Route 55) east of Front Royal to a 4-lane, divided facility that will increase capacity and improve roadway geometry.

Project Location Warren County

HB2 Area Type D

Submitting Entity Warren County

Total Project Cost \$24,642,349

HB2 Request \$24,637,349

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) High Priority



Performance

VTrans Need: NOVA Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score

0.5

0.5

Statewide Rank

230/287

212/287

District Rank

24/29

23/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	5.2	1.2	0	0.1	0	0	0		0.7	2.2	

PROJECT SCORECARD

I-81 Exit 323 Accel/Decel Lane Extension

App Id: 553

Project consists of the lengthening of the I-81, Exit 323 southbound on-ramp acceleration lane and taper and the northbound on-ramp deceleration lane and taper to AASHTO standards.

Project Location Frederick County
 HB2 Area Type C
 Submitting Entity Winchester-Frederick County MPO
 Total Project Cost \$3,450,904
 HB2 Request \$3,450,904
 Preliminary Engineering Not Started
 Right of Way Not Needed
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) High Priority



Performance

VTrans Need: Winchester Regional Network

[Click for details](#)

Project Benefit Score

5.1

HB2 COST TOTAL COST

	Final Score	14.7	14.7
Statewide Rank	40/287		36/287
District Rank	5/29		5/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	4.7	2.2	0	0	0	0.5	15.5	0.3	66.9	0	

PROJECT SCORECARD

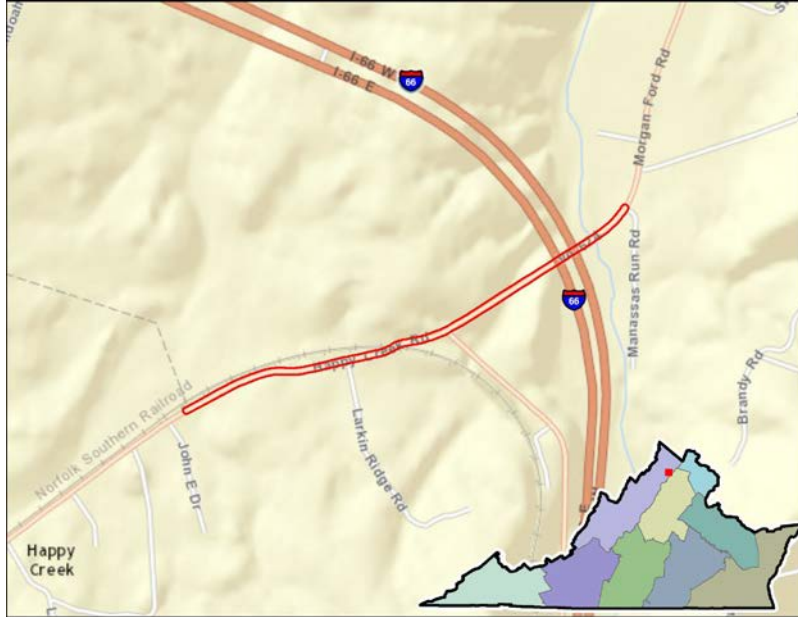
HB2 Funding the Right Transportation Projects

Rte. 624/Happy Creek Rd.

App Id: 554

Project consists of the reconstruction of Happy Creek Road (Route 624) for a 0.9 mile segment east of Front Royal. The project will upgrade the 2-lane roadway to geometric standards and include turn lane improvements at intersections.

Project Location	Warren County
HB2 Area Type	D
Submitting Entity	Warren County
Total Project Cost	\$10,487,052
HB2 Request	\$9,959,052
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$150,859
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Leech Run Urban Development Area

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score	2.7	2.5
Statewide Rank	116/287	109/287
District Rank	12/29	11/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	4.7	0	0	0	0	0.2		1.3	19.9	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

US 33 West- Rawley Pike

App Id: 558

Project will enhance safety along a 1.7 mile segment of US 33 by widening the existing roadway to improve paved shoulder widths, enhancing recovery areas along curves and improving passing maneuverability for truck traffic.

Project Location Rockingham County

HB2 Area Type D

Submitting Entity Rockingham County

Total Project Cost \$9,366,944

HB2 Request \$9,366,944

Preliminary Engineering Not Started

Right of Way Not Started

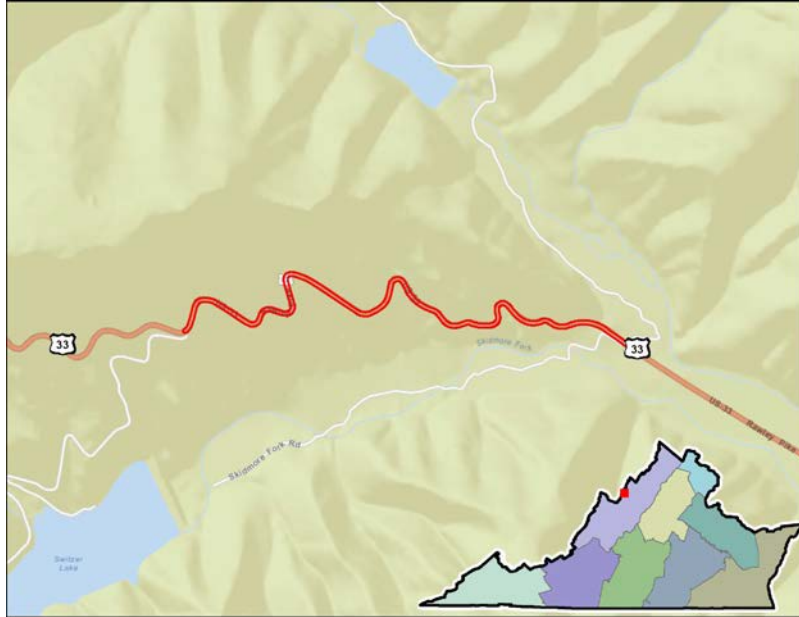
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Staunton Regional Network

[Click for details](#)

5.6

Final Score

6.0

6.0

Statewide Rank

86/287

77/287

District Rank

9/29

8/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	15.1	21.6	0	0	0	0	0.1		0	1.1	

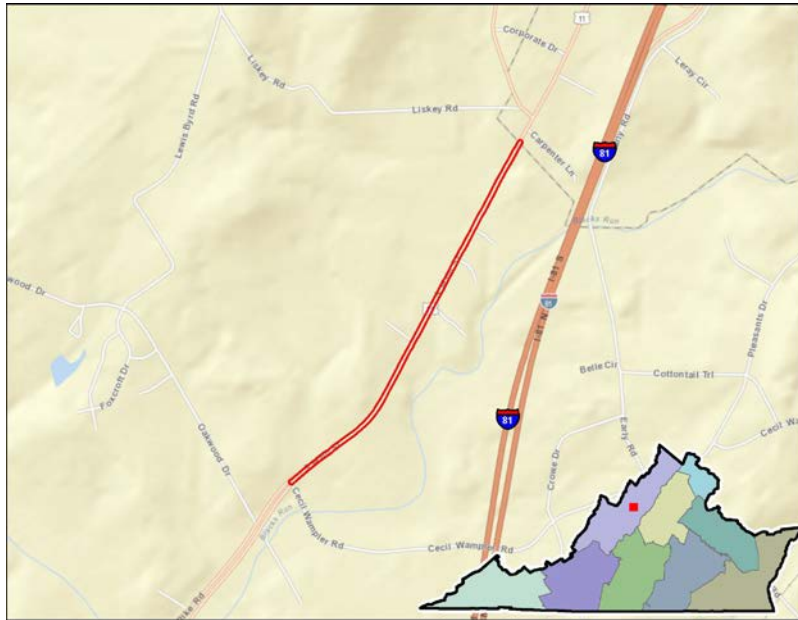
PROJECT SCORECARD

VA 11- South Valley Pike

App Id: 561

Project reconstructs a 1.3 mile segment of US 11 to a 4-lane, divided roadway that will increase capacity, matching the existing road section to the south of the project. The project will also signalize the intersection with Cecil Wampler Road.

Project Location	Multiple
HB2 Area Type	C
Submitting Entity	Rockingham County
Total Project Cost	\$18,296,217
HB2 Request	\$18,296,217
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Crescent Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	0.6	0.6
Statewide Rank	216/287	198/287
District Rank	22/29	22/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0.6	0	0	0	0	0.4	0.8	2.5	11.1	

PROJECT SCORECARD

I-81 Exit 245 Improvements

App Id: 565

Project relocates the I-81, Exit 245 northbound off-ramp to align with the existing signalized intersection between Port Republic Road (Route 253) and Forest Hills Road, enhancing access to JMU and improving traffic operations along Route 253.

Project Location	Harrisonburg
HB2 Area Type	C
Submitting Entity	Harrisonburg City
Total Project Cost	\$3,923,707
HB2 Request	\$3,923,707
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Coastal Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.6

HB2 COST TOTAL COST

Final Score	4.0	4.0
Statewide Rank	95/287	86/287
District Rank	10/29	9/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.1	0	0	0.1	0.1	0	0.3	0.5	0.5	28.9	0	

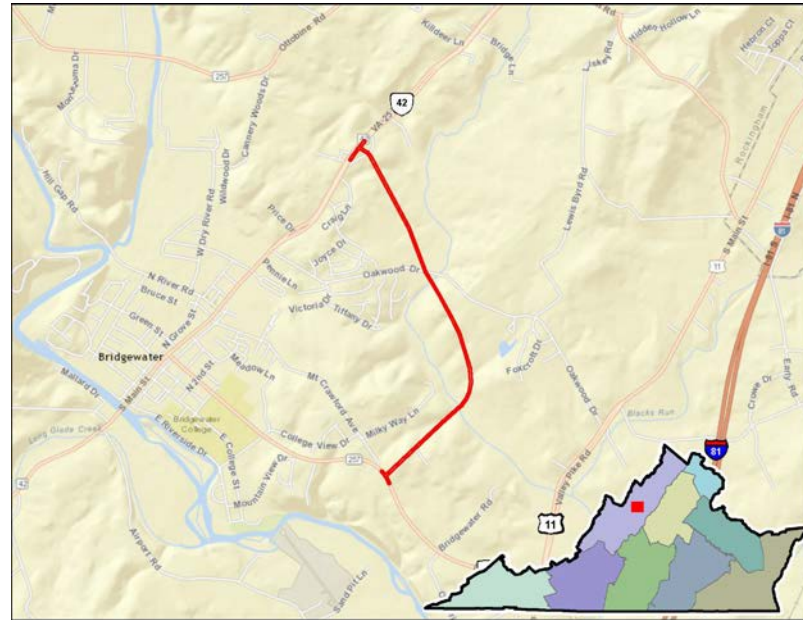
PROJECT SCORECARD

Don Litten Parkway

App Id: 566

Project consists of a new 2.3 mile, controlled access, 2-lane roadway facility that will connect Dinkle Avenue (Route 257) east of the Town of Bridgewater to John Wayland Highway (Route 257 / 42) north of the Town of Bridgewater.

Project Location	Rockingham County
HB2 Area Type	C
Submitting Entity	Town of Bridgewater
Total Project Cost	\$32,385,897
HB2 Request	\$31,264,936
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$506,960
Key Fund Sources	Fed/State Disc.
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

1.3

HB2 COST TOTAL COST

Final Score	0.4	0.4
Statewide Rank	240/287	225/287
District Rank	25/29	25/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.1	2.3	1.9	0.1	0	0	0	0	0	0.4	2.8	8.8	

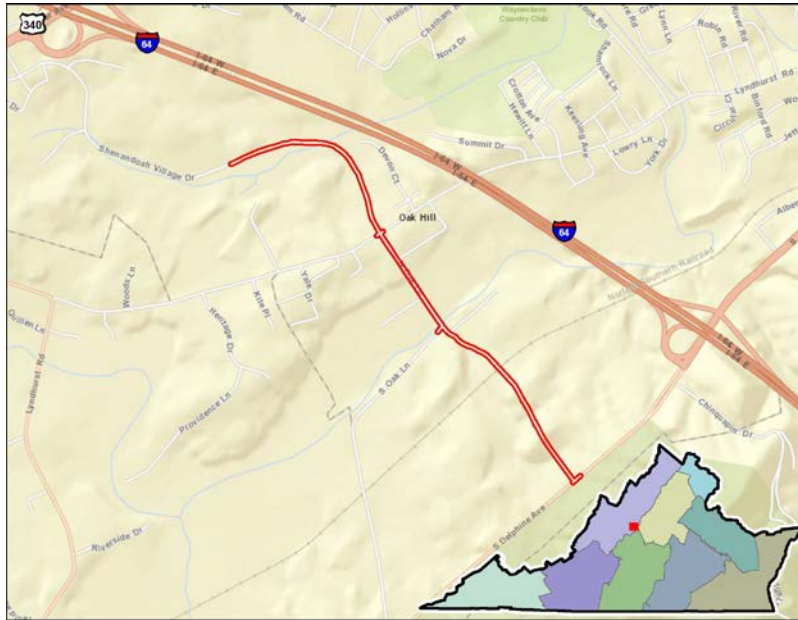
PROJECT SCORECARD

Full Southern Corridor Project

App Id: 581

Project consists of a new 1.6 mile, 2-lane roadway, located south of I-64 between Exits 94 and 96 that will connect Rosser Ave. (Route 340) and S. Delphine Ave. (Route 624). Project includes sections of bike and pedestrian facilities along roadway.

Project Location	Waynesboro
HB2 Area Type	C
Submitting Entity	Waynesboro City
Total Project Cost	\$16,088,466
HB2 Request	\$10,583,416
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: East-West Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.2

HB2 COST TOTAL COST

Final Score	2.1	1.4
Statewide Rank	137/287	142/287
District Rank	14/29	14/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
6.4	6.1	0	0	0	0	0.1	0	0.4	5.8	0	8.0	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Full Southern Corridor Project - No Revenue Sharing

App Id: 582

Project consists of a new 1.6 mile, 2-lane roadway, located south of I-64 between Exits 94 and 96 that will connect Rosser Ave. (Route 340) and S. Delphine Ave. (Route 624). Project includes sections of bike and pedestrian facilities along roadway.

