

**ACTION ITEM** June 11, 2024

**TO** Technical Advisory Committee

**SUBJECT** Smart SCALE Round 6 –  
Localities and Agency Project Endorsements

**BRIEF:**

SMART SCALE is a funding method that utilizes available funds by using specific criteria to prioritize projects based on specific criteria to maximize the benefits of infrastructure improvements. This program requires projects either need to be included in the constrained long-range plan (CLRP) or have a specific endorsement from the Metropolitan Planning Organization MPO. Localities submit projects and then MPO staff then select relevant projects and then submit them for TAC approval.

**RECOMMENDED ACTION:**

The Technical Advisory Committee (TAC) should review and recommend endorsement of the locality and agency projects for SMART SCALE Round 6.

**DISCUSSION:**

SMART SCALE is a process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects are scored and ranked. This information is used by the Commonwealth Transportation Board to help guide and inform their project selection decisions.

To support local and regional planning efforts and consistency with the CLRP, a resolution of support from the MPO is needed for all projects within the MPO study area that are not included in or consistent with the adopted CLRP. This requirement applies to projects submitted by localities and transit agencies.

In addition to the consistency requirements, an MPO resolution of support is also required for all locality sponsored projects on Corridors of Statewide Significance (COSS). Table 2.2 from the Smart Scale Technical Guide, which summaries the requirements for MPO support, is reproduced below.

**Table 2.2 Eligibility to Submit Projects**

| Project Facility Type              | Regional Entity (MPOs, PDCs) | Locality (Counties, Cities, and Towns)                          | Public Transit Agencies  |
|------------------------------------|------------------------------|---|--|
| Corridor of Statewide Significance | Yes                          | Yes, with a resolution of support from relevant regional entity | Yes, with resolution of support from relevant regional entity* |
| Regional Network                   | Yes                          | Yes, with a resolution of support from relevant MPO*            | Yes, with resolution of support from relevant regional entity* |
| Urban Development Area             | No                           | Yes, with a resolution of support from relevant MPO*            | No   |
| Safety                             | No                           | Yes, with a resolution of support from relevant MPO*            | No   |

\* Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long-Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

Projects Overview: As project screening had not been completed at the time this staff report was prepared, the draft resolution included all pre-applications submitted in the region. Staff has reviewed each project using the LRTP to determine consistency with the regional plan. In the draft resolution, each project is identified as regionally significant and in the constrained plan, Local/ Programmatic consistent with the plan, or regionally significant and not in the constrained plan. In a few cases where staff did not have sufficient detail, the project was marked as unclear with a note about the potential LRTP project identifier. The staff review is attached to this report.

Regionally significant projects that are not in the constrained plan may require an LRTP amendment if the project is selected for funding to ensure consistency between the LRTP and the TIP. Endorsing these projects is a commitment to taking these necessary steps in the future, if needed.

ConnectRVA 2045 Consistency: ConnectRVA 2045 establishes categories of projects which are regional in nature and must be included in the constrained long-range plan (CLRP) prior to inclusion in the TIP. Conversely, other project types are considered either local or programmatic in nature and can advance without being specifically listed. The project types under each category can be reviewed in Chapter 5 of ConnectRVA 2045. Figure 1 graphically shows the consistency review process. A summary of the consistency review is included in the tables under Attachment A.

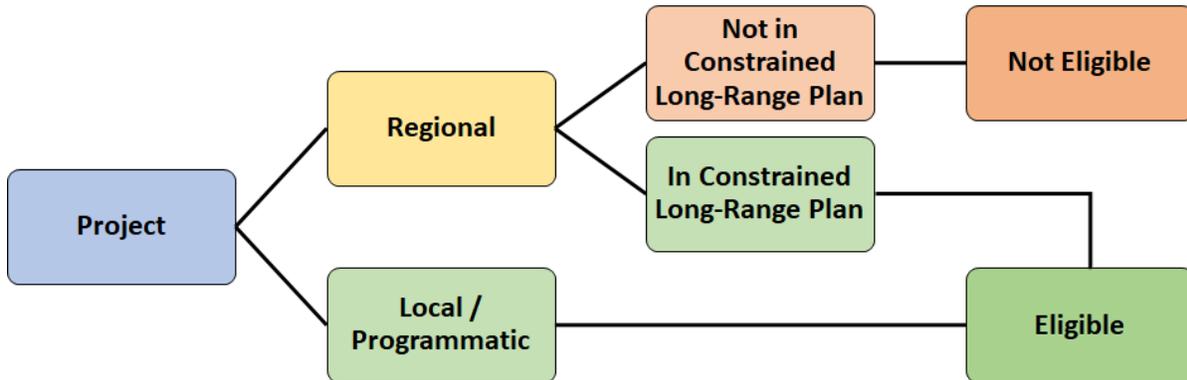


Figure 1: ConnectRVA 2045 Consistency Workflow

For more information, please contact Myles Busching at 804-924-7035 or [mbusching@planrva.org](mailto:mbusching@planrva.org).

