

Ashland

### FHW-1 Archie Cannon Dr New Overpass

Facility Archie Cannon Dr

### **Functional Classification**

Major Collector

Project Type

New Overpass

Construction of a bridge over CSX RR

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	121.6	0.8	2.9	7.5	52.8	99.2	760	0	13.2	0.01	1.91	0.0005	2748
Normalized PM Value Relative to other Projects	0.00	0.00	1.52	0.12	0.911.461.211.4230%20%30%20%				1.40	0.00	0.95	97.18	11.75	1.48	10.30
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%				50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	0.	.82			1.21			0.94			3	0.18	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	0.	.12			0.30			0.14			(	5.04	
Project Benefit					6.6										
Project Cost					\$33,282,000										
ConnectRVA 2045 Project Score **								1.98							

\* Link to the Project Evaluation and Scoring Process



Goochland

### FHW-2 Ashland Rd Widening

### **Facility**

Ashland Rd From: Broad Street Rd To: I-64

### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	270,000	69197	616.1	17.4	3.6	6.2	84.4	108.1	196	187	66.7	0.04	1.46	0.0021	1414
Normalized PM Value Relative to other Projects	3.12	9.52	7.69	2.54	1.13   1.21   1.94   1.54   0     30%   20%   30%   20%   5				0.36	1.57	4.80	90.06	8.99	6.11	5.30
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	5.0	)4	5.	.11			1.47			1.77			2	7.61	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.2	.6	0.	.77			0.37			0.27			ļ	5.52	
Project Benefit					8.18										
Project Cost								\$30,663,0	000						
ConnectRVA 2045 Project Score **								2.67							

\* Link to the Project Evaluation and Scoring Process



Goochland

### FHW-3 Ashland Rd Widening

### **Facility**

<u>Project Type</u>

Ashland Rd From: I-64 Ramp NB To: I-64 Ramp SB

**Functional Classification** Minor Arterial

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	120,000	169521	558.9	15.3	2.4	4.9	33.2	58.9	118	237	60.5	0.01	1.85	0.0025	10
Normalized PM Value Relative to other Projects	1.39	23.32	6.97	2.23	0.74   0.97   0.76   0.84     30%   20%   30%   20%				0.22	1.99	4.36	96.78	11.40	7.05	0.04
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	7.9	)7	4	1.6			0.81			1.69			2	8.82	
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	1.9	9	0	.69			0.20			0.25			ļ	5.76	
Project Benefit					8.9										
Project Cost								\$21,633,0	000						
ConnectRVA 2045 Project Score **								4.12							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Long Term FY40 - FY45**



Hanover

### FHW-4 Ashland Rd Widening

### **Facility**

Ashland Rd From: Henrico County Line To: US-33

### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity (3.7 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	384,000	51320	1080	141.5	2.1	3.7	23.6	34	180	185	192.9	0.03	1.82	0.0018	0
Normalized PM Value Relative to other Projects	4.44	7.06	13.47	20.7	0.66 0.72 0.54 0.49   30% 20% 30% 20%				0.33	1.55	13.89	91.69	11.19	5.25	0.00
PM Weight	70%	30%	50%	50%	5 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	5.2	2	17	'.09			0.60			4.03			2	7.03	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.3	1	2.	.56			0.15			0.60			!	5.41	
Project Benefit					10.03										
Project Cost								\$55,684,0	000						
ConnectRVA 2045 Project Score **								1.8							

\* Link to the Project Evaluation and Scoring Process



### FHW-5 Ashland Rd Widening

### <u>Facility</u>

Ashland Rd From: US-33 To: Blanton Rd

Widening with added capacity (2.65 mi)

#### LRTP Goals Mobility Equity and Accessibility Economic Development Environment/Land Use Safety VMT per Connection to Air Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations 1 M VMT EPDO (\$) Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 273.000 40200 1183.6 152.8 1.8 4.3 41.3 67.3 165 0 145.2 0.02 2.47 0.0051 0 Normalized PM Value Relative to 3.16 5.53 14.76 22.36 0.55 0.85 0.95 0.96 0.30 0.00 93.89 14.54 0.00 10.46 15.24 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 30% 20% 25% Goal Value 3.87 18.56 0.81 2.77 30.92 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.97 2.78 0.20 0.41 6.18 Value Project Benefit 10.55 Project Cost \$40,963,000 ConnectRVA 2045 Project 2.58 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

#### Hanover

Functional Classification

<u>Project Type</u> Road Widening

Minor Arterial

## **Constrained Plan Mid Term FY34 - FY39**

Equity and Accessibility



Environment/Land Use

Hanover

### FHW-6 Atlee Station Rd Widening

Safetv

### <u>Facility</u>

LRTP Goals

Atlee Station Rd From: Kings Charter Dr To: Sliding Hill Rd Widening with added capacity (1.5 mi)

Mobility

**Functional Classification** 

Economic Development

Major Collector

Project Type

Road Widening

		5		3		1 5		5							
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	108,000	18040	1179.6	94.8	4.5	8.7	94.5	158.5	148	115	127.7	0	1.77	0.0024	11
Normalized PM Value Relative to other Projects	1.25	2.48	14.71	13.86	1.39	1.70	2.17	2.26	0.27	0.96	9.20	99.21	10.93	6.76	0.04
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.6	52	14	.29			1.86			2.68			2	9.23	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	0	2.	.14			0.47			0.40			Ľ	5.85	
Project Benefit					9.26										
Project Cost						\$40,963,000									
ConnectRVA 2045 Project Score **								2.26							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Current FY22 - FY27**



Henrico

### FHW-7 Bethlehem Rd Widening

### <u>Facility</u>

**Functional Classification** 

Major Collector

<u>Project Type</u> Road Widening

Bethlehem Rd From: Libbie Ave To: Dickens Rd Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	56,000	64574	1087.2	25.6	2.4	4.9	30.2	39.7	473	1032	117.7	0.02	2.21	0.0035	6082
Normalized PM Value Relative to other Projects	0.65	8.88	13.56	3.74	0.73   0.96   0.69   0.57     30%   20%   30%   20%				0.87	8.65	8.48	94.56	13.63	10.01	22.80
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%				50%	25%	25%	25%	25%	25%	25%
Goal Value	3.1	2	8.	.65			0.73			4.72			3	5.25	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	8	1	3			0.18			0.71			-	7.05	
Project Benefit					10.02										
Project Cost								\$8,321,0	00						
ConnectRVA 2045 Project Score **								12.04							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Long Term FY40 - FY45**



Henrico

FHW-8 Carolina Ave Widening

### **Facility**

Carolina Ave From: Richmond Henrico Tpk To: Laburnum Ave

### **Functional Classification**

Major Collector

Project Type

Road Widening

Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	74,000	14800	851	25.6	3.6	6	64.3	76.1	469	543	92.1	0.02	2.51	0.0033	0
Normalized PM Value Relative to other Projects	0.86	2.04	10.62	3.75	1.11   1.18   1.48   1.09   0     30%   20%   30%   20%   5				0.86	4.55	6.63	94.91	15.48	9.33	0.00
PM Weight	70%	30%	50%	50%	30% 20% 30% 20% 5				50%	25%	25%	25%	25%	25%	25%
Goal Value	1.2	1	7.	.18			1.23			3.23			2	9.93	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	0	1.	.08			0.31			0.48			!	5.99	
Project Benefit								8.16							
Project Cost								\$45,571,0	000						
ConnectRVA 2045 Project Score **								1.79							

\* Link to the Project Evaluation and Scoring Process



Powhatan

FHW-9 Carter Gallier Blvd Extension

#### <u>Facility</u>

Project Type

Carter Gallier Blvd

**Functional Classification** Major Collector

Road Extension

Construction of a new two lane road from Carter Gallier Boulevard to Luck Stone Road completing a road parallel to US Route 60