Project Location Waynesboro
 HB2 Area Type C
 Submitting Entity Waynesboro City
 Total Project Cost \$16,088,466
 HB2 Request \$15,781,416
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: East-West Corridor of Statewide Significance

2.3

Final Score

1.4

1.4

Statewide Rank

161/287

140/287

District Rank

16/29

13/29

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
6.4	6.1	0	0	0	0	0.1	0	0.9	5.8	0	8.0	

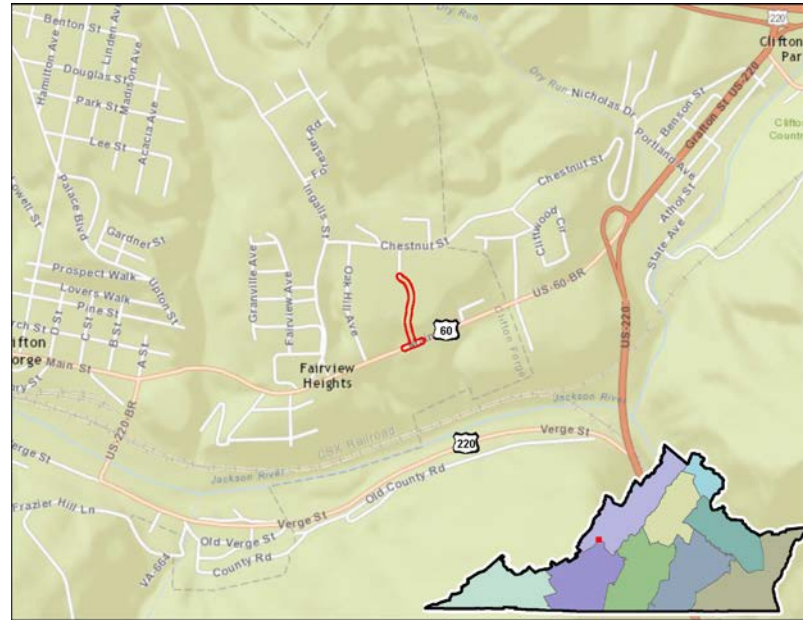
PROJECT SCORECARD

Business Park Access Road with ARC support

App Id: 583

Project consists of a new roadway connecting Main Street (Route 60) to Hickory Avenue in Clifton Forge. The project will serve as the access road for a new business park and include turn lane improvements at the intersection with Route 60.

Project Location	Clifton Forge
HB2 Area Type	D
Submitting Entity	Town of Clifton Forge
Total Project Cost	\$2,078,914
HB2 Request	\$843,914
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$88,299
Key Fund Sources	Fed/State Disc./Spec
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Clifton Forge Urban Development Area

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	1.8	0.7
Statewide Rank	149/287	184/287
District Rank	15/29	21/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.7	0.3	0.1	0	

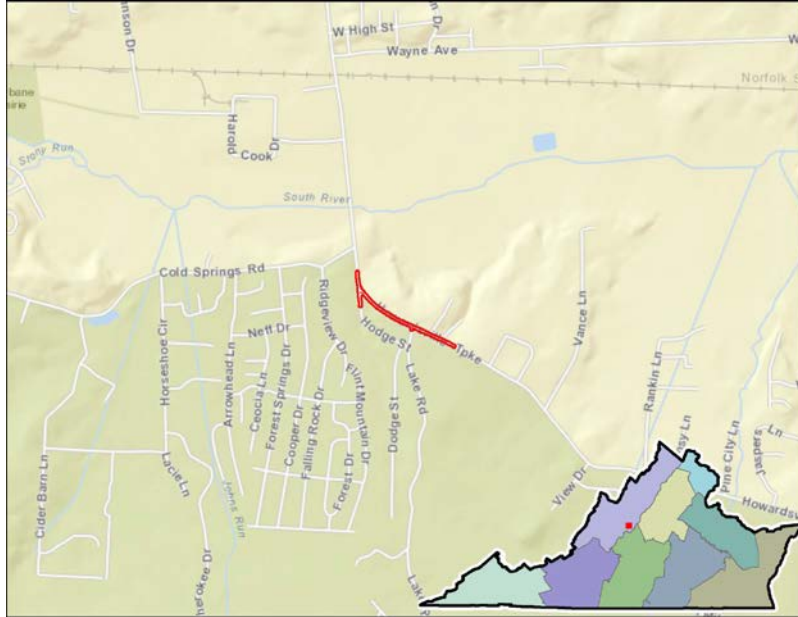
PROJECT SCORECARD

Howardsville Turnpike- Rt. 610

App Id: 593

Project provides a 0.5 mile widening of Howardsville Turnpike (Route 610) from a 22 feet, ditch section to a 28 feet, curb and gutter roadway, enhancing safety and roadway geometry with an intersection realignment and improvements.

Project Location	Augusta County
HB2 Area Type	C
Submitting Entity	Augusta
Total Project Cost	\$4,855,016
HB2 Request	\$1,342,476
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$654,959
Key Fund Sources	RS, Other CTB Grants/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: Staunton Regional Network

[Click for details](#)

0.4

Final Score

3.2

0.9

Statewide Rank

106/287

170/287

District Rank

11/29

15/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	3.2		0.2	5.1	

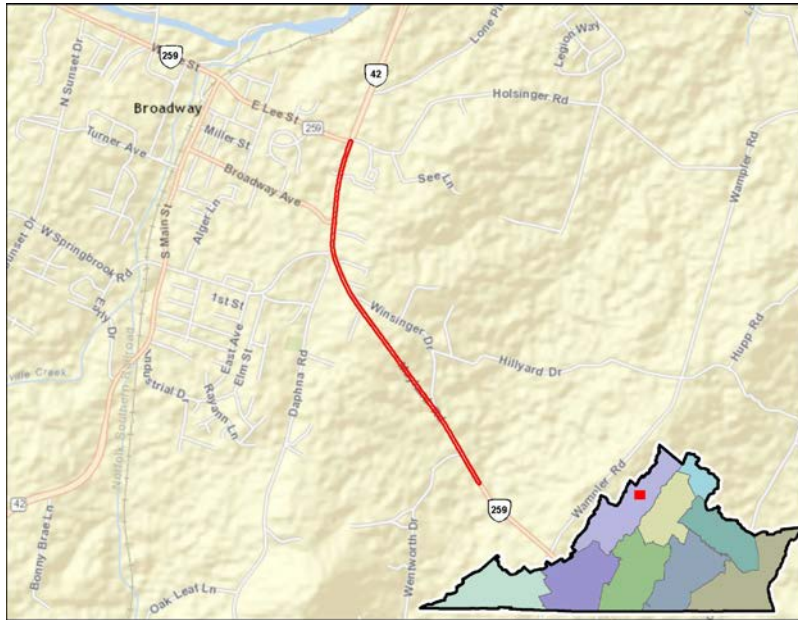
PROJECT SCORECARD

VA 259 S- Mayland Road

App Id: 596

Project reconstructs a 1.48 mile segment of Mayland Road (Route 259) to a 4-lane, divided facility that will increase capacity and improve geometry. Project includes pedestrian and bike facilities and intersection improvements at E. Springbrook Rd.

Project Location	Rockingham County
HB2 Area Type	D
Submitting Entity	Rockingham County
Total Project Cost	\$30,636,766
HB2 Request	\$30,636,766
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	0.7	0.7
Statewide Rank	200/287	182/287
District Rank	21/29	20/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.7	0.8	0	0	0	0	26.4	0.2	1.7	5.7	

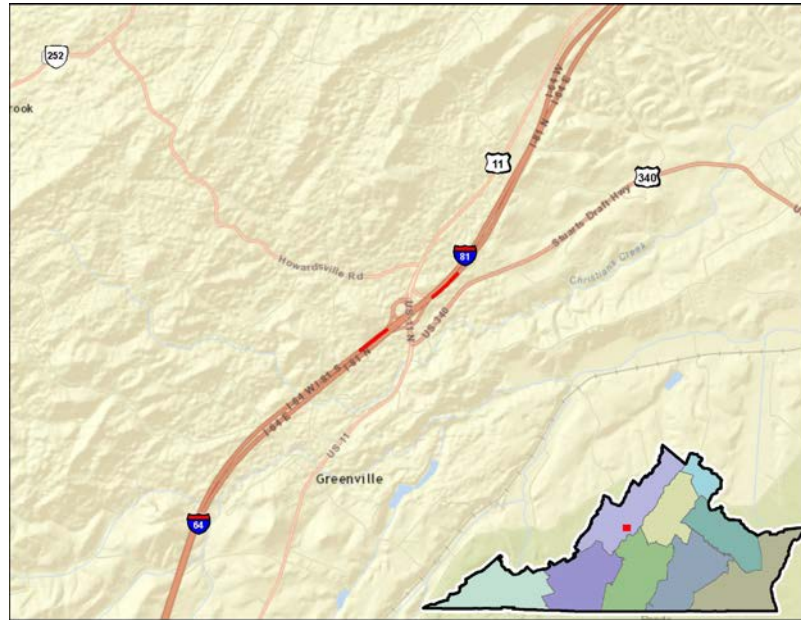
PROJECT SCORECARD

Interstate 81 Exit 213 Acceleration Lanes

App Id: 607

Project consists of the lengthening of the I-81, Exit 213 northbound and southbound ramp acceleration lanes and tapers to AASHTO standards. The project also includes the relocation of two I-81 crossovers to accommodate the ramp improvements.

Project Location	Augusta County
HB2 Area Type	D
Submitting Entity	Central Shenandoah PDC
Total Project Cost	\$2,688,439
HB2 Request	\$2,210,009
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$221,065
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	14.1	11.6
Statewide Rank	47/287	47/287
District Rank	7/29	6/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.5	0.7	0	0	0	0.7	4.1	0	36.3	0	

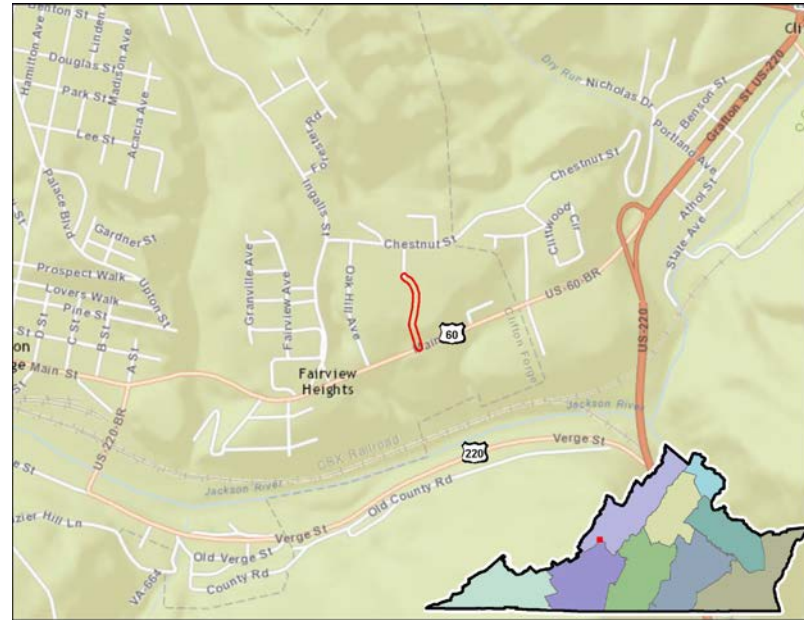
PROJECT SCORECARD

Business Park Access Road

App Id: 626

Project consists of a new roadway connecting Main Street (Route 60) to Hickory Avenue in Clifton Forge. The project will serve as the access road for a new business park and include turn lane improvements at the intersection with Route 60.

Project Location	Clifton Forge
HB2 Area Type	D
Submitting Entity	Town of Clifton Forge
Total Project Cost	\$2,078,914
HB2 Request	\$1,343,914
Preliminary Engineering	Underway
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	\$88,299
Key Fund Sources	Fed/State Disc./Spec
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Clifton Forge Urban Development Area

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	1.2	0.8
Statewide Rank	175/287	181/287
District Rank	17/29	19/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	1.7	0.3	0.1	0.1	

PROJECT SCORECARD

Lifecore Drive Shared Use Path

App Id: 637

Project consists of an 0.61 mile segment of a 8' wide shared use path along Lifecore Drive (Route 636). The project segment will complete a total 2.5 mile length of shared use path, improving multimodal accessibility in the area.