**ATTACHMENTS:**

- A. Project List

**Project List**

| PROJECT  | DESCRIPTION   | CONNECTRVA CATEGORY   | ID      |
|--|---|-----------------------|---------|
| Rt. 1 and Ashcake Intersection                             | The Route 1 and Ashcake Road signal and pedestrian improvements provide a pedestrian connection from the intersection to the proposed (VDOT Proj. 001-116-286) Route 1 widening improvements north of Ashcake Road. The project proposes high visibility crosswalks and pedestrian push buttons on all legs of the intersection and ADA curb ramps on all corners.  | Local or Programmatic |         |
| I-95 and Route 54 Interchange                              | This project consists of converting the existing interchange of I-95 and Route 54 (England Street/E Patrick Henry), Exit 92A, to a diverging diamond interchange. The improvements include retrofitting the existing bridge, two new signals at the proposed crossovers along Route 54, and ramp improvements.  | Regional              | FHW-169 |
| Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements | Convert intersection to an R-Cut by installing directional island at Dakins/Central Baptist Church X-over on Courthouse Road, constructing SB channelized left turn lane & bump out for u-turns approximately 500' south of Dakins Drive and bump out for u-turns on SW corner of Courthouse Road/Lucks Lane. Project will include sidewalk on the east side of Courthouse Road from Dakins Drive to Lucks Lane and shared use path on the west side of Courthouse Road from Lucks Lane to Central Baptist Church. Project will include installation of pedestrian signal at Courthouse Road/Lucks Lane intersection to facilitate the crossing of the south and west legs of Courthouse Road and Lucks Lane. Project includes ADA-accessible crossings at roads and entrances. Project includes intersection lighting for the Courthouse Road/Lucks Lane intersection. | Local or Programmatic |         |

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| <p>Rivers Bend Boulevard/Kingston Avenue Roundabout</p> | <p>Construction of a hybrid 2x1 roundabout at the intersection of Rivers Bend Boulevard and Kingston Avenue to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) on all four quadrants of the intersection and tie into existing sidewalk on southwest corner of intersection. Construct sidewalk along north side of Rivers Bend Boulevard from northeast quadrant of Rivers Bend Boulevard/Kingston Avenue intersection to Liverpool Lane (430 ft).</p>   | <p>Local or Programmatic</p> |  |
| <p>Belmont Road/Cogbill Road - Roundabout</p>           | <p>Construct a single-lane roundabout at the intersection of Belmont Road and Cogbill Road to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5-foot) / shared use path (10-foot) on all four quadrants of the intersection.</p> <p>Construct a 10-foot shared-use path from a point 0.16 miles south along the east side of Belmont Rd to the intersection of Belmont Rd/Cogbill Rd. Construct a 10-foot shared-use path from a point 0.07 miles east along the north side of Cogbill Rd to the intersection of Belmont Rd/Cogbill Rd. This project constructs a phased improvement of a future bike/pedestrian network between Stratton Park, Cogbill Park, and Pocahontas State Park as shown on the County's Bikeways and Trail Plan (see attached). This project, in addition to future phases, will ultimately provide adjacent communities access to three parks.</p> | <p>Local or Programmatic</p> |  |

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| <p>#FLT Rt 1 (Walmsley Blvd-Falling Ck Ave) SW/Bike/Transit</p> | <p>Construct multiuse trail along east side and sidewalk along west side of Route 1 between Walmsley Boulevard and Falling Creek Avenue; provide transit stop enhancements within the project limits. The project includes the installation of ornamental, pedestrian-scale street lights to enhance safety and security for those using the trail/sidewalk after dark.</p>   | <p>Local or Programmatic</p> | <p>FAT-10</p> |
| <p>#FLT Rt 1 (Elliham Ave - Dwight Ave) SW/Bike/Transit</p>     | <p>Construct a multiuse trail (section of the Fall Line Trail) along east side of Route 1 between Elliham Avenue and Myron Avenue; construct sidewalk along west side of Route 1 between 0.04 mile north of Alcott Road to DSCR entrance (opposite Dwight Avenue); provide transit stop enhancement to bus stop south of Elliham Avenue, northbound. The project includes the installation of ornamental, pedestrian-scale streetlights to enhance safety and security for those using the trail/sidewalk after dark.</p> | <p>Local or Programmatic</p> | <p>FAT-7</p>  |
| <p>Salem Church Road/Kingsland Road Roundabout</p>              | <p>Construct a single-lane roundabout at the intersection of Kingsland Rd and Salem Church Rd to mitigate pattern of angle crashes. Provide pedestrian accommodations (crosswalks, ADA-accessible ramps, refuge islands) to cross all four legs of the roundabout. Construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection to tie into proposed shared use path and sidewalk to be constructed by others.</p>   | <p>Local or Programmatic</p> |               |