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	55,095	6979	440.2	0.5	1.9	5.1	31.7	74.4	61	131	47.6	0.01	1.47	0.0055	0
Normalized PM Value Relative to other Projects	0.64	0.96	5.49	0.07	0.58   1.00   0.73   1.06     30%   20%   30%   20%				0.11	1.10	3.43	97.75	9.08	15.56	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%				50%	25%	25%	25%	25%	25%	25%
Goal Value	0.7	3	2.	.78			0.81			1.19			3	0.59	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	8	0.	.42			0.20			0.18			(	5.12	
Project Benefit					7.1										
Project Cost								\$19,653,0	000						
ConnectRVA 2045 Project Score **								3.61							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Mid Term FY34 - FY39**

**Functional Classification** 

**Major Collector** 



Hanover

### FHW-10 Cauthorne Rd Widening

### <u>Facility</u>

<u>Project Type</u>

Cauthorne Rd From: Ashland Rd To: Henrico County Line Widening with added capacity (4.0 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	63,000	29164	441.5	25.7	3.2	3.2	85.1	73.5	213	0	47.8	0.05	1.61	0.0045	380
Normalized PM Value Relative to other Projects	0.73	4.01	5.51	3.76	0.99 0.64 1.96 1.05   30% 20% 30% 20%					0.00	3.44	87.11	9.91	12.66	1.42
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.7	'1	4	.64			1.22			1.06			2	7.78	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	0.4	-3	C	).7			0.31			0.16			!	5.56	
Project Benefit					7.14										
Project Cost								\$35,842,0	000						
ConnectRVA 2045 Project Score **								1.99							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

**Road Widening** 



Hanover

FHW-11 Cedar Ln Widening

### **Facility**

<u>Project Type</u>

Major Collector

**Functional Classification** 

Road Widening

Cedar Ln From: US-1 To: Elmont Rd Widening with added capacity (2.1 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	80,000	22475	1090	88.6	3	6.8	49.9	104.2	512	29	118	0.05	0.52	0.0022	1213
Normalized PM Value Relative to other Projects	0.92	3.09	13.6	12.97	7   0.92   1.33   1.15   1.49   0     8   30%   20%   30%   20%   5				0.94	0.24	8.50	86.53	3.18	6.16	4.55
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	1.5	7	13	3.28			1.18			2.66			2	5.10	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	9	1	.99			0.30			0.40			Į S	5.02	
Project Benefit					8.1										
Project Cost								\$32,002,0	000						
ConnectRVA 2045 Project Score **								2.53							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Mid Term FY34 - FY39**



Henrico

### FHW-13 Charles City Rd Widening

### **Facility**

Charles City Rd From: Williamsburg Rd To: Eastport Blvd

Minor Arterial

**Functional Classification** 

Project Type

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	54,000	24691	202.1	2	5.4	11.2	82	146.3	1066	2084	48.1	0.02	1.82	0.0007	3570
Normalized PM Value Relative to other Projects	0.62	3.40	2.52	0.29	1.66   2.21   1.89   2.09     30%   20%   30%   20%				1.97	17.47	3.47	95.82	11.18	1.94	13.38
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	6	1	L.4			1.92			6.22			3	0.58	
Goal Weight	259	%	יר	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	6	0	.21			0.48			0.93			(	6.12	
Project Benefit					8.1										
Project Cost								\$33,282,0	000						
ConnectRVA 2045 Project Score **								2.44							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-14 Charles City Rd Widening

### **Facility**

Charles City Rd From: Laburnum Ave To: Monahan Rd

**Functional Classification** 

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ient/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	76,000	77869	121.6	0.3	0	0	0.3	0.1	818	2364	13.2	0.01	1.91	0.0022	1763
Normalized PM Value Relative to other Projects	0.88	10.71	1.52	0.05	0.01	0.00	0.01	0.00	1.51	19.82	0.95	96.73	11.74	6.29	6.61
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	3.8	3	0	.78			0.01			5.95			3	0.34	
Goal Weight	25%	%	!!	5%			25%			15%			-	20%	
Weighted Goal Value	0.9	6	0	.12			0.00			0.89				6.07	
Project Benefit								8.04							
Project Cost								\$19,201,0	000						
ConnectRVA 2045 Project Score **								4.19							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Mid Term FY34 - FY39**



Henrico

### FHW-18 Church Rd Widening

### <u>Facility</u>

**Functional Classification** 

Church Rd From: Three Chopt Rd To: John Rolfe Pkwy

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	146,000	29258	1354.1	47.5	5.5	8.4	126.4	156	426	0	146.5	0.02	2.2	0.004	3172
Normalized PM Value Relative to other Projects	1.69	4.02	16.89	6.95	1.69	1.64	2.91	2.23	0.78	0.00	10.56	95.63	13.56	11.43	11.89
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.3	9	11	92			2.15			3.03			3	3.13	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	0	1.	.79			0.54			0.45			(	5.63	
Project Benefit								10							
Project Cost								\$39,683,0	000						
ConnectRVA 2045 Project Score **								2.52							

\* Link to the Project Evaluation and Scoring Process



Richmond

### FHW-19 Commerce Rd & Walmsley Blvd Intersection Improvement

### **Functional Classification**

**Minor Arterial** 

<u>Project Type</u>

Intersection Improvement

Commerce Rd & Walmsley Blvd

**Facility** 

Construction of a roundabout at Commerce Rd and Walmsley Boulevard Intersection

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	56,000	12274	64.6	0.1	0	1	0.5	4.2	60	206	16.8	0.01	1.3	0.0008	217
Normalized PM Value Relative to other Projects	0.65	1.69	0.81	0.01	0.01	0.19	0.01	0.06	0.11	1.73	1.21	96.31	8.03	2.28	0.81
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.9	6	0	.41			0.06			0.79			2	6.86	
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	.4	0	.06			0.01			0.12			!	5.37	
Project Benefit								5.81							
Project Cost								\$16,385,0	000						
ConnectRVA 2045 Project Score **								3.54							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-20 Courtney Rd Widening

### <u>Facility</u>

**Functional Classification** 

Major Collector

<u>Project Type</u> Road Widening

Courtney Rd From: Staples Mill Rd To: Mountain Rd

Widening with added capacity and bike/ped facilities
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LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	16,000	34891	65.1	0.2	0.3	1.2	17.1	31.1	194	0	7.1	0.06	1.62	0.0015	0
Normalized PM Value Relative to other Projects	0.18	4.80	0.81	0.02	0.08	0.23	0.39	0.44	0.36	0.00	0.51	82.85	9.96	4.24	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.5	7	0.	.42			0.28			0.31			2	4.26	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	9	0	.06			0.07			0.05			4	4.85	
Project Benefit								5.42							
Project Cost								\$16,001,0	000						
ConnectRVA 2045 Project Score **								3.39							

\* Link to the Project Evaluation and Scoring Process



Hanover

### FHW-21 Creighton Rd Widening

### **Facility**

<u>Project Type</u>

Creighton Rd From: I-295 To: Cold Harbor Rd

Minor Arterial

**Functional Classification** 

Road Widening

Widening with added capacity (1.1mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	114,000	29917	1704.2	59.4	1.5	3.3	16.8	27.6	53	0	184.4	0.03	0.54	0.0027	19
Normalized PM Value Relative to other Projects	1.32	4.11	21.26	8.69	0.47	0.65	0.39	0.39	0.10	0.00	13.29	92.42	3.34	7.79	0.07
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.1	.6	14	1.98			0.47			3.37			2	.5.91	-
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	4	2	.25			0.12			0.51			!	5.18	
Project Benefit								8.59							
Project Cost								\$15,361,C	000						
ConnectRVA 2045 Project Score **								5.59							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Mid Term FY34 - FY39**