Project Location	Augusta County
HB2 Area Type	C
Submitting Entity	Augusta
Total Project Cost	\$1,401,503
HB2 Request	\$1,060,203
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$4,173
Key Fund Sources	RS, Other CTB Grants
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Staunton Regional Network

[Click for details](#)

Project Benefit Score

0.3

HB2 COST TOTAL COST

	Final Score	2.6	2.0
Statewide Rank	119/287		120/287
District Rank	13/29		12/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	0.8	0	0	0	0	0.2	0.4	0	0	

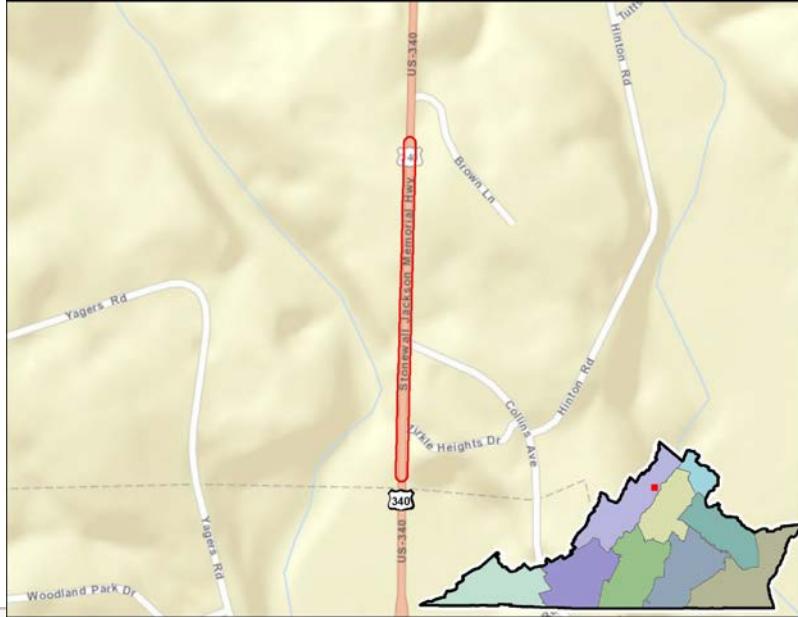
PROJECT SCORECARD

Hwy 340 Improvement - Left Turn Lane

App Id: 662

Project will construct a left turn lane and taper for the southbound approach on Stonewall Jackson Memorial Hwy. (Route 340) to eastbound Collins Ave. (Route 731), enhancing safety by mitigating the limited southbound stopping sight distance.

Project Location Multiple
 HB2 Area Type D
 Submitting Entity Page County
 Total Project Cost \$2,012,794
 HB2 Request \$2,012,794
 Preliminary Engineering Not Started
 Right of Way Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By VDOT
 Eligible Funding Program(s) District Grant



Performance

VTrans Need: Harrisonburg
 Regional Network

[Click for details](#)

Project Benefit Score

0.1

HB2 COST TOTAL COST

Final Score

0.3

0.3

Statewide Rank

258/287

249/287

District Rank

27/29

27/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1		0.2	0.6	

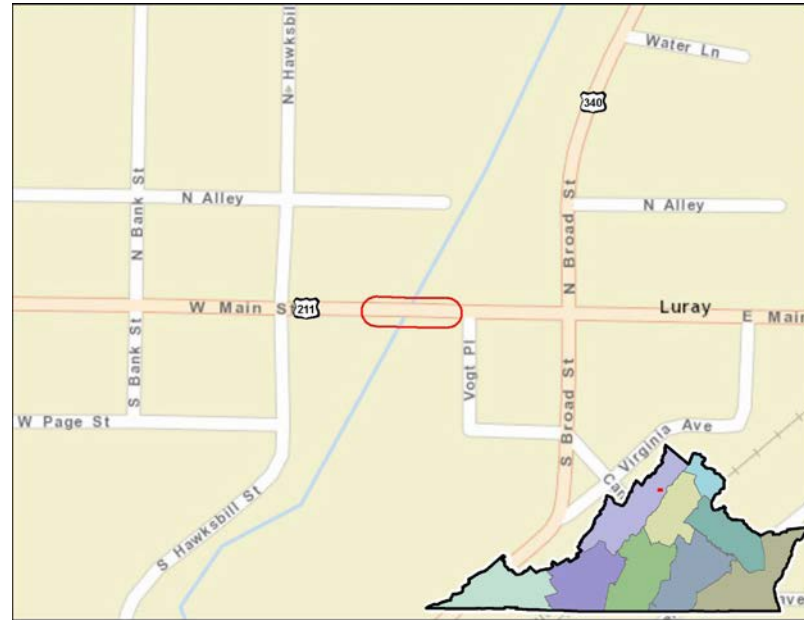
PROJECT SCORECARD

W. Main St. Bridge Rehab/Replacement Over Hawksbill Creek

App Id: 684

Project replaces the structural deficient bridge in the Town of Luray on West Main Street (Route 211 Bus.). The project replaces the pedestrian facilities on the bridge and connection to the Town's greenway which travels under the bridge.

Project Location	Luray
HB2 Area Type	D
Submitting Entity	Town of Luray
Total Project Cost	\$3,978,457
HB2 Request	\$1,953,030
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$223,649
Key Fund Sources	Demo
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Luray Town Urban Development Area

[Click for details](#)

Project Benefit Score

0.0

HB2 COST TOTAL COST

Final Score	0.1	0.0
Statewide Rank	279/287	283/287
District Rank	29/29	29/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		15% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.1	0	0.1	0	

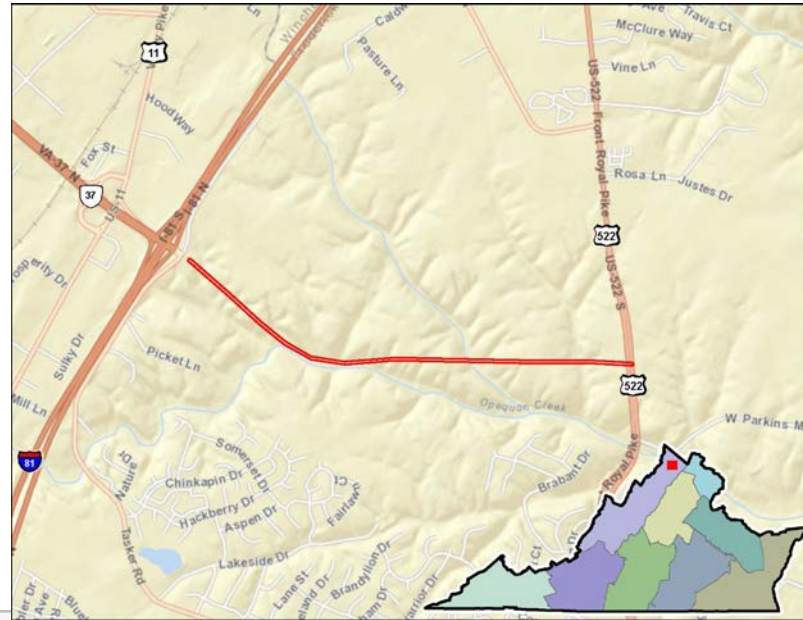
PROJECT SCORECARD

Route 37 Extension I-81 Exit 310 to Route 522

App Id: 718

Project extends Highway 37 as a 4-lane, divided facility for 1.8 miles from the future intersection of Tasker Rd. to Front Royal Pike (Rt. 522), including a diamond interchange at future Warrior Dr. and a half diamond interchange at Rt. 522.

Project Location	Frederick County
HB2 Area Type	C
Submitting Entity	Frederick County
Total Project Cost	\$90,915,519
HB2 Request	\$90,915,519
Preliminary Engineering	Underway
Right of Way	Not Started
Expenditures to Date	\$1,287,287
Key Fund Sources	Bond/Fed/State Disc./Local
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Winchester Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	0.3	0.3
Statewide Rank	262/287	254/287
District Rank	28/29	28/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
6.8	5.4	0	0	0	0	0	0.1	0	2.1	6.7	14.6	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 277 Widening and Access Management

App Id: 733

Project reconstructs Fairfax Pike (Rt. 277) to provide a 4-lane, divided roadway with access management improvements from the I-81, Exit 307 northbound ramps to Double Church Rd, including the addition of turn lanes and relocation of Aylor Rd.

Project Location Frederick County

HB2 Area Type C

Submitting Entity Frederick County

Total Project Cost \$35,934,878

HB2 Request \$29,134,878

Preliminary Engineering Underway

Right of Way Underway

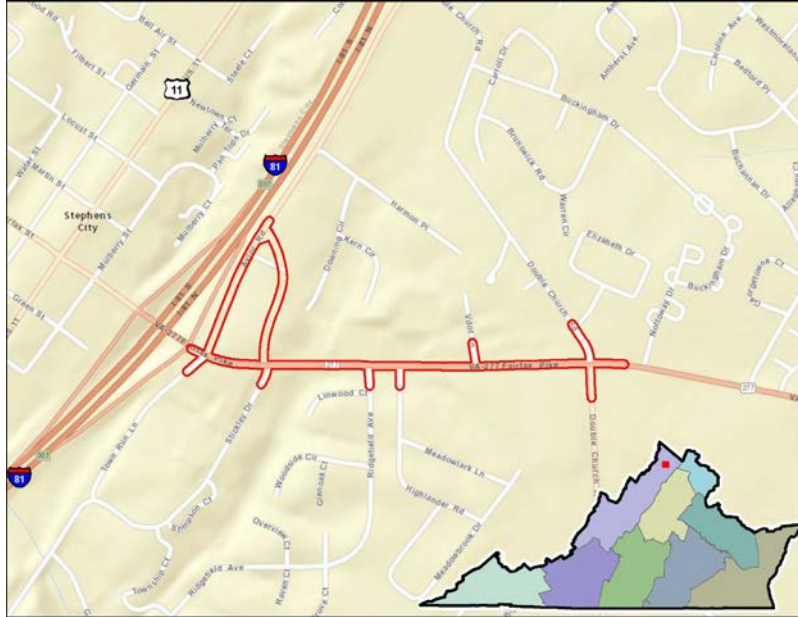
Construction Not Started

Expenditures to Date \$2,941,705

Key Fund Sources Bond/Fed/State Disc./Local

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Winchester
Regional Network

[Click for details](#)

Project Benefit Score

1.5

HB2 COST TOTAL COST

Final Score

0.5

0.4

Statewide Rank

224/287

219/287

District Rank

23/29

24/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.5	3.4	1.7	0	0.1	0	0	0.5	1.0	1.3	11.7	

PROJECT SCORECARD

Fox Drive Turn Lane Improvement

App Id: 734

Project consists of a new right turn lane and taper from the northbound approach on Fox Drive onto eastbound North Frederick Pike (Route 522).

Project Location	Frederick County
HB2 Area Type	C
Submitting Entity	Frederick County
Total Project Cost	\$650,996
HB2 Request	\$650,996
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Winchester
Regional Network

[Click for details](#)

Project Benefit Score

1.1

HB2 COST TOTAL COST

Final Score	16.8	16.8
Statewide Rank	36/287	31/287
District Rank	3/29	2/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.2	0.6	6.2	0	0	0	0	0		0.1	4.3	

PROJECT SCORECARD

Route 11 North Improvements between Exit 317 and Rt 37

App Id: 735

Project increases capacity on US 11 with the addition of a third southbound through lane between Highway 37 and I-81, Exit 317. The additional lane will also improve the operation and safety of the existing intersection with Welltown Road.

Project Location	Frederick County
HB2 Area Type	C
Submitting Entity	Frederick County
Total Project Cost	\$2,500,755
HB2 Request	\$1,078,947
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$282,429
Key Fund Sources	Fed/State Disc./Safety
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Winchester
Regional Network

[Click for details](#)

Project Benefit Score

4.2

HB2 COST TOTAL COST

Final Score	38.9	16.8
Statewide Rank	11/287	32/287
District Rank	1/29	3/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.3	6.0	9.2	0.1	0	0	0	0	3.2	11.6	23.8	

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 11 South at Apple Valley Road Turn lanes

App Id: 736

Project extends the existing right turn lane and taper from the southbound approach on US 11 onto westbound Apple Valley Rd. Project includes access management improvements with the elimination of an entrance in proximity to the intersection.

Project Location	Frederick County
HB2 Area Type	C
Submitting Entity	Frederick County
Total Project Cost	\$514,704
HB2 Request	\$514,704
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: Winchester
Regional Network

[Click for details](#)

Project Benefit Score

1.4

HB2 COST TOTAL COST

Final Score	26.3	26.3
Statewide Rank	15/287	13/287
District Rank	2/29	1/29

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.1	5.8	0	0	0	0	0	0.7	3.5	4.5	

NORTHERN VIRGINIA

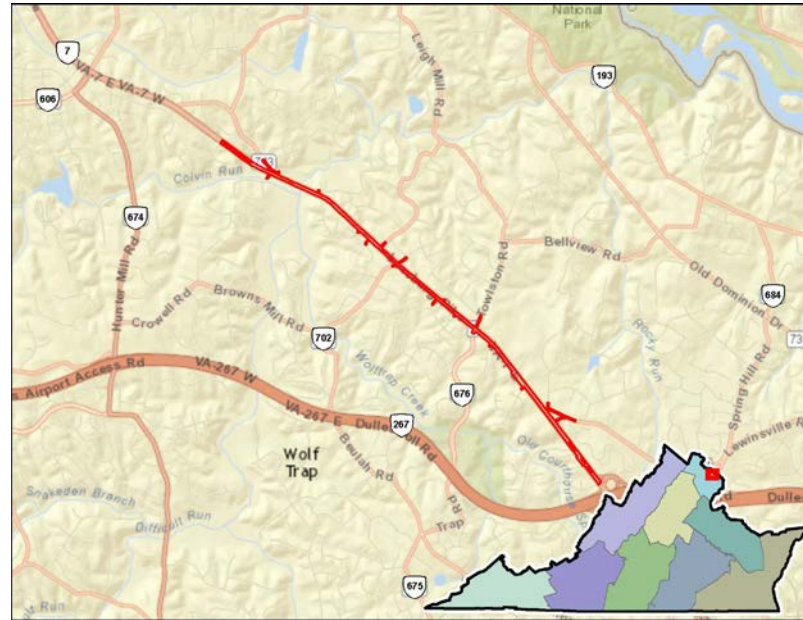
PROJECT SCORECARD

Route 7 Widening (Phase I)

App Id: 428

Project widens Route 7 from 4 to 6 lanes from Colvin Forest Drive to Jarrett Valley Drive.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$135,872,000
HB2 Request	\$77,307,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$9,108,080
Key Fund Sources	Demo/Local/MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

8.1

HB2 COST TOTAL COST

Final Score	1.1	0.6
Statewide Rank	178/287	197/287
District Rank	22/45	23/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.4	24.5	11.6	0.3	1.2	0.4	0.3	0.2	0	2.5	1.4	46.4	4.3

