

ACTION ITEM June 11, 2024

TO Technical Advisory Committee

SUBJECT SMART SCALE ROUND 6 – RRTPO Projects

BRIEF:

SMART SCALE is the project prioritization process to allocate funding to transportation projects, aiming to maximize benefits and efficiency in infrastructure investments. The TPO can submit a maximum of 10 projects, but only submitted 8 pre-applications. These pre-applications allow staff to review and determine if projects require endorsement to proceed.

RECOMMENDED ACTION:

The Technical Advisory Committee (TAC) should review the eight pre-applications and recommend them to the policy board as full applications.

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.

A total of 8 pre-applications were submitted by the RRTPO for Round 6. The TAC is tasked with reviewing these 8 submissions and recommending projects to the policy board for full consideration.

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. Each candidate project was screened against these criteria and advanced major regional priorities from the long-range plan.

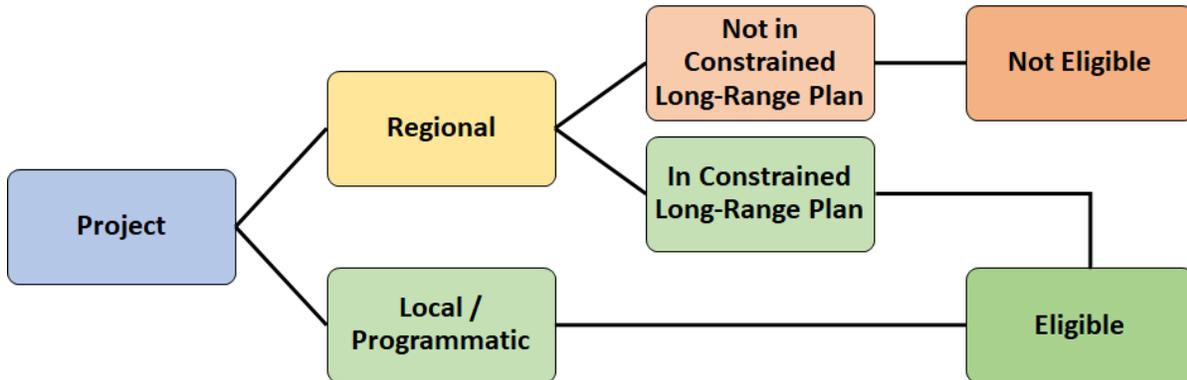


Figure 1: ConnectRVA 2045 Consistency Workflow

For more information, please contact Myles Busching at 804-924-7035 or mbusching@planrva.org.

ATTACHMENTS:

- A. Project List

Attachment A – Project List

Project	Details	ConnectRVA Category	ID
<p>A Walmsley Boulevard Bridge and Extension</p>	<p>This project will improve multimodal safety and operations for Walmsley Boulevard, Commerce Road, Bells Road, and Richmond Highway by providing new roadway construction to create a 0.8-mile continuous corridor connecting Walmsley Boulevard from Commerce Road to Richmond Highway. The corridor will include 12' lanes in both directions of travel, raised median, dedicated turn lanes, a 10' shared use path with 7.5' buffer along the eastbound side, a 5' sidewalk with 4.5' buffer along the westbound side, and bike, ped and transit access improvements at two existing bus stops one one new bus stop to service a new park and ride lot. This project will provide a new 270 space park and ride lot.</p>	<p>Regional</p>	<p>FHW-180</p>
<p>B Belt Boulevard (SR161) North-South BRT / Streetscape</p>	<p>This project will improve the typical section of E. Belt Boulevard (Route 161) along the 0.6 mile stretch between Midlothian Turnpike and Hull Street Road by providing a raised median, dedicated turn lanes, two dedicated BRT transit only lanes, a 10' shared use path with 4' buffer typical section along the south side of the corridor, and a 5' sidewalk with 4' buffer typical section along the north side of the corridor. The project will further improve multimodal safety and operations by providing access management improvements, a Pedestrian Hybrid Beacon (PHB) with ADA accessible ramps, and bike, pedestrian, and transit access improvements at eight transit stops.</p>	<p>Regional</p>	<p>FTR-1</p>