Henrico

### FHW-22 Creighton Rd Widening

### <u>Facility</u>

Creighton Rd From: Cedar Fork Rd To: Hanover County Line

### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	186,000	22280	2207.2	143.9	3.9	7.7	76.7	118.5	93	0	238.9	0.14	1.96	0.0038	0
Normalized PM Value Relative to other Projects	2.15	3.06	27.53	21.06	1.22	1.51	1.76	1.69	0.17	0.00	17.21	62.50	12.05	10.95	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.4	2	24	1.29			1.54			4.39			2	1.38	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	1	3.	.64			0.38			0.66			2	4.28	
Project Benefit								9.57							
Project Cost								\$33,282,0	000						
ConnectRVA 2045 Project Score **								2.88							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-23 Creighton Rd Widening

### <u>Facility</u>

<u>Project Type</u>

Creighton Rd From: Sandy Ln To: City Limits

### **Functional Classification**

Minor Arterial

Road Widening

Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	61,000	36270	330.7	1.2	1.9	6	22.8	72.2	552	0	35.8	0.03	1.41	0.0028	0
Normalized PM Value Relative to other Projects	0.71	4.99	4.13	0.17	0.58	1.18	0.52	1.03	1.02	0.00	2.58	92.81	8.66	7.88	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.9	9	2.	.15			0.77			1.15			2	7.34	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	0	0.	.32			0.19			0.17			!	5.47	
Project Benefit								6.65							
Project Cost								\$17,921,0	000						
ConnectRVA 2045 Project Score **								3.71							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-24 Darbytown Rd Widening

### <u>Facility</u>

**Functional Classification** 

**Minor Arterial** 

<u>Project Type</u>

Road Widening

Widening with added capacity and pedestrian accommodations

Darbytown Rd From: S Laburnum Ave To: Doran Rd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	236,000	107054	114	2.1	0.8	3.2	3.3	15.4	414	825	12.3	0.06	2.43	0.0026	0
Normalized PM Value Relative to other Projects	2.73	14.73	1.42	0.3	0.24	0.62	0.08	0.22	0.76	6.92	0.89	82.75	14.96	7.51	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	6.3	3	0	.86			0.26			2.33			2	6.30	
Goal Weight	259	%	יר	5%			25%			15%			-	20%	
Weighted Goal Value	1.5	8	0	.13			0.07			0.35			!	5.26	
Project Benefit								7.39							
Project Cost								\$23,042,	000						
ConnectRVA 2045 Project Score **								3.21							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-26 Dickens Rd Widening

### <u>Facility</u>

**Functional Classification** 

Major Collector

<u>Project Type</u>

Road Widening

Dickens Rd From: Staples Mill Rd To: Oconto Rd Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	nent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	212,000	172221	1253.4	35.9	4.9	7.6	119.1	147.1	173	887	135.7	0.04	1.69	0.0063	4045
Normalized PM Value Relative to other Projects	2.45	23.69	15.63	5.25	1.53	1.50	2.74	2.10	0.32	7.44	9.77	89.82	10.40	18.03	15.16
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	8.8	2	10	).44			2.00			4.46			3	3.35	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.2	1	1	.57			0.50			0.67			(	6.67	
Project Benefit								11.61							
Project Cost								\$10,241,0	000						
ConnectRVA 2045 Project Score **								11.34							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Long Term FY40 - FY45**



Henrico

FHW-28 Greenwood Rd Widening

Greenwood Rd From: Woodman Road To: County Line

### <u>Facility</u>

**Functional Classification** 

<u>Project Type</u>

Major Collector

Road Widening

Widening with added capacity and bike and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	132,000	56567	1505.3	142.1	0.1	0.3	21.3	15.5	325	0	162.9	0.07	2.04	0.0028	1938
Normalized PM Value Relative to other Projects	1.53	7.78	18.78	20.8	0.04	0.05	0.49	0.22	0.60	0.00	11.74	81.51	12.58	7.90	7.26
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	3.4	0	19	).79			0.21			3.23			2	7.32	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.8	5	2	.97			0.05			0.48			ļ	5.46	
Project Benefit								9.82							
Project Cost								\$52,483,0	000						
ConnectRVA 2045 Project Score **								1.87							

\* Link to the Project Evaluation and Scoring Process

## **Constrained Plan Current FY22 - FY27**



Goochland

### FHW-29 Hockett Rd Realignment

### **Facility**

**Functional Classification** 

Hockett Rd From: Hockett Rd To: Broad Street Rd

Minor Arterial

Road Realignment

Project Type

Realignment/Construction of a new road

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	107.6	0.7	0.7	1.4	27.1	41	591	20	11.6	0.03	0.83	0.003	2175
Normalized PM Value Relative to other Projects	0.00	0.00	1.34	0.1	0.22	0.27	0.62	0.59	1.09	0.17	0.84	91.18	5.12	8.57	8.15
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	0.	.72			0.43			0.80			2	8.26	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	0.	.11			0.11			0.12			ļ	5.65	
Project Benefit								5.99							
Project Cost								\$4,290,0	000						
ConnectRVA 2045 Project Score **								13.95							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Current FY22 - FY27**



Henrico

FHW-30 Horsepen Rd Widening

### <u>Facility</u>

**Functional Classification** 

Major Collector

<u>Project Type</u> Road Widening

Widening with added capacity and pedestrian accommodations

Horsepen Rd From: Three Chopt Rd To: Dexter Rd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	112,500	22275	1527.9	22.1	5.8	9.5	131.3	164.2	443	0	165.4	0	0.89	0.0028	3447
Normalized PM Value Relative to other Projects	1.30	3.06	19.06	3.23	1.81	1.86	3.02	2.35	0.82	0.00	11.91	99.89	5.49	8.10	12.92
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.8	3	11	1.14			2.29			3.39			3	1.60	-
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	-6	1	.67			0.57			0.51			(	5.32	
Project Benefit								9.53							
Project Cost								\$7,168,0	00						
ConnectRVA 2045 Project Score **								13.29							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-32 I- 64 & N. Gayton Rd New Interchange

#### **Facility**

I- 64 & N. Gayton Rd

### **Functional Classification**

### <u>Project Type</u>

Interstate

New Interchange

Construction of a new Interchange at I-64 in Short Pump

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	635.5	157.9	11.7	14.8	246.5	251.6	1896	155	68.8	0.03	6.13	0.0231	7914
Normalized PM Value Relative to other Projects	0.00	0.00	7.93	23.11	3.63   2.91   5.67   3.59     30%   20%   30%   20%					1.30	4.95	92.70	37.73	65.79	29.66
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	15	5.52			4.09			3.31			5	6.47	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	0.0	0	2.	.33			1.02			0.50			1	.1.29	
Project Benefit					15.14										
Project Cost								\$121,608,	000						
ConnectRVA 2045 Project Score **								1.25							

\* Link to the Project Evaluation and Scoring Process



Hanover/Henrico

FHW-33 I-295 Auxiliary Lane

### <u>Facility</u>

Project Type

I-295 From: I-95 Southbound Branch To: Chamberlayne Rd (Exit- 41) off ramp

Interstate

**Functional Classification** 

Auxiliary Lane

Construction of a SB auxiliary lane between the existing lane drop on I-295 SB and Chamberlayne Rd (Exit 41) off ramp (0.4mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	122,000	46865	3197.1	12.2	1.2	3.7	17.3	52	574	2920	622.8	0.31	0.69	0	36
Normalized PM Value Relative to other Projects	1.41	6.45	39.88	1.78	0.37   0.73   0.40   0.74     30%   20%   30%   20%					24.48	44.86	16.01	4.24	0.00	0.13
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	2.9	2	20	).83			0.52			17.86			Į	5.10	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	3	3.	.12			0.13			2.68			-	1.02	
Project Benefit					7.68										
Project Cost								\$678,00	00						
ConnectRVA 2045 Project Score **								113.35	5						