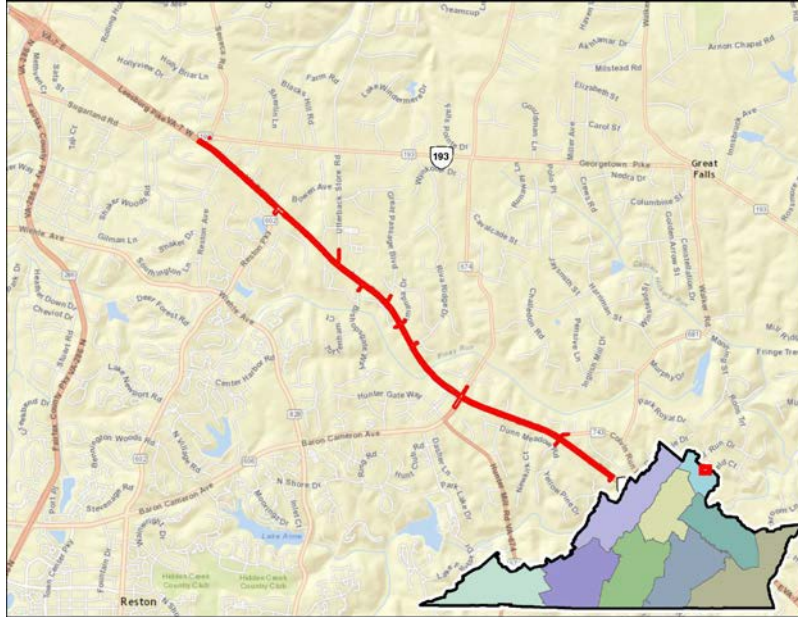
PROJECT SCORECARD

Route 7 Widening (Phase II)

App Id: 429

Project widens Route 7 from 4 to 6 lanes from Reston Avenue to Colvin Forest Drive.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$118,000,000
HB2 Request	\$62,329,678
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$9,108,080
Key Fund Sources	Demo/Local/MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

4.9

HB2 COST TOTAL COST

Final Score	0.8	0.4
Statewide Rank	197/287	221/287
District Rank	25/45	28/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.2	11.6	9.7	0.3	2.5	0.9	0.3	0.2	0	0.6	1.4	53.8	3.5

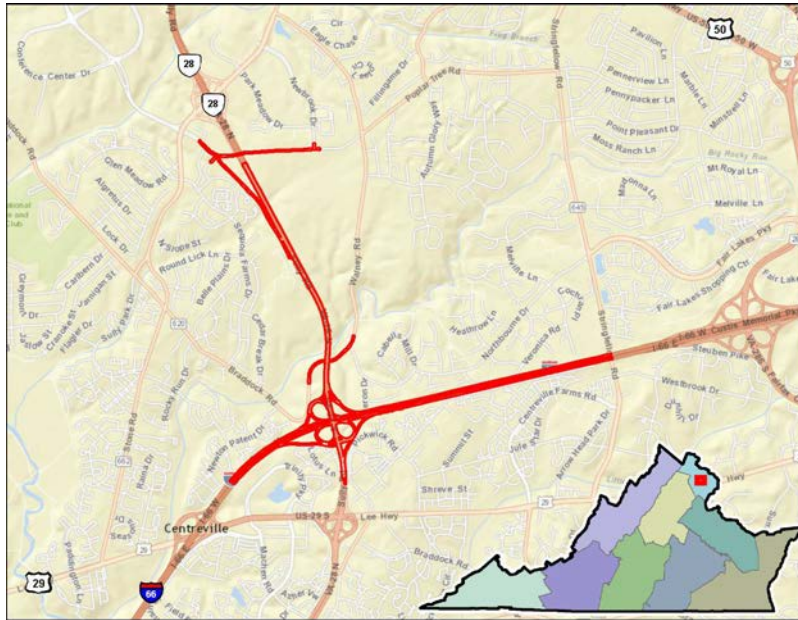
PROJECT SCORECARD

I-66/Route 28 Interchange Improvements

App Id: 430

Project reconstructs interchange including access ramps to planned I-66 HOT lanes and removes traffic signals/access points along Route 28.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$385,000,000
HB2 Request	\$370,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$1,636,609
Key Fund Sources	Bond/Fed/State Disc./Safety
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: NOVA Corridor of Statewide Significance Need

[Click for details](#)

Project Benefit Score

8.9

HB2 COST TOTAL COST

Final Score	0.2	0.2
Statewide Rank	265/287	256/287
District Rank	40/45	36/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
6.7	8.2	59.9	2.2	1.4	2.2	0.4	0.2	0.2	2.7	9.1	54.1	15.4

PROJECT SCORECARD

Route 1 Widening (Mt Vernon Hwy to Napper Rd)

App Id: 431

Project widens Route 1 to six lanes between Mount Vernon Highway (south) and Napper Road.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$214,772,845
HB2 Request	\$70,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$164,252
Key Fund Sources	Fed/State Disc./MPO
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score	0.4	0.1
Statewide Rank	234/287	269/287
District Rank	31/45	42/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	2.9	20.7	1.1	0.6	1.0	0.6	0.4	0.1	0.4	0.4	24.2	7.2

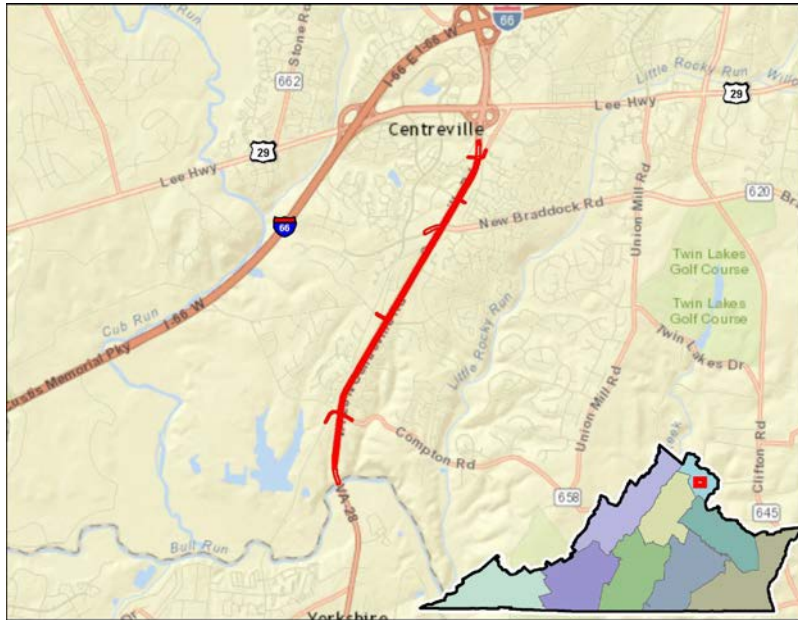
PROJECT SCORECARD

Route 28 Widening (PW County Line to Old Centreville Road)

App Id: 432

Project widens Route 28 from 4 to 6 lanes between Prince William County line and Old Centreville Road.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$68,829,273
HB2 Request	\$32,830,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

4.4

HB2 COST TOTAL COST

Final Score	1.3	0.6
Statewide Rank	164/287	191/287
District Rank	21/45	20/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.2	6.3	12.9	0.5	0.4	0.8	0.3	0.2	0	0	1.6	100.0	5.1

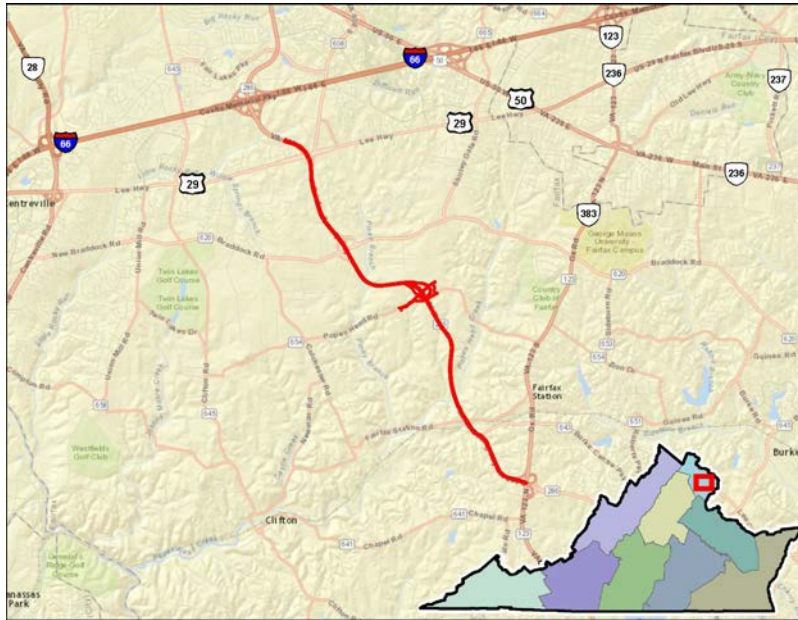
PROJECT SCORECARD

Rte 286 Widening (Rte 123 to Rte 29)/Popes Head Rd Intrchg

App Id: 433

Project widens Route 286 from 4 to 6 lanes between Route 123 and Route 29 and constructs interchange at Popes Head Road.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$193,404,904
HB2 Request	\$121,290,430
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

3.0

HB2 COST TOTAL COST

Final Score	0.2	0.2
Statewide Rank	263/287	267/287
District Rank	38/45	41/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.7	4.2	11.0	0.2	5.0	5.2	0.2	0.2	0.4	0	0	27.8	3.5

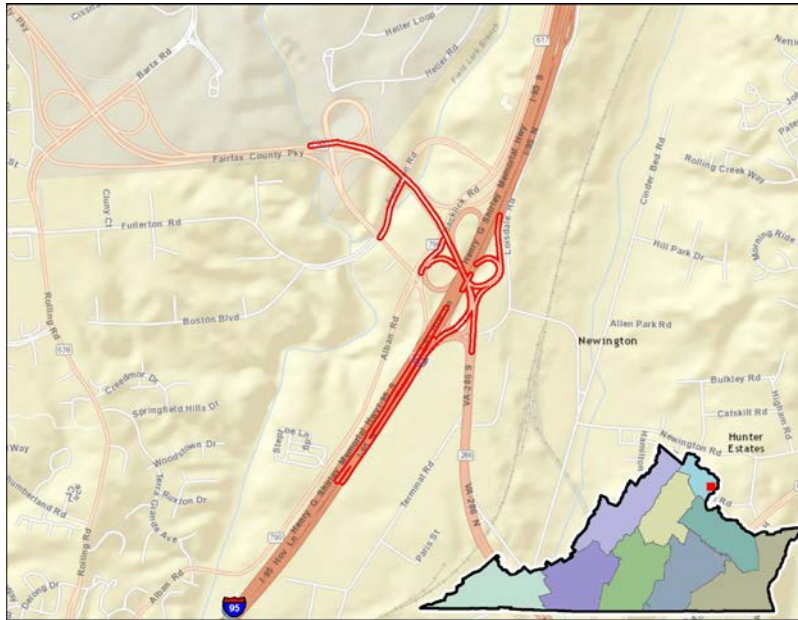
PROJECT SCORECARD

I-95/Route 286 Northbound Flyover

App Id: 466

Project constructs single lane flyover ramp to carry traffic exiting I-95 NB to go north on Route 286. Project also widens bridge over I-95.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$76,161,072
HB2 Request	\$70,907,600
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$2,876,710
Key Fund Sources	Demo/Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

4.1

HB2 COST TOTAL COST

Final Score	0.6	0.5
Statewide Rank	218/287	205/287
District Rank	28/45	24/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0.1	49.8	2.9	2.6	3.0	0.2	0.1	0.3	0.7	62.5	38.0	7.0

PROJECT SCORECARD

East Spring Street Widening Project (UPC 105521)

App Id: 469

Project widens Spring Street, reconfigures Fairfax County Parkway off-ramp at Spring Street, adds turn lanes, reconfigures signals and provides improvements to bicycle and pedestrian facilities.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Town of Herndon
Total Project Cost	\$6,505,000
HB2 Request	\$6,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: NOVA Regional Network

6.2

Final Score
Statewide Rank
District Rank

10.3
62/287
10/45

9.5
57/287
9/45

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.7	1.1	1.3	0.8	0.2	0.2	0	0	0.4		0.4	11.0	25.6

PROJECT SCORECARD

VRE Gainesville-Haymarket Extension

App Id: 472

Project provides 11-mile extension of VRE Manassas Line from City of Manassas to Haymarket.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Northern Virginia Transportation Commission
Total Project Cost	\$468,013,156
HB2 Request	\$117,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: NOVA Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

22.4

HB2 COST TOTAL COST

Final Score	1.9	0.5
Statewide Rank	143/287	211/287
District Rank	19/45	25/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.0	14.5	19.0	0	100.0	100.0	7.5	7.8	0	100.0	0	0	8.5

PROJECT SCORECARD

Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road

App Id: 484

Project constructs a grade-separated interchange at Route 15/Leesburg Bypass and Edwards Ferry/Fort Evans Road, replacing two at-grade signalized intersections; updated estimate requested/provided.

Project Location	Leesburg
HB2 Area Type	A
Submitting Entity	Town of Leesburg
Total Project Cost	\$65,000,000
HB2 Request	\$45,000,945
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$8,386
Key Fund Sources	Local/MPO
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: NOVA Regional Network

1.3

Final Score

0.3

0.2

Statewide Rank

256/287

263/287

District Rank

36/45

40/45

[Click for details](#)

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.7	2.1	4.3	1.1	0.8	0.2	0.1	0	0		3.9	22.2	0

PROJECT SCORECARD

Rte 15 (Leesburg Bypass) Interchange with Battlefield Pkwy

App Id: 490

Project constructs a grade-separated interchange at Route 15/Leesburg Bypass and Battlefield Parkway, replacing the existing at-grade intersection.