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| <p>Chester Rd/Hamlin Creek Pkwy Roundabout &amp; Old Ln Imprvts</p>    | <p>Construct a 2x1 hybrid roundabout at the intersection of Chester Road and Hamlin Creek Parkway to improve operations and safety at the intersection. Construct access management improvements at the intersection of Chester Road and Old Lane to restrict left-out movements from Old Lane onto Chester Road. Provide pedestrian accommodations (crosswalks, ADA accessible ramps, refuge islands) to cross all four legs of the roundabout and construct sidewalk (5 foot) / shared use path (10 foot) on all four quadrants of the intersection. Construct shared use path along the east side of Chester Road from Old Lane to Hamlin Creek Parkway (500 ft). Construct shared use path along the east side of Chester Road from Hamlin Creek Parkway to 400 feet south. Construct sidewalk along the west side of Chester Road from Old Lane to Hamlin Creek Parkway (500 ft).</p> | <p>Local or Programmatic</p> |  |
| <p>Rt 60 (Old Otterdale Rd-Woolridge Rd) Corridor Enhancements</p>     | <p>On Rt 60: Construct a SUP along the south side and missing sections of SW from Old Otterdale Rd to Woolridge Rd. Narrow travel lanes to 11'. Add raised median between Mt. Pisgah Dr and Old Otterdale Rd. Install six mid-block ped crossings (X-walks, ramps, RRFBs or PHBs): Winterfield X-ing, Charter Colony Mall, Village Mill Dr, Sycamore Sq Dr, Salisbury Dr, east of Mt Pisgah. Add ped signals to existing signals. Project includes streetscaping and pedestrian-scale lighting.</p>  | <p>Local or Programmatic</p> |  |
| <p>Courthouse Rd at Cherylann Rd R-Cut &amp; Bike/Ped Improvements</p> | <p>Convert T-intersection to R-Cut by installing directional island at Cherylann Road crossover on Courthouse Rd, constructing u-turn bump out near 750 Courthouse Road. Project will include sidewalk on the east side of Courthouse Road from Kewbridge Court to Lucks Lane &amp; shared use path on the west side of Courthouse Road from Harvest Way to Lucks Lane. Project will include installation of lighting &amp; pedestrian signal at Courthouse Road/Lucks Lane intersection for crossing north leg of Courthouse Road. Project includes ADA-accessible crossings.</p>   | <p>Local or Programmatic</p> |  |

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| Route 250 at Route 288 Interchange Improvements   | This project includes widening eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours. It is important to note that this project is in Phase I of the FHWA accepted Build Package for the Short Pump Area Interchange Access Report. | Regional              | FHW-163 |
| Rte 288 - New SB Auxiliary Lane South of U.S. 250 | Construct new southbound auxiliary lane on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).   | Regional              | FHW-159 |
| Route 288 Southbound Hard Shoulder Running Lane   | The project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. The project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.   | Regional              | FHW-161 |
| Fairground Rd/Maidens Rd Roundabout               | Install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd in Goochland Courthouse Village.  | Local or Programmatic |         |
| Fairground Rd/Hawktown Rd Left Turn Lane          | Intersection improvements at Fairground Rd and Hawktown Rd to include an eastbound left turn lane from Fairground Rd onto Hawktown Rd.   | Local or Programmatic |         |