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-34 I-295 Auxiliary Lane

### <u>Facility</u>

Project Type

I-295 From: Nuckols Rd (Exit 51) To: Western Terminus

Interstate

**Functional Classification** 

Auxiliary Lane

Construction of a single northbound auxiliary lane between the onramp from Nuckols Road SB (Exit 51) on-ramp and I-295 NB and I-64 Branch

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	96,000	5137	88.4	0.2	1.3	5	16.8	46.7	2829	0	9.6	0.08	1.82	0.0022	12386	
Normalized PM Value Relative to other Projects	1.11	0.71	1.1	0.02	0.39 0.98 0.39 0.67   30% 20% 30% 20%					0.00	0.69	78.73	11.19	6.16	46.43	
PM Weight	70%	30%	50%	50%	5 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%	
Goal Value	0.9	9	0.	.56			0.56			2.78			3	5.63	-	
Goal Weight	259	%	15	5%			25%			15%			2	20%		
Weighted Goal Value	0.2	5	0.	.08			0.14			0.42			-	7.13		
Project Benefit					8.02											
Project Cost					\$25,602,000											
ConnectRVA 2045 Project Score **								3.13								

\* Link to the Project Evaluation and Scoring Process



Henrico

#### FHW-35 I-295 Interchange Modification

### **Facility**

<u>Project Type</u>

I-295 From: I-295 SB deceleration lane To: Exit 43 C

Interstate

**Functional Classification** 

Interchange Modification

Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	4046	60.3	2.7	6	44.2	94.3	477	2	437.9	0.02	1.82	0.0014	5409
Normalized PM Value Relative to other Projects	0.00	0.00	50.47	8.83	0.84 1.18 1.02 1.35   30% 20% 30% 20%					0.02	31.54	95.01	11.20	3.98	20.27
PM Weight	70%	30%	50%	50%	5 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	29	9.65			1.06			8.33			3	2.62	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	4	.45			0.27			1.25			(	6.52	
Project Benefit					12.49										
Project Cost								\$5,120,0	00						
ConnectRVA 2045 Project Score **								24.39	)						

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-36 I-295 Interchange Modification

### <u>Facility</u>

<u>Project Type</u>

I-295 From: I-95 SB on ramp To: Exit 43 C

Interstate

**Functional Classification** 

Interchange Modification

Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane (0.5 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	2368.9	24.7	0.7	3	6.9	20.9	771	16	256.4	0.03	1.73	0.0008	5329
Normalized PM Value Relative to other Projects	0.00	0.00	29.55	3.61	0.23   0.59   0.16   0.30   30     30%   20%   30%   20%   30%				1.42	0.13	18.47	92.38	10.64	2.41	19.97
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	16	5.58			0.29			5.36			3	1.35	
Goal Weight	25	%	!!	5%			25%			15%				20%	
Weighted Goal Value	0.0	0	2	.49			0.07			0.80				6.27	
Project Benefit								9.63							
Project Cost								\$10,241,0	000						
ConnectRVA 2045 Project Score **								9.41							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Current FY22 - FY27



Hanover

### FHW-39 I-295 & Creighton Rd Interchange Modification

### **Facility**

I-295 & Creighton Rd From: I-295 NB To: Creighton Rd NB

### **Functional Classification**

Interstate

Project Type Interchange Modification

Widening of the NB VA- 288 Off-Ramp to Two Lanes.

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	10.4	0	3.1	4.5	87.9	107.8	71	0	1.1	0.14	0.12	0.0053	1007
Normalized PM Value Relative to other Projects	0.00	0.00	0.13	0	0.95   0.87   2.02   1.54     30%   20%   30%   20%					0.00	0.08	62.86	0.77	15.14	3.77
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	0	.06			1.37			0.08			2	.0.64	
Goal Weight	259	%	יר!	5%			25%			15%			1	20%	
Weighted Goal Value	0.0	0	0	.01			0.34			0.01				4.13	
Project Benefit					4.49										
Project Cost								\$3,840,0	000						
ConnectRVA 2045 Project Score **								11.7							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-40 I-64 Auxiliary Lane

### <u>Facility</u>

**Functional Classification** 

#### Project Type

I-64 From: Exit 178 To: Exit 180

Interstate

Auxiliary Lane

Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	276,000	8417	2970.5	29.2	1.4	3.3	18.2	34.4	2430	0	321.5	0.04	1.52	0.0008	11920
Normalized PM Value Relative to other Projects	3.19	1.16	37.05	4.27	0.42	0.65	0.42	0.49	4.48	0.00	23.16	89.98	9.35	2.22	44.68
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.5	8	20	).66			0.48			8.03			3	6.56	-
Goal Weight	259	%	ון	5%			25%			15%			:	20%	
Weighted Goal Value	0.6	5	3	8.1			0.12			1.20				7.31	
Project Benefit			<u>.</u>		12.38										
Project Cost								\$96,390,	000						
ConnectRVA 2045 Project Score **								1.28							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-41 I-64 Auxiliary Lane

### <u>Facility</u>

**Functional Classification** 

### Project Type

I-64 From: Exit 180 To: Exit 181

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	220,000	6335	4396.6	25	4.7	6.6	117.5	129.8	244	0	475.8	0.01	0.76	0.0035	8864
Normalized PM Value Relative to other Projects	2.54	0.87	54.84	3.66	1.47   1.30   2.70   1.85     30%   20%   30%   20%					0.00	34.28	97.69	4.66	9.92	33.22
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	2.0	4	29	).25			1.88			8.79			3	6.37	
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	1	4	.39			0.47			1.32			-	7.27	
Project Benefit					13.96										
Project Cost								\$27,906,	000						
ConnectRVA 2045 Project Score **								5							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-42 I-64 Auxiliary Lane

### <u>Facility</u>

**Functional Classification** 

#### Project Type

I-64 From: Exit 181 To: Exit 183

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	114,000	1823	4753.6	93.9	4.5	5.9	108.5	119.1	942	0	514.5	0.06	2.2	0.0029	14634
Normalized PM Value Relative to other Projects	1.32	0.25	59.29	13.74	1.41   1.17   2.49   1.70     30%   20%   30%   20%					0.00	37.06	82.82	13.55	8.31	54.85
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.0	0	36	5.52			1.74			10.13			3	9.88	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	5	5.	.48			0.44			1.52			-	7.98	
Project Benefit					15.66										
Project Cost								\$65,796,0	000						
ConnectRVA 2045 Project Score **								2.38							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-43 I-64 Auxiliary Lane

I-64 From: Exit 183 To: Exit 185

### <u>Facility</u>

**Functional Classification** 

### <u>Project Type</u>

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,040,000	11083	5565.3	86.1	1.2	4.4	21.2	39.7	1923	2564	602.3	0.1	2.58	0.0019	18011
Normalized PM Value Relative to other Projects	12.02	1.52	69.42	12.6	0.38   0.86   0.49   0.57     30%   20%   30%   20%					21.49	43.39	72.97	15.87	5.29	67.51
PM Weight	70%	30%	50%	50%	6 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	8.8	7	41	1.01			0.54			17.99			4	0.41	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.2	2	6	.15			0.14			2.70			Ş	8.08	
Project Benefit					19.29										
Project Cost								\$34,562,0	000						
ConnectRVA 2045 Project Score **								5.58							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-44 I-64 Auxiliary Lane