Route 360 (Woodlake - Otterdale) Widening	Widen Rt 360 to six lanes from Cosby Rd to 300' west of Otterdale Rd as recommended by the VDOT Rt 360 Arterial Management Plan (refer to pgs 15 & 16 of attached report) with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	Regional	FHW-127
Huguenot Rd (Robious - Cranbeck) Capacity & Safety Improvment	Add one northbound through lane from south of Robious Road to the intersection with Cranbeck Road and one southbound through lane from east of Promenade Pkwy to south of Robious Road. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Provide shared-use path on west side of Huguenot from Big Oak Ln to Robious Rd and along south side of Cranbeck Rd from Huguenot Rd to existing sidewalk (including crossing the railroad tracks). Extend sidewalk along north side of Robious Rd adjacent to mini storage. Provide pedestrian crossings at Cranbeck Rd, Polo Pkwy, and Robious Rd.	Regional	FHW-31 (Vision)

I-95/Route 10 Interchange
 Improvement, Phase II

Modify interchange to a partial cloverleaf interchange. Phase II improvements include: 1) Remove the weaving sections on I-95 and Route 10 by removing the NB I-95 to WB Route 10 and SB I-95 to EB Route 10 loop-ramps. 2) Signalize the SB and NB I-95 off-ramp intersections at Route 10. 3) Widen the SB off-ramp at the Route 10 intersection to provide 3 left-turn lanes to EB Route 10. 4) Widen the NB off-ramp at the Route 10 intersection to provide dual left-turn lanes to WB Route 10. 5) Construct 600' single lane driveway to the facility located in SW loop. 6) Add 1,380' SB I-95 acceleration lane with 300' taper. Add 1,320' NB I-95 acceleration lane with 300' taper. 7) Construct sidewalk (3400 ft) on the south side of Route 10 from entrance west of interchange, through interchange to Old Stage Rd. 8) Construct sidewalk (750 ft) on north side of Route 10 from Chestnut Hill Rd to Old Stage Rd. 9) Modify signal at Route 10 and Old Stage Rd to provide pedestrian crossing on the west leg.

Regional

FHW-
67

Gaskins Road Interchange @ I-64
 (North Quad & Aux Lanes)

This project will remove the I-64 off-ramp Interchange loop in the northeast quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 northbound off-ramp to Gaskins Road eastbound to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain three (3) 12' left-turn lanes and one (1) 12' right-turn lane. This project will also include the construction of auxiliary lanes along I-64 northbound between the Gaskins Road Interchange and the Broad Street Interchange. This project will include the widening and realignment of the I-64 southbound on-ramp from Broad Street eastbound. This project will include the construction of a 12' through lane along Gaskins Road westbound from the I-64 northbound on-ramp and will tie into the third through lane west of the interchange.

Regional

FHW-
41

<p>Gaskins Road Interchange @ I-64 (Southern Quad)</p>	<p>This project will remove the I-64 off-ramp Interchange loop in the southwest quadrant at the I-64 and Gaskins Road Interchange and will realign and widen the existing I-64 southbound off-ramp to Gaskins Road westbound bound to form a signalized intersection at Gaskins Road. The proposed signalized ramp will contain two (2) 12' left-turn lanes and two (2) 12' right-turn lanes. This project will also include the construction of auxiliary lanes along I-64 southbound between the Gaskins Road Interchange and the Parham Road Interchange. This project will include the realignment of the I-64 southbound on-ramp from Gaskins Road eastbound. This project will also modify the existing Gaskins Road and Three Chopt Road intersection by modifying the eastbound right-turn lane to a shared through/right-turn lane and the existing traffic signal at that intersection will be modified to accept this change.</p>	<p>Regional</p>	<p>FHW-55</p>
<p>Short Pump Area Improvements</p>	<p>This project will improve safety and address traffic congestion with the Short Pump Area of Henrico County. The project includes the proposed new diverging diamond interchange at N Gayton Road and additional mainline improvements along I-64 and N Gayton Road; restriping the eastbound I-64 ramp diverge at I-295 to create one exit only lane and one choice lane; a new auxiliary lane on northbound I-295 between I-64 and Nuckols Road interchanges; converting the existing I-64 and US 250 interchange to a partial cloverleaf interchange with improvements along US 250; construction of an auxiliary lane on westbound I-64 between the US 250 and I-295 interchanges. Two improvements identified within the study, not included within this application, are being submitted by Goochland County. One improvement identified by the study, not included within this application, is currently under design (UPC 123583). NEPA is currently underway.</p>	<p>Regional</p>	<p>FHW-32</p>