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| <p>A Arts District BRT Station ADA Access / Safety Streetscape</p> | <p>This project will provide sidewalk (2,500 linear feet), 25 new accessible curb ramps for people with disabilities to high frequency transit stops, high-visibility crosswalks, and essential transit infrastructure within the GRTC transfer streets of</p> <p style="text-align: center;">Leigh Street: Brook Rd-1st St;<br/>       Clay Street: Henry St-Monroe St;<br/>       Marshall Street: Henry St-2nd St;<br/>       Broad Street: Henry St-Madison St;<br/>       Henry Street and 1st Street: Clay St-Broad St;<br/>       Monroe Street: Brook Rd-Clay St;<br/>       Jefferson Street and 2nd Street: Marshall St-Broad St; and<br/>       Brook Road and Adams Street: Leigh St to Marshall St.</p> <p>Improvements are critical to the historic Jackson Ward, where the built environment predates 1991 ADA law and pedestrian routes and transit stops are not navigable for persons with disabilities in a GRTC high transfer zone. This project will complete missing ADA accessible links for high use transfers between local transit stops and Pulse BRT stations. Project scope is based on an extensive 2021 ADA audit.</p> | <p>Local or Programmatic</p> |  |
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| <p>B Downtown Richmond VA Transit Hub</p>             | <p>This project will provide a permanent Transit Hub facility in Downtown Richmond located between 8th St and 10th St to the east and west and between Leigh St and Clay St to the north and south, serving as a regional transfer service with extension of the Pulse BRT into Henrico County and Chesterfield County. Improvements are critical to the transit system, which in absence of a main transfer station currently has two major transfer areas for local routes using on street right-of-way and sprawling several City blocks due to current right-of-way use, existing street design, pedestrian safety, lighting, and routing efficiency. Between the two transfer sprawl areas, upwards of 7,500 connections and/or final destinations are made per weekday. The facility will include retail, residential, commuter parking, and on-site amenities and will provide a sheltered place for riders making connections. The facility will include 10 bus bays and facilities for driver break and layover needs.</p> | <p>Regional</p> | <p>FTR-901</p> |
| <p>C Chamberlayne Avenue North-South BRT Phase II</p> | <p>This project will provide dedicated bus rapid transit (BRT) lanes and associated transit and multimodal corridor improvements along the 2.5-mile stretch of Chamberlayne Avenue from Azalea Avenue to Lombardy Street as part of the new North-South BRT line to increase access to reliable and high-frequency transit service. This project will include BRT stations, roadway and traffic signal improvements to accommodate the dedicated BRT lanes, including transit signal priority, sidewalk, access management, and streetscape, and bicycle, pedestrian, and transit access improvements and crossing accommodations at six signalized intersections and 34 transit stops.</p>   | <p>Regional</p> | <p>FTR-5</p>   |

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| <p>Pulse Ext West</p>  | <p>This project includes the design, right-of-way acquisition, and construction of the extension of GRTC’s Pulse Bus Rapid Transit route from the current terminus at Willow Lawn to the intersection of Parham Road and West Broad Street. This project will include approximately of 1.25 miles of dedicated shared bus and bike lanes in each direction (50% of alignment), and signal modifications and communication. This project will construct eight (8) BRT stations with level boarding along West Broad Street, including a new westbound station at Willow Lawn, 3 station pairs near Libbie Avenue, Glenside Drive, and Wistar, and a new terminus at N Parham Road. This project will also construct a park-and-ride lot, adding a key component of the original Broad Street BRT project scope, and will include five (5) 60-foot articulated vehicles.</p> | <p>Regional</p>              | <p>FPR-8;<br/>         FTR-6</p> |
| <p>Roundabout at Intersection of Atlee Road and Barnfield Lane</p> | <p>Improve safety and traffic operations by constructing a roundabout at the intersection of Atlee Road and Barnfield Lane. This would be a hybrid roundabout, including two circulating lanes along Atlee Road and one circulating lane along Barnfield Lane. Pedestrian facilities for all approaches of the intersection would also be installed.</p>   | <p>Local or Programmatic</p> |                                  |
| <p>Park and Ride on US 301 Corridor</p>                            | <p>The proposed improvement includes constructing a park and ride lot in the southeast corner of Chamberlayne Road/Times Dispatch Boulevard intersection. This would include a right-in/right-out restricted access from Times Dispatch Boulevard for vehicles and a sidewalk access from Chamberlayne Road for pedestrians.</p>   | <p>Local or Programmatic</p> |                                  |

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| <p>Operational and Bike/Ped Improvements on US Route Corridor</p> | <p>This project proposed several improvements to the signalized intersections along US Route 301 (Chamberlayne Road) Corridor between I-295 and Atlee Road. The improvements are targeted to address capacity, safety and bike/pedestrian VTRans needs along the corridors. The proposed improvements are anticipated to improve traffic operations at the intersections as well as along Chamberlayne Road corridor, improve pedestrian accommodations and improve vehicular/pedestrian safety. The improvements will include the following intersections:</p> <ul style="list-style-type: none"> <li>- Cudlipp Avenue / Lockwood Boulevard</li> <li>- Leon Lane / Times Dispatch Boulevard</li> <li>- Atlee Station Road</li> <li>- Atlee Road</li> </ul> | <p>Local or Programmatic</p> |  |
| <p>Atlee Road Shared Use Path (SUP)</p>                           | <p>Upgrade the existing sidewalk to a shared-use path (SUP) along the eastbound side of Atlee Road from US Route 301 (Chamberlayne Road) to the railroad overpass just east of Atlee Station Road. This project will also connect gaps in the existing sidewalk. These changes will improve pedestrian safety by providing connectivity and accessibility for pedestrians and bicyclists along the corridor.</p>  | <p>Local or Programmatic</p> |  |