I-64 From: Exit 183 To: Exit 185

### <u>Facility</u>

**Functional Classification** 

### Project Type

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,434,000	14833	5857.1	98.1	11.1	16.6	208.7	285.1	1796	2613	633.9	0.09	0	0.0024	18285
Normalized PM Value Relative to other Projects	16.58	2.04	73.06	14.36	3.44	3.26	4.80	4.07	3.31	21.90	45.66	75.29	0.00	6.90	68.54
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	12.2	22	43	8.71			3.94			18.55			3	7.68	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	3.0	5	6	.56			0.98			2.78			-	7.54	
Project Benefit					20.91										
Project Cost								\$35,842,0	000						
ConnectRVA 2045 Project Score **								5.84							

\* Link to the Project Evaluation and Scoring Process



Henrico/ Richmond

### FHW-45 I-64 Auxiliary Lane

I-64 From: Exit 185 To: Exit 186

### <u>Facility</u>

**Functional Classification** 

Project Type

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,008,000	13707	5197.2	33.5	2.8	5.3	50.9	65.9	873	2722	562.5	0.12	0	0.0023	20024
Normalized PM Value Relative to other Projects	11.65	1.89	64.83	4.9	0.87   1.05   1.17   0.94     30%   20%   30%   20%					22.82	40.52	67.29	0.00	6.60	75.06
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	8.7	2	34	1.86			1.01			16.64			3	7.24	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.1	8	5.	.23			0.25			2.50			-	7.45	
Project Benefit					17.61										
Project Cost								\$15,361,0	000						
ConnectRVA 2045 Project Score **								11.46							

\* Link to the Project Evaluation and Scoring Process
### **Constrained Plan Long Term FY40 - FY45**



**New Kent** 

FHW-46 I-64 Widening Eastbound

#### <u>Facility</u>

I-64 From: Exit 205 (Bottoms Bridge) To: Exit 211 (VA-106)

### **Functional Classification**

Interstate

<u>Project Type</u> Road Widening

Widening with added capacity (5.9 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land ।	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,311,000	9038	2033.1	77.4	0	0.1	0.8	1.8	266	0	396.1	0.05	0.67	0.0009	0
Normalized PM Value Relative to other Projects	15.15	1.24	25.36	11.32	0.01     0.02     0.02     0.03       30%     20%     30%     20%					0.00	28.53	85.06	4.10	2.63	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	10.9	98	18	3.34			0.02			7.38			2	2.95	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.7	5	2.	.75			0.00			1.11			4	4.59	
Project Benefit					11.2										
Project Cost								\$94,029,	000						
ConnectRVA 2045 Project Score **								1.19							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Long Term FY40 - FY45**



**New Kent** 

I-64 Widening Westbound FHW-47

#### **Facility**

I-64 From: Exit 211 (VA-106) To: Exit 205 (Bottoms Bridge)

#### **Functional Classification** Interstate

Project Type **Road Widening** 

Widening with added capacity (5.9 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,182,000	8224	2198.9	68.9	3.1	5.6	96.8	133.4	271	0	380.8	0.04	0	0.0002	0
Normalized PM Value Relative to other Projects	13.66	1.13	27.43	10.08	0.96 1.11 2.23 1.91   30% 20% 30% 20%					0.00	27.43	88.93	0.00	0.71	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	9.9	0	18	3.75			1.56			7.11			2	2.41	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.4	-8	2	.81			0.39			1.07			4	4.48	
Project Benefit					11.23										
Project Cost								\$96,149,0	000						
ConnectRVA 2045 Project Score **								1.17							

\* Link to the Project Evaluation and Scoring Process



**New Kent** 

FHW-48 I-64 Auxiliary Lane

I-64 From: Welcome Center To: Exit 214 (VA-155)

#### <u>Facility</u>

**Functional Classification** 

#### Project Type

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	88,000	5267	59	0.1	4.2	8.9	58.3	111.8	16	0	6.4	0.11	1.59	0.0022	0
Normalized PM Value Relative to other Projects	1.02	0.72	0.74	0.01	1.29 1.75 1.34 1.60   30% 20% 30% 20%					0.00	0.46	70.36	9.76	6.28	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.9	3	0.	.37			1.46			0.13			2	1.60	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	3	0.	.06			0.36			0.02			4	4.32	
Project Benefit					4.99										
Project Cost								\$5,120,0	00						
ConnectRVA 2045 Project Score **								9.75							

\* Link to the Project Evaluation and Scoring Process



**New Kent** 

FHW-49 I-64 Auxiliary Lane

I-64 From: Welcome Center To: Exit 214 (VA-155)

#### <u>Facility</u>

**Functional Classification** 

#### Project Type

Interstate

Auxiliary Lane

Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)

LRTP Goals	Safe	ty	Mo	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	30,000	964	56.7	0	2.4	6.1	46.1	74.1	60	0	6.1	0.11	1.48	0.0026	0
Normalized PM Value Relative to other Projects	0.35	0.13	0.71	0	0.75 1.20 1.06 1.06   30% 20% 30% 20%					0.00	0.44	69.53	9.14	7.31	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.2	8	0.	.36			0.99			0.17			2	1.49	
Goal Weight	25%	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	7	0.	.05			0.25			0.02			4	4.30	
Project Benefit					4.7										
Project Cost								\$11,521,0	000						
ConnectRVA 2045 Project Score **								4.08							

\* Link to the Project Evaluation and Scoring Process



Goochland

#### FHW-52 I-64 & Ashland Rd (VA-623) Interchange Modification

### Project Type

I-64 & Ashland Rd (VA-623)

**Facility** 

**Functional Classification** Interstate

Interchange Modification

Reconstruction of the existing Diamond Interchange to a single-lane Diverging Diamond Interchange (DDI)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	504,000	24680	18.5	0.1	0.2	3.3	0.3	30.3	345	631	3.7	0.03	2.01	0.0015	2398
Normalized PM Value Relative to other Projects	5.83	3.39	0.23	0.01	0.05	0.64	0.01	0.43	0.64	5.29	0.27	92.71	12.38	4.38	8.99
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	5.1	.0	0.	.12			0.23			1.71			2	9.62	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.2	27	0.	.02			0.06			0.26			ļ	5.92	
Project Benefit					7.53										
Project Cost								\$30,544,	000						
ConnectRVA 2045 Project Score **								2.47							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Long Term FY40 - FY45



Henrico

### FHW-53 I-64 & Gaskins Rd Interchange Modification

#### **Facility**

Functional Classification

## Project Type

I-64 & Gaskins Rd

Interstate

Interchange Modification

Improvement of Interchange Configuration. Convert Interchange to Partial-Cloverleaf. Remove EB I-64 off-ramp to NB Gaskins Road ramp and the WB I-64 off-ramp to SB Gaskins Road ramp. Allow left turn movements from the remaining EB and WB I-64 off-ramps by installing left turn lanes and signalized ramp terminals.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	450,000	9670	1730.7	52.5	0.1	2.1	1.9	0	2545	0	187.3	0.05	2.97	0.001	8219
Normalized PM Value Relative to other Projects	5.20	1.33	21.59	7.68	0.04 0.41 0.04 0.00   30% 20% 30% 20%					0.00	13.49	87.66	18.29	2.76	30.81
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.0	4	14	1.63			0.11			5.72			3	4.88	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	1.0	1	2	.19			0.03			0.86			(	5.98	
Project Benefit					11.07										
Project Cost					\$61,188,000										
ConnectRVA 2045 Project Score **								1.81							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Mid Term FY34 - FY39



Henrico

### FHW-54 I-64 & Parham Rd Interchange Modification

#### **Facility**

I-64 & Parham Rd

**Functional Classification** 

Interstate

### <u>Project Type</u>

Interchange Modification

Improvement of Interchange Configuration. Widening EB ramp terminal to include dual right turn lanes