Project Location	Leesburg
HB2 Area Type	A
Submitting Entity	Town of Leesburg
Total Project Cost	\$57,000,000
HB2 Request	\$57,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

Final Score	0.2	0.2
Statewide Rank	269/287	261/287
District Rank	42/45	38/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.9	2.4	0	0	0.1	0	0	0	0		0	21.1	0

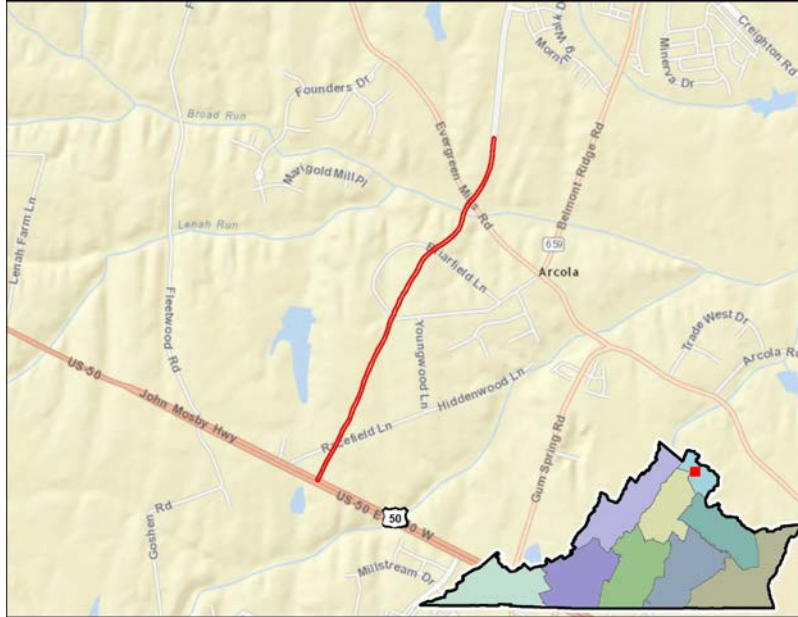
PROJECT SCORECARD

1. Northstar Boulevard (U.S. 50 to Shreveport Drive)

App Id: 516

Project constructs 4-lane roadway between Braddock Road and Shreveport Drive.

Project Location	Loudoun County
HB2 Area Type	A
Submitting Entity	Loudoun County
Total Project Cost	\$64,351,727
HB2 Request	\$43,096,727
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	
Key Fund Sources	RS, Other CTB Grants
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

16.3

HB2 COST TOTAL COST

Final Score	3.8	2.5
Statewide Rank	99/287	108/287
District Rank	14/45	15/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
29.1	36.5	12.7	0.3	0	0	0.1	0.1	0.2		0.2	41.8	3.9

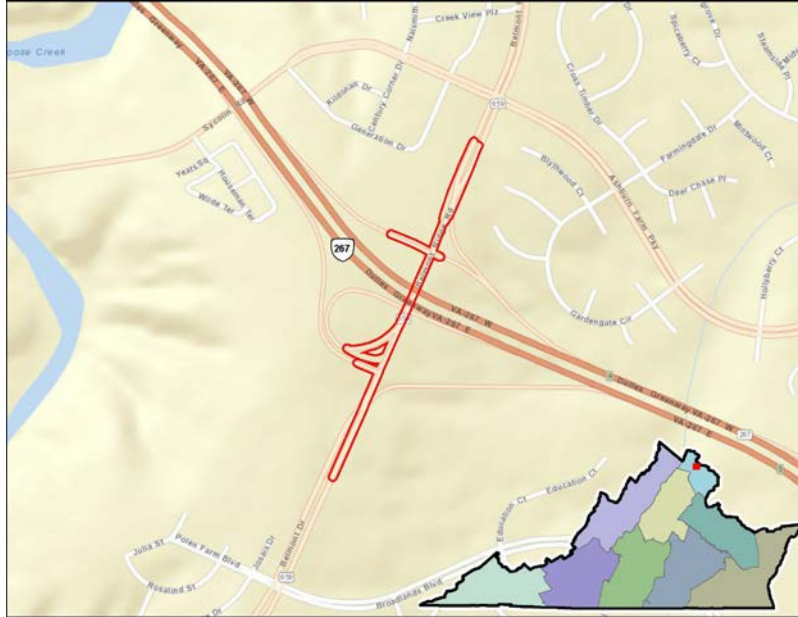
PROJECT SCORECARD

2. Route 659(Belmont Ridge Road) Bridge over Dulles Greenway

App Id: 517

Project involves restriping existing bridge to accommodate four travel lanes; includes additional upstream and downstream improvements.

Project Location	Loudoun County
HB2 Area Type	A
Submitting Entity	Loudoun County
Total Project Cost	\$7,500,000
HB2 Request	\$7,500,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

0.5

HB2 COST TOTAL COST

Final Score	0.6	0.6
Statewide Rank	212/287	192/287
District Rank	26/45	21/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.9	0.2	0	0	0.3	0.1	0	0	3.5		0.8	0	0

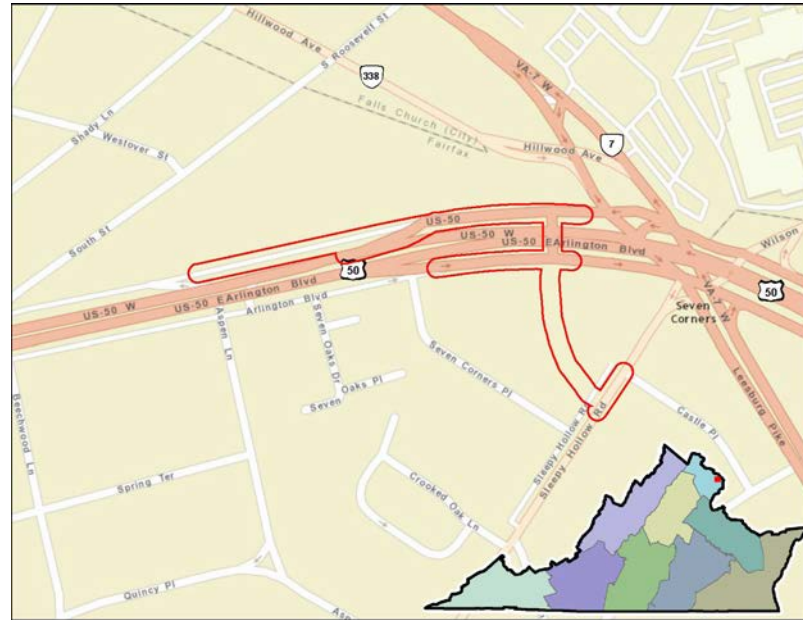
PROJECT SCORECARD

Seven Corners Ring Road Phase 1A Segment 1A

App Id: 551

Project would implement Phase 1A of a ring road/new interchange around/at the Seven Corners interchange.

Project Location	Fairfax County
HB2 Area Type	A
Submitting Entity	Fairfax County
Total Project Cost	\$62,169,504
HB2 Request	\$57,169,504
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

4.9

HB2 COST TOTAL COST

Final Score	0.9	0.8
Statewide Rank	194/287	178/287
District Rank	24/45	18/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.9	5.9	0	0	0	0	0.2	0.1	1.3		0	3.7	11.8

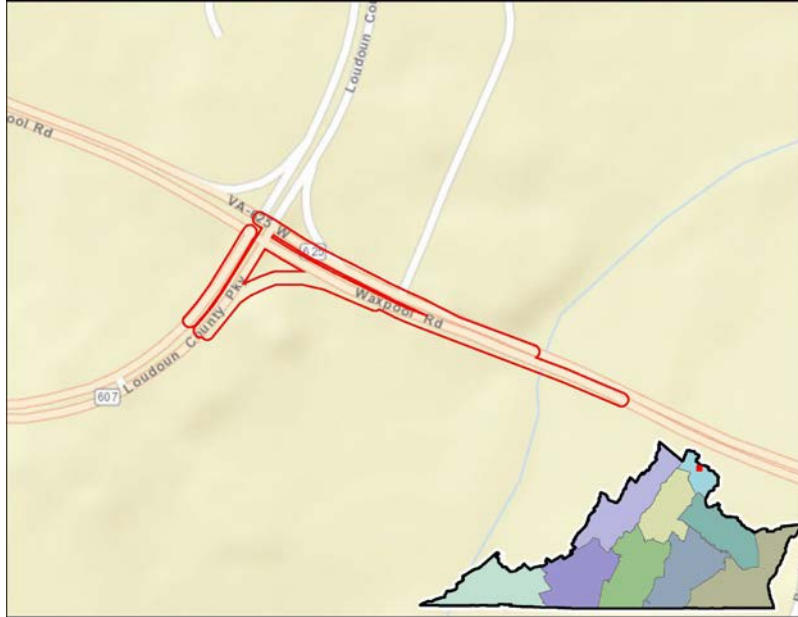
PROJECT SCORECARD

4. Waxpool Rd/Loudoun County Pkwy Intersection Improvements

App Id: 567

Project adds triple westbound left turn lanes along Waxpool Road and a new single lane, free-flow right turn lane along northbound Loudoun County Parkway.

Project Location	Loudoun County
HB2 Area Type	A
Submitting Entity	Loudoun County
Total Project Cost	\$5,300,000
HB2 Request	\$4,065,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	
Key Fund Sources	Local
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

0.2

HB2 COST TOTAL COST

Final Score	0.6	0.4
Statewide Rank	221/287	213/287
District Rank	29/45	26/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.3	0.6	0.1	0	0	0	0	0.5		4.5	9.0	0

PROJECT SCORECARD

Maple Avenue and Park Street Traffic Signal Reconstruction

App Id: 572

Project reconstructs traffic signals at Maple Avenue and Park Street intersection, replacing 2-pole configuration with a standard 4-pole configuration.

Project Location	Vienna
HB2 Area Type	A
Submitting Entity	Town of Vienna
Total Project Cost	\$900,000
HB2 Request	\$900,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

1.3

HB2 COST TOTAL COST

Final Score	14.5	14.5
Statewide Rank	42/287	39/287
District Rank	8/45	7/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	1.9	3.3	0	0	0	0	0		0	4.3	5.6

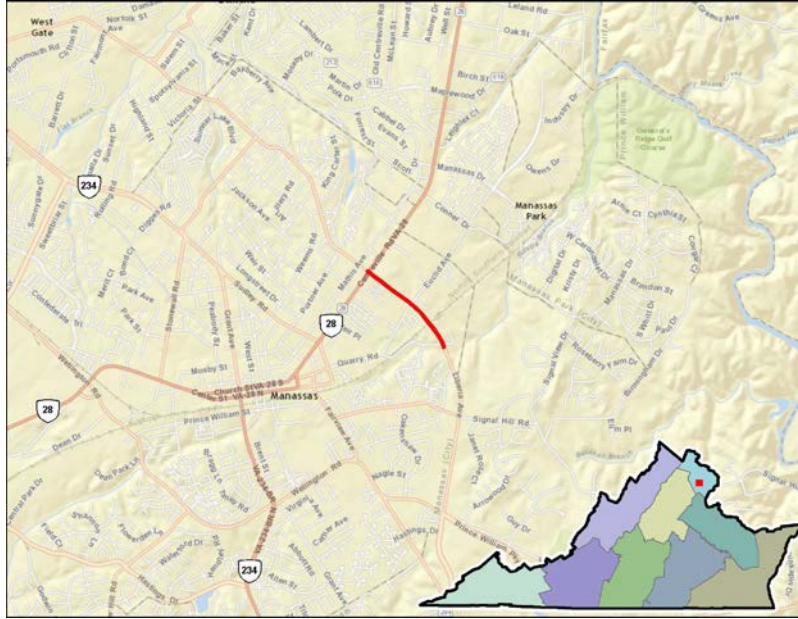
PROJECT SCORECARD

Liberia Avenue Widening

App Id: 573

Project widens Liberia Avenue from 4 to 6 lanes between Quarry Road and Centreville Road.

Project Location Manassas
 HB2 Area Type A
 Submitting Entity Manassas
 Total Project Cost \$37,346,334
 HB2 Request \$33,778,358
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

1.2

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	0.4	0.3
Statewide Rank	250/287	237/287
District Rank	35/45	31/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.7	14.9	2.0	1.7	2.3	0	0	0		1.2	37.3	0

PROJECT SCORECARD

6. Route 9/Route 287 Roundabout

App Id: 578

Project replaces existing traffic signal with roundabout.

Project Location Loudoun County

HB2 Area Type A

Submitting Entity Loudoun County

Total Project Cost \$11,900,000

HB2 Request \$10,672,000

Preliminary Engineering Underway

Right of Way Not Started

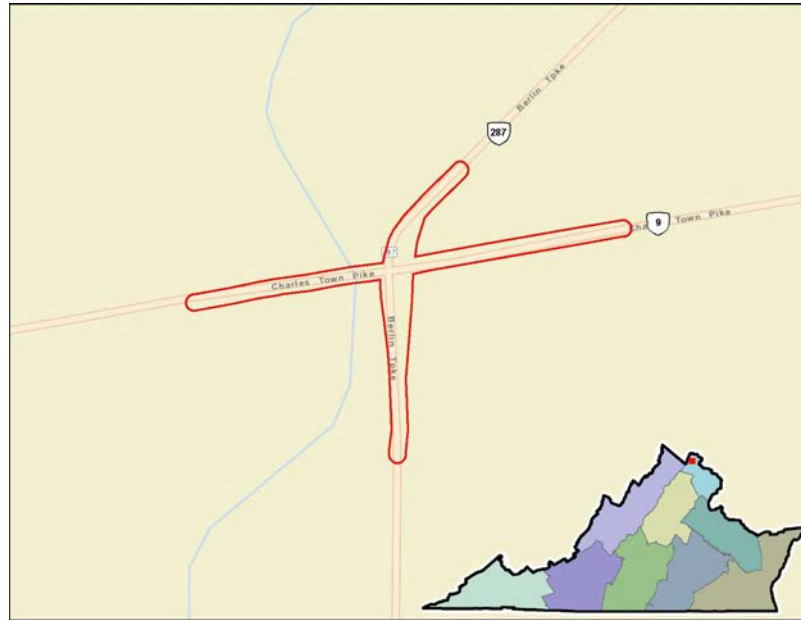
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

0.4

HB2 COST TOTAL COST

Final Score

0.4

0.3

Statewide Rank

249/287

238/287

District Rank

34/45

32/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0.3	3.4	4.5	0.1	0.1	0	0	0.5		0	7.4	0

PROJECT SCORECARD

3. Prentice Drive Extension

App Id: 584

Project constructs 4-lane roadway Shellhorn Road to Lockridge Road.