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| <p>E. Parham Road Improvements - I-95 to Cleveland St</p> | <p>The project will add one through lane (three total) westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. &amp; Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail; Provide new pedestrian curb ramps on west side of Brook Road at Concord Avenue; Provide new traffic signal poles with luminaires for improved pedestrian safety.</p> | <p>Regional</p> | <p>FHW-119</p> |
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| <p>Glenside Drive and Horsepen Road Safety Improvements</p>     | <p>The project will install sidewalk to fill in network gaps along on both sides of Horespen Rd. and Glenside Dr. from Three Chopt Rd. to Eaton Rd. The intersection of Horsepen Rd. and Three Chopt Rd. will be modified to provide two through lanes southbound along Three Chopt Rd. and convert the southbound channelized right-turn lane into a parrallel right-turn lane. Crosswalks will be installed at the Horsepen Rd. and Three Chopt Rd. intersection and the signal will be modified for the geometric changes and to add pedestrian pushbuttons and heads. The intersection of Horsepen Rd. and Monument Ave. will add a right-turn lane for northbound Horsepen Rd. and install a median on the west leg of the intersection. Horsepen Rd. and Glenside Dr. will add a crosswalk, pedestrian pushbuttons and heads to the east leg, extend the southbound left-turn lane and install a median on the west leg of the intersection. Median improvement will be made on Glenside Dr. at Furman Ave. and Eaton Rd.</p> | <p>Local or Programmatic</p> | <p>FHW-30</p> |
| <p>Parham Road Ped Improvements - Holly Hill to Three Chopt</p> | <p>This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.</p>   | <p>Local or Programmatic</p> |               |

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| <p>Williamsburg Rd Improvements -<br/>         Randall Av to Charles City Rd</p> | <p>This project will construct a five (5) foot wide sidewalk along both sides of Williamsburg Road from Randall Avenue to Robin Grey Lane. Project will include ADA ramps and upgrades to two GRTC bus stops. Pedestrian signal-heads, pushbuttons, and crosswalks will be added at the signalized intersection of Eanes Lane. Pedestrian lighting at the existing signalized intersections will be evaluated during the design phase. The left-turn lanes along Williamsburg Rd. at Eanes Ln. will be extended for additional storage.</p> | <p>Local or<br/>         Programmatic</p> |                              |
| <p>W Broad St and Parham Rd<br/>         Intersection Improvements</p>           | <p>Modify the intersection of W Broad Street and N Parham Road to act as a quadrant intersection using Skipwith Road. The project includes elimination of the NB left turn lane and median nose modifications at W Broad St and Parham Road, extension of left turn lanes at Parham Road and Skipwith Road, and median turn lane restrictions on Broad Street between Skipwith Road and Carousel Lane. The project also includes sidewalk on Parham Road between W Broad St and Skipwith Road.</p>  | <p>Regional</p>                           | <p>FHW-<br/>         123</p> |
| <p>Mechanicsville Tpke (Rte 360) SUP -<br/>         Laburnum Ave to City</p>     | <p>The project will provide an approximately 1.52-mile shared use path along the east side of US Route 360 (Mechanicsville Turnpike) between Laburnum Avenue and the Henrico County / City of Richmond limits. The proposed path will be a 10' wide asphalt path with a 4' buffer. Signalized pedestrian crossings will be provided at the existing traffic signals at E. Laburnum Avenue, Byron Street, Dill Road, Harvie Road, Watts Lane, and Bloom Lane.</p>  | <p>Local or<br/>         Programmatic</p> |                              |

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| <p>Nine Mile Rd Improvements -<br/>         Gordons Ln to Dabbs House Rd</p> | <p>This project will provide pedestrian accommodations and improve safety by providing access management improvements, signal modifications to accommodate the proposed improvements, and ped access and crossing accommodations at 2 signalized intersections along Nine Mile Road from Gordons Lane to Dabbs House Road. The pedestrian improvements include a 5' sidewalk along the south side of the corridor from Gordons Lane and Dabbs House Road.</p>   | <p>Local or<br/>         Programmatic</p> |  |
| <p>Springfield Road Improvements</p>   | <p>This project proposes intersection and roadway improvements and bicycle/pedestrian accommodations on Springfield Road (State Route 157) between Staples Mill Rd (US Route 33) and Francistown Road. This project will add two approach lanes on eastbound Springfield Road (SR 157) at the intersection with Staples Mill Road (US 33). The proposed configuration will be dual lefts, a through lane, and a dedicated right turn lane. The existing shoulder/roadside ditch will be upgraded to curb and gutter with drainage improvements along Springfield Road within the project limits. Approximately 1,500 linear feet of 10-foot wide shared-use path will be constructed along Springfield Road on the north side between Staples Mill Road and Francistown Road which will increase pedestrian connectivity.</p> | <p>Local or<br/>         Programmatic</p> |  |