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	83.9	0.1	1.2	3	14.7	23.5	374	0	9.1	0	1.69	0.0007	8042
Normalized PM Value Relative to other Projects	0.00	0.00	1.05	0.02	0.38 0.60 0.34 0.34 30% 20% 30% 20%					0.00	0.65	98.93	10.42	2.08	30.14
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	0	.53			0.40			0.51			3	5.39	
Goal Weight	259	%	1:	5%			25%			15%			-	20%	
Weighted Goal Value	0.0	0	0	.08			0.10			0.08			-	7.08	
Project Benefit					7.33										
Project Cost								\$32,002,0	000						
ConnectRVA 2045 Project Score **								2.29							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Near Term FY28 - FY33



Henrico

FHW-56 I-64 & US-33 Interchange Modification

#### <u>Facility</u>

I-64 & US-33

**Functional Classification** 

Interstate

<u>Project Type</u>

Interchange Modification

Addition of a SB through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. Intersection improvements at Bethlehem Rd intersection via additional turn bays and an RCUT/directional median at Millstone Rd.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	972,500	16148	465	19.6	1.9	2.3	60.8	48.4	2813	2690	50.3	0.05	2.49	0.0042	17608
Normalized PM Value Relative to other Projects	11.24	2.22	5.8	2.87	0.60 0.46 1.40 0.69   30% 20% 30% 20%					22.55	3.63	86.29	15.32	11.91	66.00
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	8.5	4	4	.33			0.83			9.14			4	4.88	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.1	3	0	.65			0.21			1.37			:	8.98	
Project Benefit					13.34										
Project Cost					\$20,481,000										
ConnectRVA 2045 Project Score **								6.51							

\* Link to the Project Evaluation and Scoring Process



**Chesterfield/Richmond** 

### FHW-58 I-95 Auxiliary Lane

#### **Facility**

I-95 From: Exit 67 (VA-150) To: Exit 69 (Bells Rd)

### **Functional Classification**

Interstate

Project Type Auxiliary Lane

Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	500,000	6736	1681.2	7.8	4.8	6.4	113.7	131.5	478	1812	182	0.17	1.01	0.0036	371
Normalized PM Value Relative to other Projects	5.78	0.93	20.97	1.14	1.47	1.26	2.61	1.88	0.88	15.19	13.11	52.87	6.24	10.19	1.39
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	4.3	2	11	L.05			1.86			7.51			1	.7.67	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	1.0	8	1	.66			0.46			1.13				3.53	
Project Benefit					7.86										
Project Cost								\$32,642,0	000						
ConnectRVA 2045 Project Score **								2.41							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-59 I-95 Widening

#### <u>Facility</u>

Project Type

I-95 From: Exit 62 (VA-288 ) To: Exit 64 (Willis Rd)

**Functional Classification** Interstate

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	688,000	9700	3831.3	87.1	1.2	7.4	64.9	123	3676	11930	663.4	0.04	1.02	0.001	1
Normalized PM Value Relative to other Projects	7.95	1.33	47.79	12.74	0.38 1.45 1.49 1.76   30% 20% 30% 20%					100.00	47.79	89.43	6.28	2.82	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	5.9	7	30	).27			1.20			40.34			2	4.63	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.4	9	4.	.54			0.30			6.05			4	4.93	
Project Benefit					17.31										
Project Cost								\$17,921,0	000						
ConnectRVA 2045 Project Score **								9.66							

\* Link to the Project Evaluation and Scoring Process



Richmond

### FHW-61 I-95 & Belvidere St Interchange Modification

#### **Facility**

I-95 & Belvidere St

Functional Classification

Interstate

Interchange Modification

Project Type

Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76). Construct C-D Road from Exit 76 to Exit 75. Construct SPUI (single Point Urban Interchange) at Belvidere Street and remove the northbound off-ramp to Chamberlayne Avenue.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	4,000,000	63346	854.8	113.6	0.5	1.1	30.7	6.1	1066	747	92.5	0.05	4	0.0028	26679
Normalized PM Value Relative to other Projects	46.24	8.71	10.66	16.62	0.15 0.22 0.71 0.09   30% 20% 30% 20%					6.26	6.66	87.31	24.61	7.82	100.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	34.9	98	13	8.64			0.32			4.21			5	4.94	-
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	8.7	5	2	.05			0.08			0.63			1	.0.99	
Project Benefit					22.49										
Project Cost								\$83,205,	000						
ConnectRVA 2045 Project Score **								2.7							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Mid Term FY34 - FY39



FHW-65 I-95 & I-64 Interchange Modification

<u>Facility</u>

1-95 & 1-64

**Functional Classification** 

Interstate

Project Type Interchange Modification

Improvement of interchange configuration with I-64 to improve the SB I-95 to WB I-64 ramp (Exit 79). Merge 3 lanes to 2 after on-ramp from Laburnum. 2-lane on-ramp from SB I-95.Convert WB I-64 on-ramp from SB I-95 to two lanes. Remove one lane from WB I-64 prior to on-ramp.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	nent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,730,000	25346	4568.2	171.8	2.2	1.5	34.2	1	62	2720	494.4	0.18	1.03	0.0035	11945
Normalized PM Value Relative to other Projects	20.00	3.49	56.98	25.14	0.69     0.30     0.79     0.01       30%     20%     30%     20%					22.80	35.61	50.58	6.33	10.02	44.77
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	15.0	)4	41	1.06			0.51			14.66			2	27.92	-
Goal Weight	259	%	15	5%			25%			15%			:	20%	
Weighted Goal Value	3.7	6	6	.16			0.13			2.20				5.58	
Project Benefit					17.83										
Project Cost								\$64,004,	000						
ConnectRVA 2045 Project Score **								2.79							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

# Project Scorecard Constrained Plan Mid Term FY34 - FY39



Henrico

### FHW-66 I-95 & Parham Rd Interchange Modification

#### **Facility**

I-95 & Parham Rd

Functional Classification

Interstate

Interchange Modification

Project Type

Construction of a new Partial Cloverleaf Interchange (Exit 83). Improve interchange configuration at Parham Road to remove weaving movements.

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	162,000	3312	73.9	0.3	3.7	4	92	89.4	877	600	8	0.04	2.31	0.0022	2035
Normalized PM Value Relative to other Projects	1.87	0.46	0.92	0.05	1.15 0.78 2.12 1.28   30% 20% 30% 20%					5.03	0.58	88.66	14.20	6.33	7.63
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	5	0.	.48			1.39			2.21			2	9.21	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	6	0.	.07			0.35			0.33			!	5.84	
Project Benefit					6.96										
Project Cost								\$25,602,0	000						
ConnectRVA 2045 Project Score **								2.72							

\* Link to the Project Evaluation and Scoring Process

#### **Constrained Plan Long Term FY40 - FY45 Project Scorecard**



Chesterfield

#### I-95 & VA-10 Interchange Modification **FHW-67**

#### **Facility**

I-95 & VA-10

**Functional Classification** 

#### Project Type

Interstate

Interchange Modification

Construction of a new Partial Cloverleaf Interchange (Exit 61) Eliminate southbound I-95 to eastbound Route 10 off-ramp, eliminate northbound I-95 to westbound Route 10 off-ramp and realign westbound Route 10 to northbound I-95 on-ramp.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	860,000	14726	1341.1	55	2	2.8	28.3	23.1	1270	3970	145.1	0.02	0	0	1182
Normalized PM Value Relative to other Projects	9.94	2.03	16.73	8.05	0.62 0.55 0.65 0.33   30% 20% 30% 20%					33.28	10.46	94.47	0.00	0.00	4.43
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	7.5	7	12	2.39		-	0.56			12.10			2	.4.73	-
Goal Weight	259	%	1!	5%			25%			15%			:	20%	
Weighted Goal Value	1.8	9	1	.86			0.14			1.82				4.95	
Project Benefit					10.65										
Project Cost					\$67,259,000										
ConnectRVA 2045 Project Score **			\$67,259,000 <b>1.58</b>												

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Current FY22 - FY27



Richmond

FHW-68 I-95 & VA-161 Interchange Modification

#### <u>Facility</u>

I-95 & VA-161

**Functional Classification** 

Interstate

Project Type Interchange Modification

Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64. Merge 3 lanes to 2 before on-ramp from I-64. Convert off-ramp to Boulevard (VA-161) to 2 lanes (1 choose lane).