Project Location	Loudoun County
HB2 Area Type	A
Submitting Entity	Loudoun County
Total Project Cost	\$90,600,000
HB2 Request	\$90,600,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

2.2

HB2 COST TOTAL COST

Final Score	0.2	0.2
Statewide Rank	264/287	255/287
District Rank	39/45	35/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.3	2.8	0	0	0	0	0.1	0.1	0.6		10.8	9.7	4.1

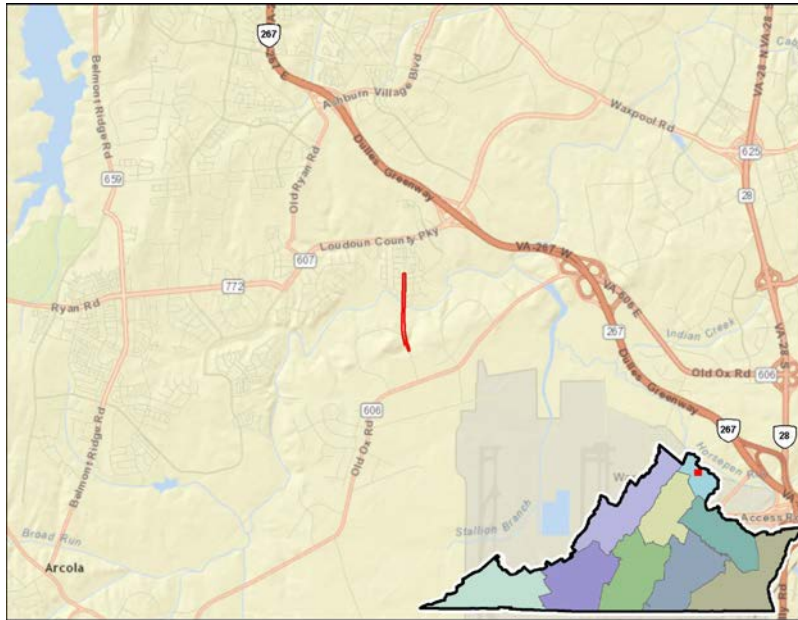
PROJECT SCORECARD

5. Westwind Drive

App Id: 587

Project completes connection of a 4-lane roadway between Loudoun County Parkway and Old Ox Road.

Project Location	Loudoun County
HB2 Area Type	A
Submitting Entity	Loudoun County
Total Project Cost	\$48,920,000
HB2 Request	\$48,920,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

8.0

HB2 COST TOTAL COST

Final Score	1.6	1.6
Statewide Rank	152/287	132/287
District Rank	20/45	17/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
13.2	16.4	0	0	0	0	0.2	0.1	0.5		5.5	24.2	5.1

PROJECT SCORECARD

Government Center Parkway Extension

App Id: 600

Project constructs missing link from Stevenson Street to Jermantown Road.

Project Location Fairfax
 HB2 Area Type A
 Submitting Entity Fairfax City
 Total Project Cost \$3,144,181
 HB2 Request \$3,144,181
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

4.5

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	14.2	14.2
Statewide Rank	46/287	41/287
District Rank	9/45	8/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.8	2.2	1.1	0.1	0	0	0	0	4.4	1.1	0	39.9	14.3

PROJECT SCORECARD

Sudley Road Third Lane

App Id: 603

Project widens westbound Sudley Road from 2 to 3 lanes between Godwin Drive and Dorsey Circle.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Manassas
Total Project Cost	\$7,400,000
HB2 Request	\$7,400,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

1.9

HB2 COST TOTAL COST

Final Score	2.5	2.5
Statewide Rank	122/287	107/287
District Rank	17/45	14/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	0	0	0.1	0.2	0.1	0	0.1	1.3	11.0	8.5	

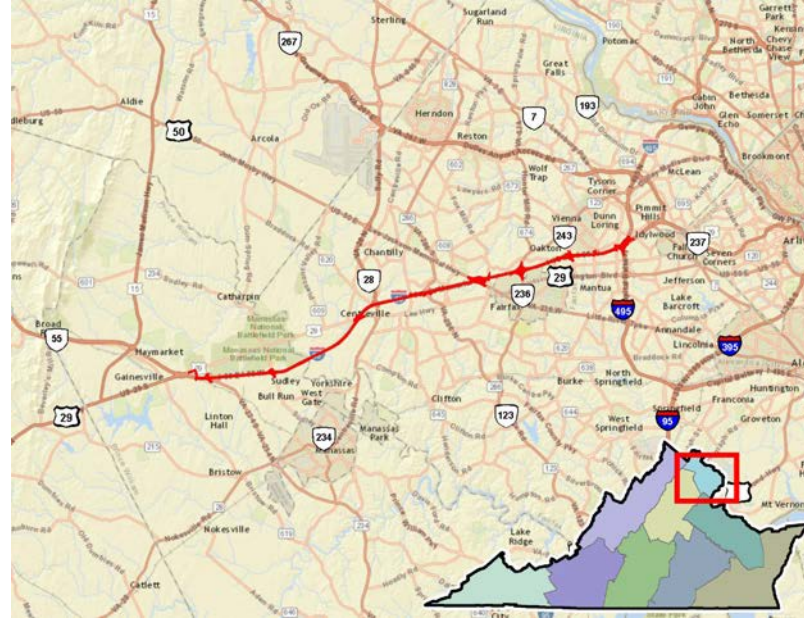
PROJECT SCORECARD

Transform66 Outside the Beltway

App Id: 628

Phase I of multimodal project that improves I-66 corridor between I-495 and Gainesville, providing 2 express lanes and 3 general purpose lanes in each direction and additional improvements, including provisions for transit.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Northern Virginia Transportation Authority
Total Project Cost	\$2,100,000,000
HB2 Request	\$300,000,000
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	\$35,700,008
Key Fund Sources	Fed/State Disc.
Administered By	VDOT
Eligible Funding Program(s)	High Priority



Performance

VTrans Need: NOVA Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

60.7

HB2 COST TOTAL COST

Final Score	2.0	0.3
Statewide Rank	142/287	246/287
District Rank	18/45	33/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
100.0	100.0	98.1	0.1	8.0	10.0	100.0	100.0	0	25.4	18.9	72.5	12.7

PROJECT SCORECARD

University Drive Extension

App Id: 633

Project extends University Drive from Fairfax Boulevard to Eaton Place.

Project Location Fairfax
 HB2 Area Type A
 Submitting Entity Fairfax City
 Total Project Cost \$9,994,370
 HB2 Request \$9,994,370
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

4.7

HB2 COST TOTAL COST

	Final Score	4.7	4.7
Statewide Rank	93/287		84/287
District Rank	13/45		12/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.9	2.4	1.5	0.1	0.1	0.3	0	0	0.7		0.4	58.6	15.2

PROJECT SCORECARD

Broadband Link for West Eisenhower Avenue

App Id: 647

Project improves signal synchronization and adds cameras along Eisenhower Ave, needed to mitigate impacts of new TSA development.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Alexandria City
Total Project Cost	\$1,000,000
HB2 Request	\$1,000,000
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

2.6

HB2 COST TOTAL COST

Final Score	25.9	25.9
Statewide Rank	16/287	14/287
District Rank	5/45	5/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.9	0.2	0	0	0	0	0.1	0.5	0.8	9.5	12.2

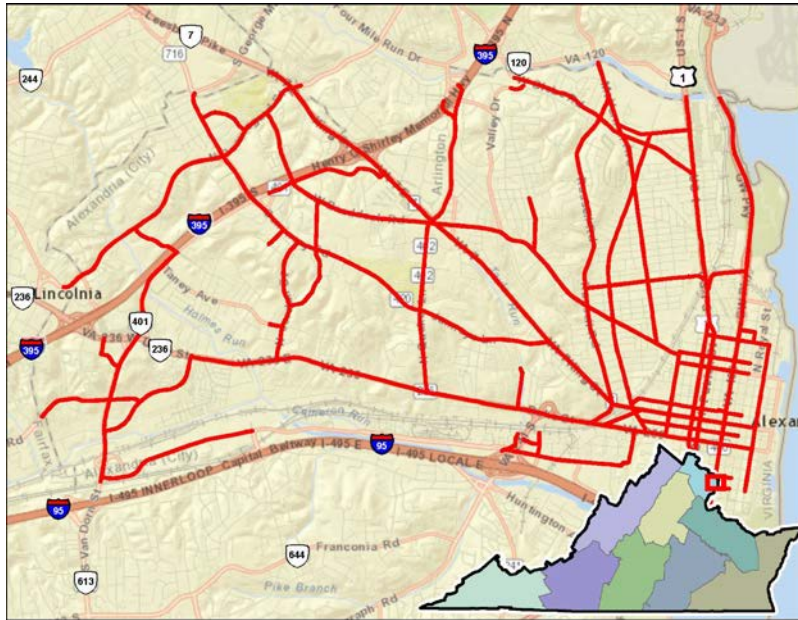
PROJECT SCORECARD

Traffic Adaptive Signal Control

App Id: 648

Project upgrades traffic signal control system, incorporating ability to adapt to changing traffic conditions.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Alexandria City
Total Project Cost	\$7,000,000
HB2 Request	\$7,000,000
Preliminary Engineering	Not Started
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

5.9

HB2 COST TOTAL COST

Final Score	8.4	8.4
Statewide Rank	70/287	62/287
District Rank	11/45	10/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
4.2	1.4	38.4	0.3	4.4	4.0	0	0	0		0	14.6	15.1

PROJECT SCORECARD

Old Cameron Run Trail

App Id: 671

Project constructs shared-use trail.

Project Location Alexandria
 HB2 Area Type A
 Submitting Entity Alexandria City
 Total Project Cost \$7,600,000
 HB2 Request \$5,294,736
 Preliminary Engineering Underway
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date \$44,373
 Key Fund Sources Bond/Demo
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

3.6

HB2 COST TOTAL COST

	HB2 COST	TOTAL COST
Final Score	6.9	4.8
Statewide Rank	78/287	83/287
District Rank	12/45	11/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.1	0	0	0	0	0	0.1	0.1	0.1		0	0	18.1

PROJECT SCORECARD

Pedestrian Crossings

App Id: 672

Project adds crosswalks and HAWK signals at 3 intersections on Broad Street (Route 7).

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Falls Church City
Total Project Cost	\$1,000,000
HB2 Request	\$1,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

Project Benefit Score

HB2 COST TOTAL COST

VTrans Need: NOVA Regional Network

[Click for details](#)

4.7

Final Score

47.4

47.4

Statewide Rank

8/287

8/287

District Rank

3/45

3/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.2	2.1	0	0	0	0	0.3	0.6	0	0	22.8

PROJECT SCORECARD

Ballston-MU Metrorail Station West Entrance

App Id: 674

Project constructs second entrance to Ballston-MU station.

Project Location	Arlington County
HB2 Area Type	A
Submitting Entity	Arlington County
Total Project Cost	\$89,850,000
HB2 Request	\$10,000,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

20.8

HB2 COST TOTAL COST

Final Score	20.8	2.3
Statewide Rank	24/287	114/287
District Rank	7/45	16/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.2	0	3.6	2.6	0	0	0.6	1.3	0	27.7	100.0

PROJECT SCORECARD

Widen Route 1 to Six Lanes - Marys Way to Featherstone Road

App Id: 680

Project widens Route 1 from 4 to 6 lanes between Marys Way and Featherstone Road.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$85,725,114

HB2 Request \$11,717,571

Preliminary Engineering Underway

Right of Way Not Started

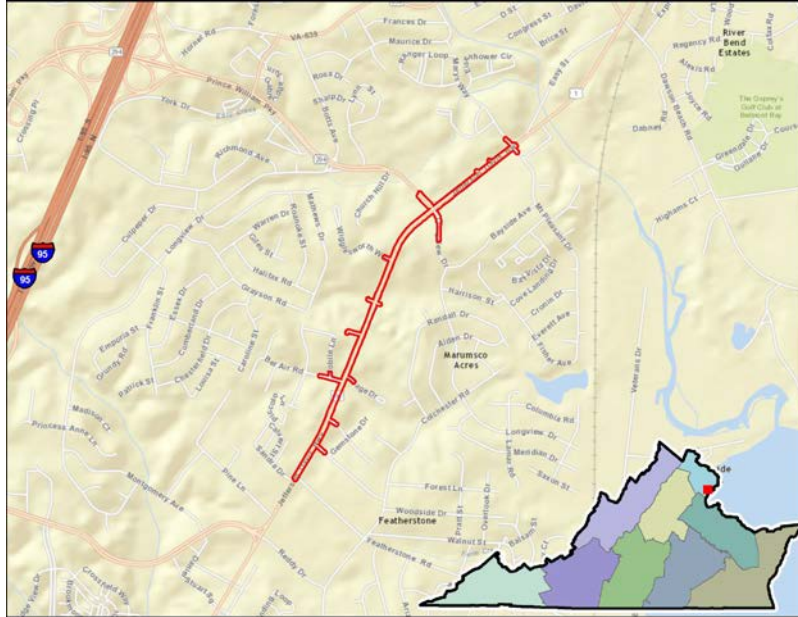
Construction Not Started

Expenditures to Date

Key Fund Sources Local/MPO

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

[Click for details](#)

Project Benefit Score

3.1

HB2 COST TOTAL COST

Final Score

2.6

0.4

Statewide Rank

118/287

231/287

District Rank

16/45

29/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.5	1.3	3.9	0.4	0.8	0.9	0.5	0.3	0.3	0.1	7.3	38.7	9.8

PROJECT SCORECARD

Route 15 Improvement with Railroad Overpass

App Id: 694

Project widens Route 15 from 2 to 4 lanes for 0.6 mile and grade-separates Route 15 over railroad tracks.