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| <p>Brook Road Improvements – Azalea Ave to Brook Run Shping Ctr</p> | <p>This project proposes intersection and roadway improvements and bicycle/pedestrian accommodations on Brook Road between Brook Road Plaza entrance and Azalea Avenue. This project includes converting the existing left turn onto the I-95 ramp to a restricted crossing U-turn movement at the existing unsignalized intersection with S Wilmer Avenue and converting the existing free flow right-turn from I-95 northbound to N Wilmer Avenue to a signal-controlled dual right movement. This project also includes improving the typical section of Brook Road for the 0.5 mil stretch between Brook Road and Azalea Avenue by providing a 10-foot-wide shared-use path along the east side of Brook Road between the Brook Run Plaza Entrance and N Wilmer Ave and a 5-foot-wide bike lanes on northbound and southbound Brook Road between N Wilmer Avenue and Azalea.</p> | <p>Local or Programmatic</p> |                |
| <p>W Broad St &amp; Glenside Dr Intersection Improvements</p>       | <p>The proposed project will provide additional turn lanes and through lanes at the intersection of W. Broad Street at Glenside Drive. The improvements on the southbound approach include reconfiguration of the existing left turn lane into a third thru lane, accommodated through re-purposing one northbound lane, median modifications, and shifting the left turn lane. The improvements on the northbound approach include the reconfiguration of the existing northbound shared through-left lane into a second dedicated left-turn and a second dedicated through lane, accommodated through widening to the outside. Sidewalks will be installed along the west side of Glenside Drive from the development entrance to Paragon Place. The project will also provide a new ADA bus shelter (with amenities) at GRTC stop #429.</p>                                       | <p>Regional</p>              | <p>FHW-122</p> |

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| <p>164 Exit 211 Interchange Improvement Project</p> | <p>The proposed interchange configuration consists of constructing a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. I-64 ramps will be widened and realigned to add capacity and tie into the Route 106 improvements. New signals will be placed along Route 106 at the I-64 ramp intersections. An emergency signal will also be constructed along Route 106 at the existing New Kent Fire Station entrance. This project will support significant commercial and distribution center development that is currently under construction and is expected to generate more than 4.5-miles of back-up onto I-64 in the absence of significant interchange improvements.</p> | <p>Regional</p>              | <p>Amd #3</p> |
| <p>Route 360/I-64 Interchange Improvements</p>      | <p>This project will realign the I-64 WB off-ramp at US360 to the unsignalized intersection with the WB on-ramp. A new traffic signal is proposed at the intersection of US 360 and I-64 ramps. The project also includes pedestrian improvements including a 5' sidewalk on both sides of US 360 through the project limits, pedestrian signals, and ADA ramps at the signalized intersections.</p>   | <p>Regional</p>              | <p>N/A</p>    |
| <p>Busy Street Extended</p>                         | <p>Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual northbound left turn lanes and receiving lane on Busy St. Add second northbound left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on south side of Busy St and east side of Courthouse Rd. Add shared-use path on west side of Courthouse Road. Add two bus stop landing and amenities pads with sidewalk connections to adjacent commercial entrances on Route 60.</p>  | <p>Local or Programmatic</p> |               |

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| <p>Rt 288 SB C-D Road with Genito Road Off-Ramp</p> | <p>Extend 2-lane Rt 288 SB C-D road approx 2,030' S of Genito Rd. Typical section will consist of 2 lanes on C-D road &amp; 2 lanes on mainline Rt 288. The right-most C-D lane will merge, reducing the typical section to 3 lanes on Rt 288 S of Genito Rd. The 3-lane section continues approx 2,870' S with the right-most lane tying into the downstream "Rt 288 SB to Rt 360 WB Ramp" project, UPC 111467, creating a continuous aux. lane to Rt 360. Construct SB off-ramp from Rt 288 SB C-D road to Genito WB.</p>                        | <p>Regional</p> | <p>FHW-168</p> |
| <p>Rt 288 SB Auxiliary Lane</p>                     | <p>Extend 2-lane Rt 288 SB C-D road (no barrier wall) approx 2,030' S of Genito Rd. Typical section will consist of 2 lanes on C-D road &amp; 2 lanes on mainline Rt 288. The right-most C-D lane will merge, reducing the typical section to 3 lanes on Rt 288 S of Genito Rd. The 3-lane section continues approx 2,870' S with the right-most lane tying into the downstream "Rt 288 SB to Rt 360 WB Ramp" project, UPC 111467, creating a continuous auxiliary lane to Rt 360. Construct SB off-ramp from Rt 288 SB C-D road to Genito WB.</p> | <p>Regional</p> | <p>FHW-168</p> |