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,750,000	47945	174.7	1.1	6.4	10.5	124.3	200.1	521	2724	18.9	0.01	0	0	18699
Normalized PM Value Relative to other Projects	20.23	6.59	2.18	0.16	1.98 2.06 2.86 2.86   30% 20% 30% 20%					22.83	1.36	98.29	0.00	0.00	70.09
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	16.1	14	1	.17			2.44			6.53			4	2.09	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	4.0	3	0	.18			0.61			0.98			:	8.42	
Project Benefit					14.22										
Project Cost					\$6,784,000										
ConnectRVA 2045 Project Score **								20.96	5						

\* Link to the Project Evaluation and Scoring Process

## Project Scorecard Constrained Plan Near Term FY28 - FY33



Ashland

### FHW-69 I-95 & VA-54 Interchange Modification

<u>Facility</u>

I-95 & VA-54

#### **Functional Classification**

Interstate

Project Type Interchange Modification

Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,071,000	22843	150.6	0.5	3.8	9.3	55.5	124.3	335	601	16.3	0.13	1.86	0.0016	4721
Normalized PM Value Relative to other Projects	12.38	3.14	1.88	0.08	1.17	1.82	1.28	1.78	0.62	5.04	1.17	65.12	11.45	4.42	17.70
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	9.6	51	0	.98			1.45			1.86			2	4.67	-
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	2.4	0	0	.15			0.36			0.28				4.93	
Project Benefit					8.12										
Project Cost								\$12,801,0	000						
ConnectRVA 2045 Project Score **								6.35							

\* Link to the Project Evaluation and Scoring Process

## Project Scorecard Constrained Plan Current FY22 - FY27



### FHW-70 I-95 & VA-54 Interchange Modification

<u>Facility</u>

I-95 & VA-54

### **Functional Classification**

Interstate

Project Type Interchange Modification

Connection SB I-95 off-ramp to Hill Carter Pkwy

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	51,382	29427	461.2	12.3	1	1.7	31.4	29.1	189	475	49.9	0.22	1.5	0.0048	4728
Normalized PM Value Relative to other Projects	0.59	4.05	5.75	1.8	0.30     0.34     0.72     0.42       30%     20%     30%     20%					3.98	3.60	38.76	9.25	13.67	17.72
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.6	3	3	.78			0.46			2.07			1	9.85	
Goal Weight	259	%	יר	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	1	0	.57			0.11			0.31			3	3.97	
Project Benefit					5.37										
Project Cost								\$4,480,0	000						
ConnectRVA 2045 Project Score **								11.98							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Ashland



Chesterfield

### FHW-72 I-95 & Willis Rd Interchange Modification

<u>Facility</u>

I-95 & Willis Rd

#### **Functional Classification**

Interstate

Project Type Interchange Modification

Construction of a new Double Roundabout Interchange (Exit 64)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	231.5	1.4	1.8	5.6	23.5	52	1894	9989	30.1	0.01	1.92	0.0031	0
Normalized PM Value Relative to other Projects	0.00	0.00	2.89	0.2	0.56 1.10 0.54 0.74   30% 20% 30% 20%					83.73	2.17	98.37	11.82	8.73	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	1	.54			0.70			23.22			2	9.73	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	0.	.23			0.17			3.48			ļ	5.95	
Project Benefit					9.84										
Project Cost								\$86,378,0	000						
ConnectRVA 2045 Project Score **								1.14							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Powhatan

#### FHW-73 Judes Ferry Rd Widening

#### <u>Facility</u>

Project Type

Judes Ferry Rd From: US-60 To: Old Church Road

**Functional Classification** Major Collector

Road Widening

Widening with added capacity (0.5 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	87,000	114813	3.6	0	1.4	3.2	26.6	45.6	27	36	0.4	0	1.44	0	0
Normalized PM Value Relative to other Projects	1.01	15.79	0.04	0	0.43 0.63 0.61 0.65   30% 20% 30% 20%					0.30	0.03	99.60	8.84	0.00	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	5.4	4	0.	.02			0.57			0.11			2	7.11	
Goal Weight	259	%	ו	5%			25%			15%			2	20%	
Weighted Goal Value	1.3	6		0			0.14			0.02			!	5.42	
Project Benefit					6.94										
Project Cost								\$9,503,C	000						
ConnectRVA 2045 Project Score **								7.31							

\* Link to the Project Evaluation and Scoring Process



Powhatan

FHW-74 Judes Ferry Rd Extension

#### **Facility**

**Functional Classification** 

**Major Collector** 

Project Type Road Extension

Judes Ferry Rd From: 0.4 mi N of Hancock Road To: 0.25 mi S of Federal Hill Farms Rd Construction of a new 2-lane road (1.2mi)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	7,110	5321	108.4	0.2	6.6	13.6	107.3	205.1	7	2	11.7	0.01	1.51	0.0035	0
Normalized PM Value Relative to other Projects	0.08	0.73	1.35	0.02	2.06 2.67 2.47 2.93   30% 20% 30% 20%					0.02	0.84	97.38	9.28	9.89	0.00
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.2	8	0.	.69			2.48			0.22			2	9.14	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	7	C	).1			0.62			0.03			5	5.83	
Project Benefit					6.65										
Project Cost								\$14,852,0	000						
ConnectRVA 2045 Project Score **								4.48							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Long Term FY40 - FY45**



Powhatan

#### FHW-75 Judes Ferry Rd Extension

#### <u>Facility</u>

Project Type

<u>Functional Classification</u> Major Collector

Road Extension

Judes Ferry Rd From: US-60 To: Dorset Rd

Construction of a new 4-lane road (1.8 mi)

LRTP Goals	Safe	ty	Мо	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	56,011	5239	115.9	0.3	0	0	0.1	0	24	36	12.6	0.01	0.9	0.0052	0
Normalized PM Value Relative to other Projects	0.65	0.72	1.45	0.04	0.00	0.00	0.00	0.00	0.04	0.30	0.90	98.10	5.53	14.87	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.6	7	0.	.74			0.00			0.32			2	9.62	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	7	0.	.11			0.00			0.05			Į S	5.92	
Project Benefit					6.25										
Project Cost								\$43,510,0	000						
ConnectRVA 2045 Project Score **								1.44							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-76 Lauderdale Dr Widening

#### <u>Facility</u>

ConnectRVA 2045 Project

Score \*\*

\* Link to the <u>Project Evaluation and Scoring Process</u> \*\* Benefit divided by cost in tens of millions dollars <u>Project Type</u>

Lauderdale Dr From: Westbriar Dr To: Eadenbury Dr Widening with added capacity and bike/ped facilities