Project Location	Prince William County
HB2 Area Type	A
Submitting Entity	Prince William County
Total Project Cost	\$45,000,000
HB2 Request	\$20,000,000
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

1.0

HB2 COST TOTAL COST

Final Score	0.5	0.2
Statewide Rank	228/287	260/287
District Rank	30/45	37/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	2.6	2.4	0	0	0	0.1	0	0.4	1.3	5.1	3.8

PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

Route 234 At Balls Ford Intrchnng and Rel/Widen Balls Ford Rd

App Id: 695

Project replaces existing signalized intersection with new grade-separated interchange at Route 234 and relocated Balls Ford Road; includes new 4-lane facility between Devlin Road and Doane Road.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$111,886,921

HB2 Request \$111,886,920

Preliminary Engineering Underway

Right of Way Underway

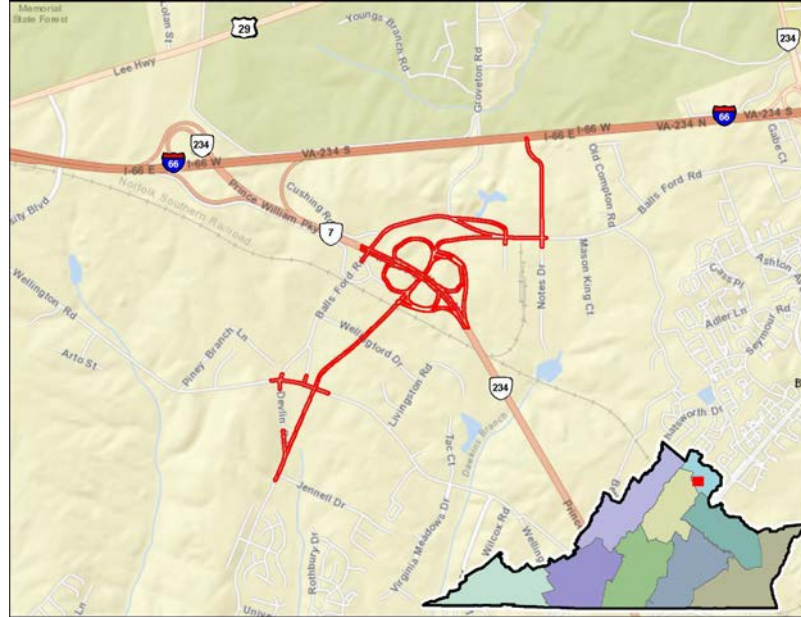
Construction Not Started

Expenditures to Date

Key Fund Sources Local

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: North-South
Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

6.8

HB2 COST TOTAL COST

	Final Score	0.6	0.6
Statewide Rank	215/287	195/287	
District Rank	27/45	22/45	

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.6	17.8	21.6	2.7	3.6	2.4	0.1	0.2	0	3.7	10.3	20.9	5.2

PROJECT SCORECARD

Neabsco Mills Road Widening

App Id: 704

Project widens Neabsco Mills Road from 2 to 4 lanes between Smoke Court and Route 1.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$26,300,000

HB2 Request \$22,600,000

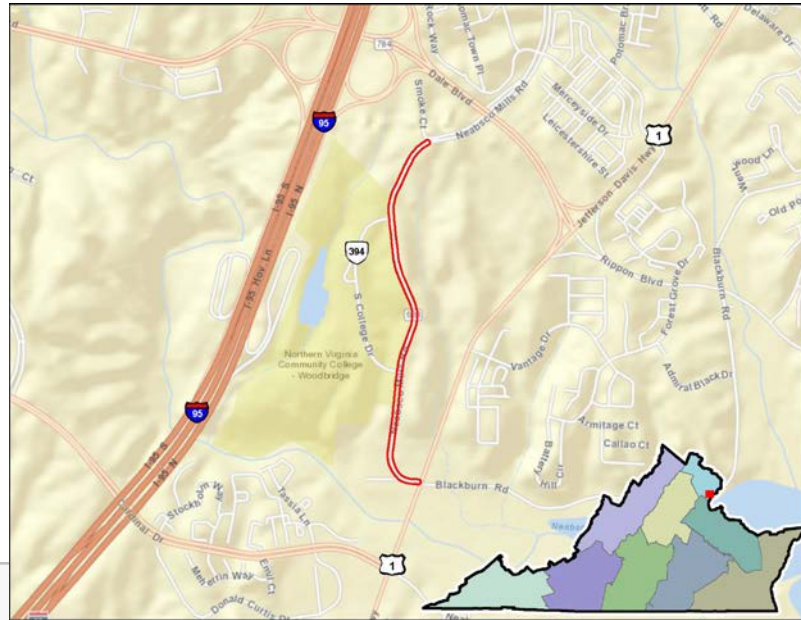
Preliminary Engineering Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By Locality

Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

0.5

Final Score

0.2

0.2

Statewide Rank

266/287

262/287

District Rank

41/45

39/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.8	0.6	2.6	0.7	0	0	0.1	0.1	0.5	0.1	1.2	10.0	0

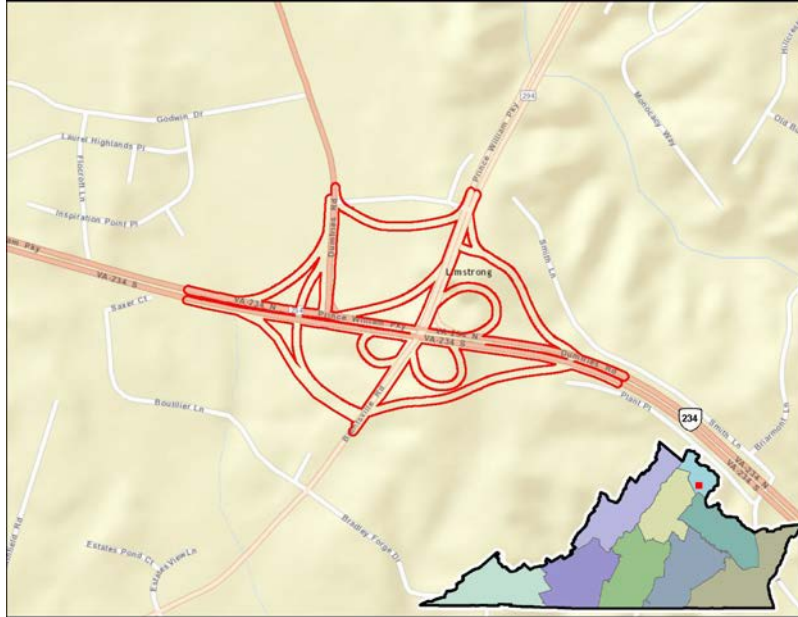
PROJECT SCORECARD

Route 234 Bypass at Dumfries/PWP/Brentsville Rd Interchange

App Id: 706

Project replaces two existing signalized intersections with grade-separated interchange at Route 234 Bypass-Prince William Parkway and Route 294-Prince William Parkway/Route 234B-Dumfries Road/Route 649-Brentsville Road.

Project Location	Prince William County
HB2 Area Type	A
Submitting Entity	Prince William County
Total Project Cost	\$90,871,673
HB2 Request	\$90,871,673
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	
Key Fund Sources	NULL
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: NoVA Regional Network

[Click for details](#)

Project Benefit Score

0.9

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	277/287	273/287
District Rank	44/45	44/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	1.1	8.6	1.6	1.8	2.4	0	0	0.1		0	11.7	0

PROJECT SCORECARD

Route 1 & 123 Interchange + Annapolis Way Connector

App Id: 711

Project constructs interchange to carry Rte. 123 over Rte. 1 & the CSXT railroad, widens Rte. 123, connecting Rte. 123 to Belmont Bay Drive, and makes several other intersection improvements.

Project Location	Prince William County
HB2 Area Type	A
Submitting Entity	Prince William County
Total Project Cost	\$63,895,000
HB2 Request	\$61,095,000
Preliminary Engineering	Underway
Right of Way	Underway
Construction	Not Started
Expenditures to Date	\$79,036,600
Key Fund Sources	Demo/Fed/State Disc./MPO/Bond/Local
Administered By	VDOT
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

[Click for details](#)

Project Benefit Score

2.2

HB2 COST TOTAL COST

Final Score

0.4

0.3

Statewide Rank

247/287

233/287

District Rank

33/45

30/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.5	2.9	0	0	0	0	0.4	0.4	0.1	0	1.8	26.4	3.5

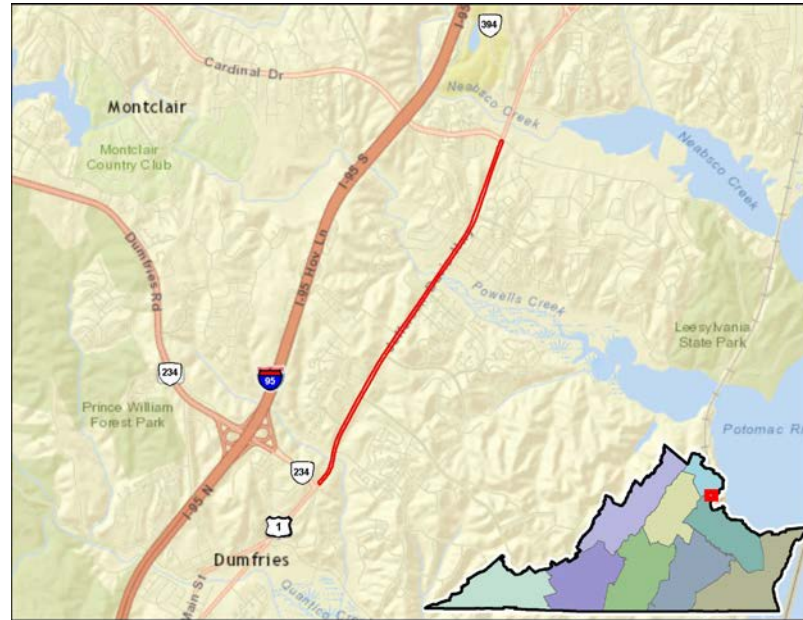
PROJECT SCORECARD

Route 1/Jeff Davis Widening from Cardinal/Neabsco to Rte 234

App Id: 715

Project widens Route 1 to six lanes between Neabsco Road and Route 234.

Project Location	Prince William County
HB2 Area Type	A
Submitting Entity	Prince William County
Total Project Cost	\$218,150,020
HB2 Request	\$218,150,020
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Wash-NC Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.2

HB2 COST TOTAL COST

Final Score	0.1	0.1
Statewide Rank	275/287	272/287
District Rank	43/45	43/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
1.7	1.1	9.1	0.5	0.7	1.4	0.3	0.3	0.6	0	1.6	62.1	2.5

PROJECT SCORECARD

Telegraph Road/Summit School Road Widening and Extension

App Id: 716

Project widens Telegraph Road from 2 to 4 lanes between Minnieville Road and Caton Hill Road, and extends Summit School Road from Kinnicutt Drive to Telegraph Road; Summit School Road would also be widened from 4 to 6 lanes.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$52,980,000

HB2 Request \$52,980,000

Preliminary Engineering Not Started

Right of Way Not Started

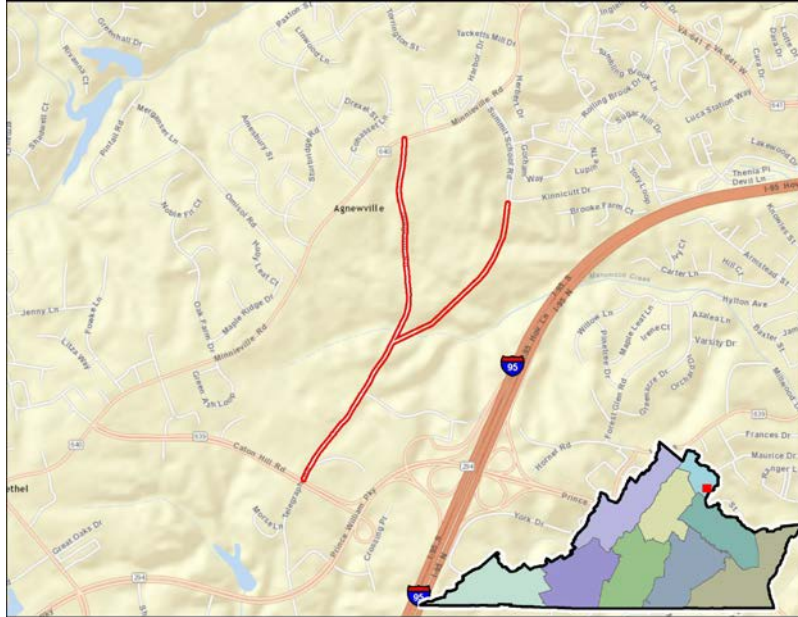
Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By Locality

Eligible Funding Program(s) District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

17.2

HB2 COST TOTAL COST

Final Score

3.2

3.2

Statewide Rank

103/287

94/287

District Rank

15/45

13/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
28.5	35.8	2.8	0	0.1	0.1	0	0	8.8		0.1	60.0	8.1

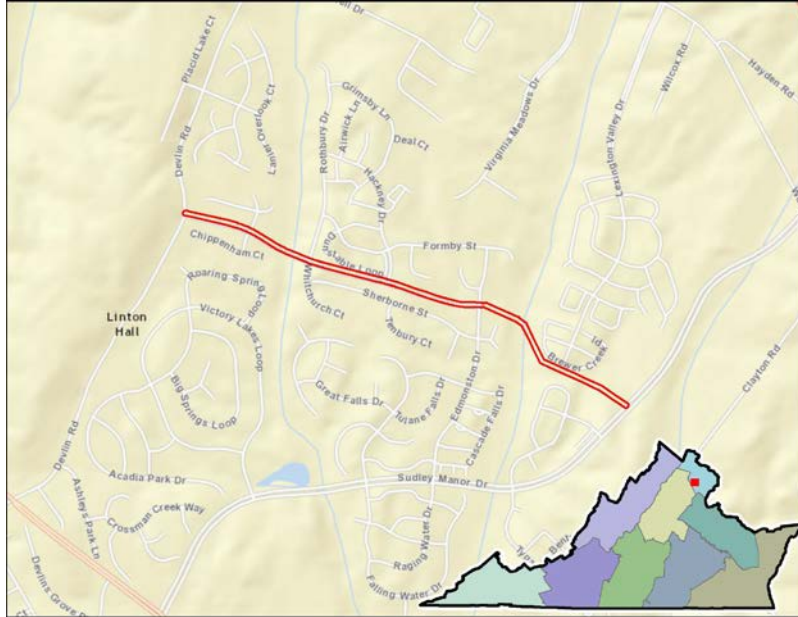
PROJECT SCORECARD

University Boulevard Extension

App Id: 717

Project extends University Boulevard from Huddersfield Way to Sudley Manor Drive; the new facility will be 4 lanes.