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| <p>U.S. Route 60 at State Route 13/603<br/>         RCUT</p>           | <p>This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes. This will involve improvements at two intersections. At 13/60 there will be a new dedicated right turn acceleration lane from 13 north bound to 60 east bound, an RCUT at 13/60, an taper on east bound 60 onto 13 southbound, a full 200x200 turn lane/taper on 60 west bound turning to 13 south bound, removing pavement on the Maxey Center to the north of 13/60, a 200x200 turn lane on 60 west bound turning north into the Maxey Center. Then at 60/603 there will be an additional 200' turn lane on 60 east bound turning north onto 603, a merge lane on 603 north, and an additional left turn lane on 603 south turning onto 60 east. Signal modifications will also be required.</p> | <p>Regional</p>              | <p>FHW-141</p> |
| <p>U.S. Route 60 at Red Lane Road:<br/>         Continuous Green-T</p> | <p>The existing signalized intersection at U.S. Route 60 (Anderson Highway) and State Route 628 (Red Lane Road) would be reconfigured as a Continuous Green-T (CGT). The US 60 westbound left -turn lane will be removed. A protected acceleration lane would be added in the median of U.S. Route 60, accommodating vehicles turning onto eastbound U.S. Route 60. This proposal is an initial recommendation in the updated U.S. Route 60 Corridor Study (update currently underway by VDOT).</p>   | <p>Local or Programmatic</p> |                |

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| <p>Dorset Road, Batterson Road &amp; Route 60 RCUT</p> | <p>Convert intersection of Dorset Road and US 60 to a signalized restricted-crossing U-turn (RCUT) configuration with dual right-turn lanes at the northbound approach. Convert intersection of Batterson Road and US 60 to an unsignalized RCUT. The Batterson Road/US 60 intersection will also serve as the eastbound U-turn location for the Dorset Road/US 60 RCUT.</p>   | <p>Regional</p> | <p>FHW-137</p> |
| <p>New Dorset Road &amp; Route 60 RCUT</p>             | <p>Re-alignment and additional lanes would be constructed between New Dorset Road at its intersection with Anderson Highway (Rt. 60) and Judes Ferry Road. This would create an RCUT, and build upon the improvements funded at the Rt. 60/Judes Ferry intersection as part of the 2018 SMART Scale project awarded there.</p>   | <p>Regional</p> | <p>FHW-138</p> |
| <p>A Commerce Road Phase II Fall Line Trail</p>        | <p>This project will improve the typical section of Commerce Road along the 2-mile stretch between Decatur Street and Bellemeade Road by providing two through lanes in each direction, a raised median, dedicated turn lanes, a 10' sidewalk with 5' buffer along the west side of the corridor, and a 10' shared-use path with 5' buffer (Fall Line Trail) along the east side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, signal modifications to accommodate the proposed improvements, and access improvements and crossing accommodations for people who walk, bike, roll, and use transit at five signalized intersections and three transit stops.</p> | <p>Regional</p> | <p>FAT-13</p>  |

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| <p>B Port of Virginia Interchange /<br/>         Commerce Road Streetscape</p> | <p>This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard by providing a 5' sidewalk with 4' buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing 2 entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard.</p> | <p>Regional</p>                           | <p>FHW-<br/>         19</p> |
| <p>C Forest Hill Avenue Phase II<br/>         Improvements</p>                 | <p>This project will improve multimodal safety and operations along the one mile stretch of Forest Hill Avenue from Powhite Parkway to Dorchester Road. The project will provide a raised median for access management where there is not one today, improved dedicated turn lanes, 5' sidewalk with 4' buffer typical section along the eastbound side of the corridor where there is none today, 5' bike lanes with 2' buffer in both directions, crossing accommodations at 3 intersections, bike, pedestrian, and transit access improvements at ten transit stops, and other streetscape features including lighting.</p>   | <p>Local or<br/>         Programmatic</p> |                             |

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| <p>D Arts District BRT Station ADA Access / Safety Streetscape</p> | <p>This project will provide sidewalk (2,500 linear feet), 25 new accessible curb ramps for people with disabilities to high frequency transit stops, high-visibility crosswalks, and essential transit infrastructure within the GRTC transfer streets of Leigh Street: Brook Rd-1st St; Clay Street: Henry St-Monroe St; Marshall Street: Henry St-2nd St; Broad Street: Henry St-Madison St; Henry Street and 1st Street: Clay St-Broad St; Monroe Street: Brook Rd-Clay St; Jefferson Street and 2nd Street: Marshall St-Broad St; and Brook Road and Adams Street: Leigh St to Marshall St. Improvements are critical to the historic Jackson Ward, where the built environment predates 1991 ADA law and pedestrian routes and transit stops are not navigable for persons with disabilities in a GRTC high transfer zone. This project will complete missing ADA accessible links for high use transfers between local transit stops and Pulse BRT stations. Project scope is based on an extensive 2021 ADA audit.</p> | <p>Local or Programmatic</p> |  |
| <p>E Norfolk Street Bridge Connection</p>                          | <p>This project will improve multimodal operations and safety by connecting the Scott's Addition neighborhood to Hamilton Street by providing new roadway construction to create a 700' continuous corridor extending Norfolk Street from Belleville Street to Hamilton Street. The proposed Norfolk Street connection includes construction of a new bridge over the CSX railroad. This project will also provide 6' sidewalks on both sides of the roadway and include crossing accommodations at the existing intersection of Norfolk Street and Belleville Street.</p>   | <p>Local or Programmatic</p> |  |