Project Location	Prince William County
HB2 Area Type	A
Submitting Entity	Prince William County
Total Project Cost	\$32,985,000
HB2 Request	\$23,530,392
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

2.3

HB2 COST TOTAL COST

Final Score	1.0	0.7
Statewide Rank	185/287	187/287
District Rank	23/45	19/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
2.1	2.6	0	0	0	0	0	0	0.1		0.2	36.6	4.4

PROJECT SCORECARD

Downtown Planning Opportunity Area

App Id: 719

Project widen sidewalks, removes sidewalk obstacles and completes missing links of sidewalk network.

Project Location Falls Church
 HB2 Area Type A
 Submitting Entity Falls Church City
 Total Project Cost \$800,000
 HB2 Request \$800,000
 Preliminary Engineering Not Started
 Right of Way Not Started
 Construction Not Started
 Expenditures to Date N/A
 Key Fund Sources N/A
 Administered By Locality
 Eligible Funding Program(s) Both



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

5.6

HB2 COST TOTAL COST

	Final Score	69.8	69.8
Statewide Rank	2/287	2/287	2/287
District Rank	1/45	1/45	1/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.4	0.5	0	0	27.8

PROJECT SCORECARD

Van Buren, New Road & Bridge

App Id: 721

Project extends Van Buren Road from Route 234 to Cardinal Drive; the new facility will be 4 lanes and includes a bridge over Powells Creek.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$71,665,000

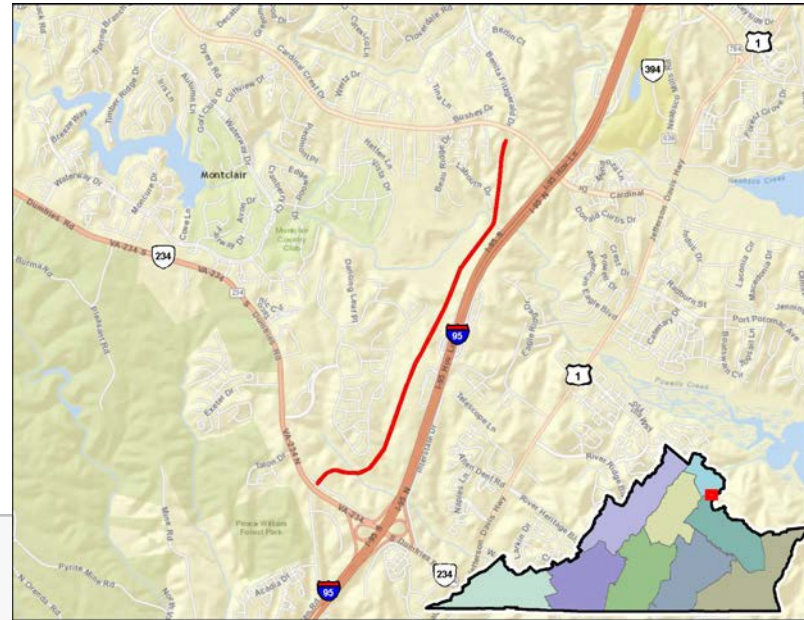
HB2 Request \$71,665,000

Expenditures to Date N/A

Key Fund Sources N/A

Administered By Locality

Eligible Funding Program(s) District Grant



Performance

Project Benefit Score

VTrans Need: NOVA Regional Network

3.1

[Click for details](#)

Statewide Rank 237/287

216/287

District Rank 32/45

27/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
3.7	4.7	0	0	0	0.1	0	0	0.1		3.6	65.7	2.5

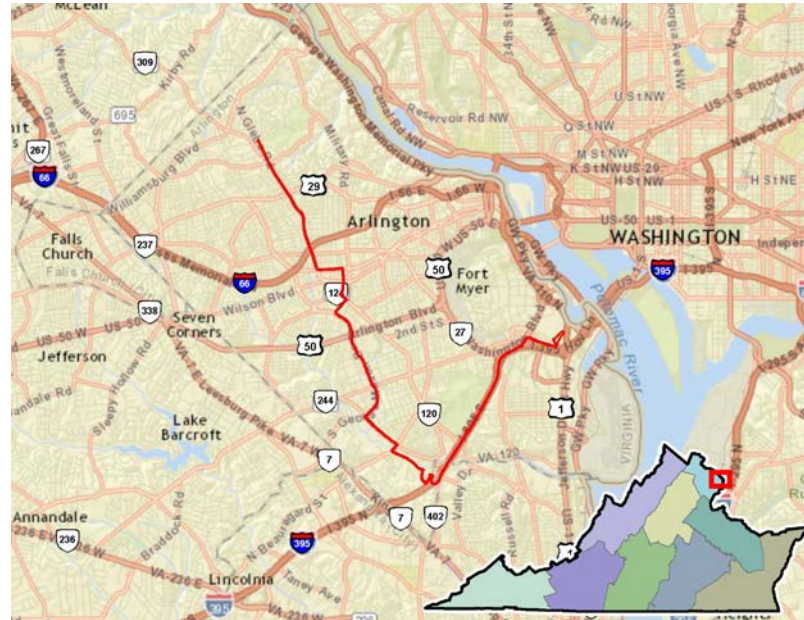
PROJECT SCORECARD

ART Service Restructuring and Expansion

App Id: 722

Project replaces existing Metrobus Route 22A/B/C with new ART route extending to Marymount University and with higher frequency.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Arlington County
Total Project Cost	\$4,500,000
HB2 Request	\$4,500,000
Preliminary Engineering	Not Needed
Right of Way	Not Needed
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

11.4

HB2 COST TOTAL COST

Final Score	25.3	25.3
Statewide Rank	18/287	16/287
District Rank	6/45	6/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	100%	0%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0.3	0.4	8.6	0.1	9.3	7.7	0.6	0.2	0.1		0	3.1	48.3

PROJECT SCORECARD

Modify I-95 SB Off Ramp At SR 784 Dale Boulevard

App Id: 724

Project modifies I-95 SB off-ramp at Dale Boulevard by relocating ramp terminus and introducing a separate two-phase signal for I-95 off-ramp traffic.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$1,684,000

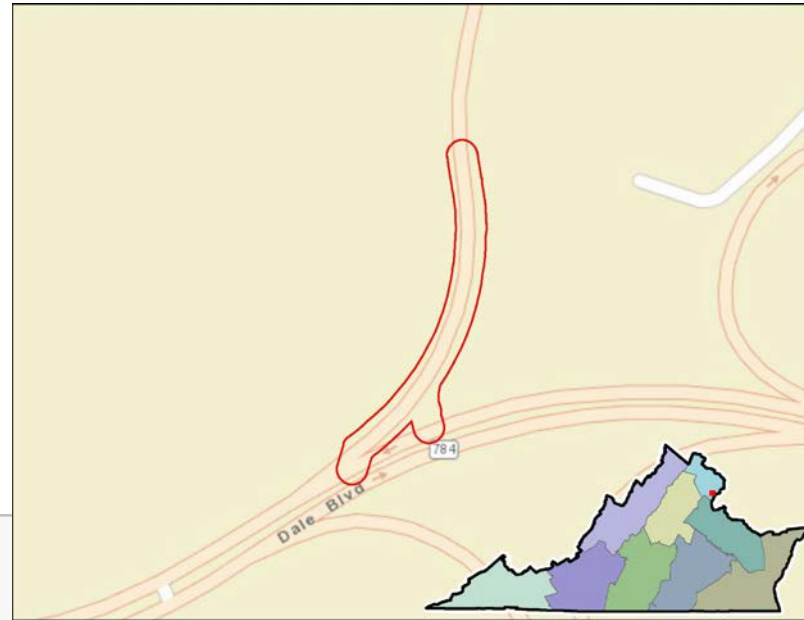
HB2 Request \$1,136,857

Expenditures to Date \$488,322

Key Fund Sources Fed/State Disc./Safety

Administered By VDOT

Eligible Funding Program(s) Both



Performance

Project Benefit Score

VTrans Need: Wash-NC Corridor of Statewide Significance

5.3

[Click for details](#)

Statewide Rank

9/287

11/287

District Rank

4/45

4/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	3.0	4.3	0	0	0	0	100.0		1.2	9.7	0

PROJECT SCORECARD

Route 234-Sudley Rd at Route 393-Campus Access Roundabout

App Id: 738

Project constructs a roundabout at Route 234/Sudley Road and Route 393/NVCC Campus Access Road.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Prince William County

Total Project Cost \$3,650,000

HB2 Request \$3,650,000

Preliminary Engineering Not Started

Right of Way Not Started

Construction Not Started

Expenditures to Date N/A

Key Fund Sources N/A

Administered By VDOT

Eligible Funding Program(s) District Grant



Performance

VTrans Need: Safety: Geometric Issue

[Click for details](#)

Project Benefit Score

0.0

HB2 COST TOTAL COST

Final Score

0.1

0.1

Statewide Rank

280/287

279/287

District Rank

45/45

45/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0	0.1	1.8	0	0

PROJECT SCORECARD

TDM Strategies Serving the I-66 Corridor

App Id: 741

Project provides funding for commuter services programs focused in the Dulles Toll Road/I-66/Metrorail Silver Line corridors.

Project Location	Multiple
HB2 Area Type	A
Submitting Entity	Arlington County
Total Project Cost	\$500,000
HB2 Request	\$500,000
Preliminary Engineering	Not Needed
Right of Way	Not Needed
Construction	Not Needed
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	District Grant



Performance

VTrans Need: NOVA Regional Network

[Click for details](#)

Project Benefit Score

3.3

HB2 COST TOTAL COST

Final Score	65.3	65.3
Statewide Rank	3/287	3/287
District Rank	2/45	2/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0	0	0	0	0	0	0.2		0	0	16.3

PROJECT SCORECARD

Route 1 (Fraleley Boulevard) Widening

App Id: 749

Project widens Route 1 to 6 lanes between Bradys Hill Road to Dumfries Road.

Project Location Prince William County

HB2 Area Type A

Submitting Entity Town of Dumfries

Total Project Cost \$168,766,000

HB2 Request \$161,366,080

Preliminary Engineering Underway

Right of Way Not Started

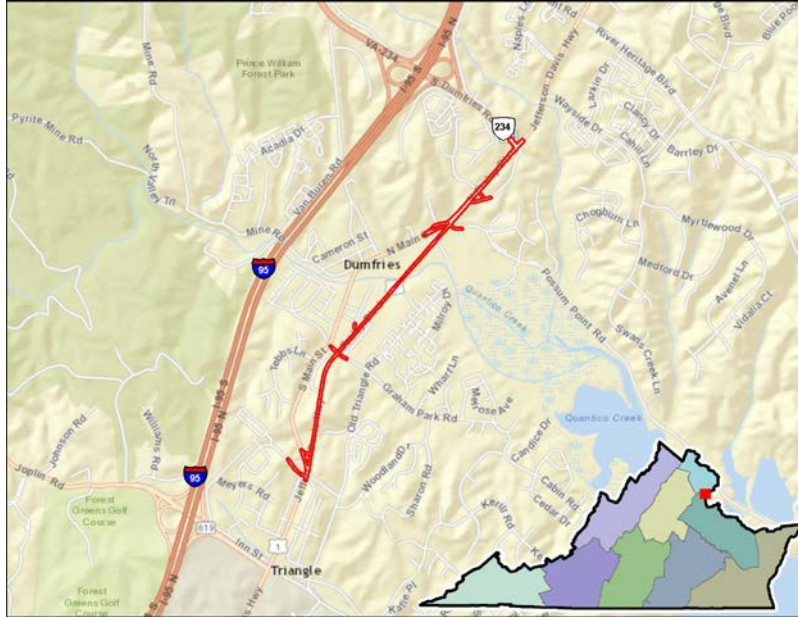
Construction Not Started

Expenditures to Date \$362,198

Key Fund Sources Fed/State Disc./Local

Administered By VDOT

Eligible Funding Program(s) Both



Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

[Click for details](#)

Project Benefit Score

4.5

HB2 COST TOTAL COST

Final Score

0.3

0.3

Statewide Rank

259/287

251/287

District Rank

37/45

34/45

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
5.2	6.3	48.5	5.7	0.1	0.3	0.3	0.2	0.1	1.3	0	48.9	0