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| <p>H Arthur Ashe / Hermitage /<br/>         Westwood / Brookland Roundabout</p> | <p>This project will improve multimodal safety and operations by converting the existing five-legged traffic control signal at the intersection of Arthur Ashe Boulevard/ Hermitage Road/ Westwood Avenue/ Brookland Parkway to a modern roundabout with lane configuration improvements and pedestrian access improvements and crossing accommodations. This project includes a shared use path for the regional Fall Line Trail and provides access improvements to the \$2.4 Billion Diamond District development and the I-95/ I-64 overlap. Access and safety improvements for people who walk, bike, and ride transit will be improved for all ages and abilities.</p>  | <p>Local or<br/>         Programmatic</p> |  |
| <p>I Cowardin Avenue at Semmes<br/>         Avenue Protected Intersection</p>   | <p>This project will improve the intersection of Cowardin Avenue and Semmes Avenue by implementing the protected intersection concept from the Route 60 (Semmes Avenue) Pipeline Study. Improvements which includes removing the southbound right-turn slip lane and adding a southbound right turn protected-overlap phase, removing one through lane per direction from US Route 60 and adding protected bicycle lanes on the north side of Semmes Avenue from 20th Street to 14th Street and on the south side of Semmes Avenue from just east of 20th Street to Cowardin Avenue. Access management will be improved by removal of the southbound right turn slip lane and closure of one existing driveway. Essential transit infrastructure improvements will be provided at four transit stops.</p> | <p>Local or<br/>         Programmatic</p> |  |

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| <p>J Hull Street / Clopton Street / Midlothian Roundabout</p> | <p>This project will improve multimodal safety and operations at the five-legged intersection of Hull Street/Clopton Street/Midlothian Turnpike by converting the existing traffic signal to a peanut style roundabout that has a two-lane approach for eastbound and westbound Hull Street and single-lane approaches on the other three approaches of the intersection. On the north side of the roundabout, the outer circulating lane will exit at Midlothian Turnpike. This project will also provide sidewalk, pedestrian crossing accommodations, multimodal access improvements at three transit stops, and access management improvements by consolidating commercial entrances, removing four entrances in total. A transit only lane is planned for the eastbound Hull Street direction.</p>   | <p>Regional</p>              | <p>FHW-132</p> |
| <p>K N-S BRT Midlothian at Belt Boulevard Roundabouts</p>     | <p>This project includes the installation of two multilane roundabouts: one at Westover Hills Boulevard and Midlothian Turnpike westbound ramps and one at Belt Boulevard, Old Midlothian Turnpike, and Midlothian Turnpike eastbound ramps. The project will provide a 5' sidewalk with 4' buffer along the east side of Belt Boulevard where there is none today, a 10' shared use path along the east and west sides of Belt Boulevard and Westover Hills Boulevard with an 8' buffer in the typical section where there is none today, crossing accommodations at the two intersections, and bike, ped and transit access improvements at two transit stops. This project will tie into the Belt Boulevard (SR161) BRT and Streetscape project to the south and connect to the James River Branch Trail to the north. This project is on the City's High Injury Street Network and will prepare the intersection for the future north-south BRT providing multimodal safety improvements for people who walk, bike, and ride transit.</p> | <p>Local or Programmatic</p> |                |

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| <p>G US Route 360 Mechanicsville Tpk<br/>         Roundabouts &amp; Streetscape</p> | <p>This project will improve 0.35-miles of Mechanicsville Turnpike (US360) between Fairfield Way and Whitcomb St / Cool Ln by providing one through lane in each direction, a shared center two-way left turn lane, 10' shared use path w/ 5' buffer along the east side, 5' sidewalk w/ 4' buffer along the west side, and 5' sidewalk w/ 4' buffer along Fairfield Way from Spotsylvania St to Rogers St and on Whitcomb St /Cool Ln from 50' west of and 100' east of US360. This project will provide a single lane roundabout at US360 and Fairfield Way and a two-lane roundabout at US360 and Whitcomb St /Cool Ln. Pedestrian access improvements and crossing accommodations will be provided at the two roundabouts and at a new pedestrian hybrid beacon near Redwood Ave with pedestrian refuge island. Essential transit infrastructure improvements will be provided at five transit stops. Access movement improvements include removing/consolidating seven entrances adjacent to the roundabouts to improve safety.</p> | <p>Local or<br/>         Programmatic</p> |  |
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