### Functional Classification

Minor Arterial

Road Widening

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land ।	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	7,500	3785	467.9	5.4	1.1	4.4	9.1	50.4	87	0	50.6	0.07	1.76	0.0016	0
Normalized PM /alue Relative to other Projects	0.09	0.52	5.84	0.78	0.33	0.87	0.21	0.72	0.16	0.00	3.65	80.06	10.84	4.45	0.00
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%     50			50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.2	2	3.	.31			0.48			0.99			2	3.84	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	5	C	).5			0.12			0.15			2	4.77	
Project Benefit					5.59										
Project Cost								\$10,241,0	000						

5.46



Hanover

#### FHW-77 Lewistown Rd & Ashcake Rd Intersection Improvement

### Functional Classification

<u>Project Type</u>

Lewistown Rd & Ashcake Rd

**Facility** 

Minor Arterial

Intersection Improvement

Reconfiguration from a stop controlled "T" intersection to a roundabout

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	168,000	60963	84.6	0.8	3.1	6.4	38.1	66.7	128	308	9.2	0.03	1.96	0.0014	0
Normalized PM Value Relative to other Projects	1.94	8.39	1.06	0.11	0.97 1.25 0.88 0.95   30% 20% 30% 20%					2.58	0.66	91.14	12.04	4.03	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	3.8	57	0	.58			0.99			0.93			2	.6.80	
Goal Weight	259	%	יו	5%			25%			15%			-	20%	
Weighted Goal Value	0.9	17	0	.09			0.25			0.14			!	5.36	
Project Benefit					6.8										
Project Cost								\$12,417,0	000						
ConnectRVA 2045 Project Score **								5.48							

\* Link to the Project Evaluation and Scoring Process



Powhatan

#### FHW-78 Manakin Town Ferry Rd Extension

#### <u>Facility</u>

**Functional Classification** 

Major Collector

Project Type Road Extension

Manakin Town Ferry Rd From: Page Road To: US-60 Aligned with Oakbridge Drive Construction of a new 2-lane road (0.6 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,935	7725	93.6	0.5	1	2.8	26.5	29.9	44	87	10.1	0.01	0.56	0.0011	0
Normalized PM Value Relative to other Projects	0.03	1.06	1.17	0.08	0.30 0.55 0.61 0.43   30% 20% 30% 20%					0.73	0.73	98.23	3.46	3.17	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.3	4	0.	.62			0.47			0.40			2	6.22	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	9	0.	.09			0.12			0.06			!	5.24	
Project Benefit					5.6										
Project Cost								\$6,638,C	000						
ConnectRVA 2045 Project Score **								8.44							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-79 Masonic Ln/Brittles Ln Widening

#### **Facility**

Masonic Ln/Brittles Ln From: Nine Mile Rd To: Williamsburg Rd Widening with added capacity and bike/ped facilities

#### **Functional Classification**

Minor Arterial

<u>Project Type</u>

Road Widening

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	294,000	45536	1496	90.8	4.8	10.3	113.3	183.5	586	699	161.9	0.01	2.84	0.0043	1884
Normalized PM Value Relative to other Projects	3.40	6.26	18.66	13.29	1.50	2.02	2.61	2.62	1.08	5.86	11.66	97.19	17.52	12.28	7.06
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.2	.6	15	5.97			2.16			4.92			3	3.51	-
Goal Weight	259	%	1	5%			25%			15%			2	20%	
Weighted Goal Value	1.0	06	2	2.4			0.54			0.74			(	6.70	
Project Benefit					11.44										
Project Cost								\$33,282,0	000						
ConnectRVA 2045 Project Score **								3.44							

\* Link to the Project Evaluation and Scoring Process

**Functional Classification** 

**Minor Arterial** 



Project Type

**Road Widening** 

### FHW-81 Meadowbridge Rd Widening

#### <u>Facility</u>

Meadowbridge Rd From: Henrico County Line To: Atlee Rd Widening with added capacity (1.35 mi)

LRTP Goals	Safe	ety	Mo	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	166,000	37807	1856.8	172.2	2.1	1.9	44.5	48.6	817	2369	201	0.1	3.58	0.0056	0
Normalized PM Value Relative to other Projects	1.92	5.20	23.16	25.19	0.65	0.37	1.02	0.69	1.51	19.86	14.48	73.43	22.08	15.97	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.9	0	24	.17			0.71			9.34			2	7.87	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	3	3.	.63	0.18 1.40								Į	5.57	
Project Benefit					11.51										
Project Cost								\$17,281,C	000						
ConnectRVA 2045 Project Score **								6.66							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

#### Hanover



Henrico

#### FHW-83 Mill Rd Widening

#### <u>Facility</u>

Mill Rd From: Mill Place Dr To: Mountain Rd

#### **Functional Classification**

Major Collector

<u>Project Type</u> Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	8,000	50087	1555.3	70.7	1.5	4.9	41.7	75.9	180	0	168.3	0.03	1.9	0.0018	0
Normalized PM Value Relative to other Projects	0.09	6.89	19.4	10.35	0.46 0.95 0.96 1.08   30% 20% 30% 20%					0.00	12.13	91.43	11.67	5.13	0.00
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	2.1	.3	14	1.87			0.83			3.20			2	7.06	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	3	2	.23			0.21			0.48			5	5.41	
Project Benefit					8.86										
Project Cost								\$3,200,0	000						
ConnectRVA 2045 Project Score **								27.7							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-84 N Gayton Rd Widening

N Gayton Rd From: US-250 To: Lauderdale Dr

#### <u>Facility</u>

**Functional Classification** 

**Major Collector** 

<u>Project Type</u>

Road Widening

Widening with added capacity (to include center turnlane, one through lanes each direction) and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	77,000	21155	154.3	1.9	0.4	1.8	1.3	0.1	1027	0	16.7	0.01	1.74	0.0015	1598
Normalized PM Value Relative to other Projects	0.89	2.91	1.92	0.27	0.11 0.36 0.03 0.00   30% 20% 30% 20%					0.00	1.20	96.90	10.69	4.35	5.99
PM Weight	70%	30%	50%	50%	6     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.5	0	1	L.1			0.11			1.25			2	9.48	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	7	0.	.16			0.03			0.19			Į	5.90	
Project Benefit					6.65										
Project Cost								\$29,442,0	000						
ConnectRVA 2045 Project Score **								2.26							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Mid Term FY34 - FY39**



Hanover

#### FHW-85 New Ashcake Rd Extension

#### <u>Facility</u>

New Ashcake Rd From: New Ashcake Rd To: Air Park Rd

#### **Functional Classification**

Minor Arterial

Project Type

Road Extension

Construction of a new 2-lane road (1.75 mi)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	54,709	15511	658	21.6	0.2	0.9	5.5	26	307	470	71.2	0.03	1.21	0.0085	0
Normalized PM Value Relative to other Projects	0.63	2.13	8.21	3.17	0.07 0.17 0.13 0.37   30% 20% 30% 20%					3.94	5.13	91.27	7.45	24.27	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.0	8	5.	.69			0.17			2.55			3	0.75	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	7	0.	.85			0.04			0.38			(	6.15	
Project Benefit					7.7										
Project Cost								\$25,602,0	000						
ConnectRVA 2045 Project Score **								3.01							

\* Link to the Project Evaluation and Scoring Process



Goochland

FHW-87 New Road New Road

#### **Facility**

**Functional Classification** 

Major Collector

<u>Project Type</u>

New Road

New Road From: Hockett Rd To: Future Wilkes Ridge Parkway Extension Construction of a new 2-lane road

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	117,057	8512	572.4	78.6	4.4	6.4	80.5	116.7	681	0	62	0.05	5.52	0.0252	4948
Normalized PM Value Relative to other Projects	1.35	1.17	7.14	11.5	1.37 1.27 1.85 1.67   30% 20% 30% 20%				1.26	0.00	4.46	85.28	33.98	71.61	18.55
PM Weight	70%	30%	50%	50%	6 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	1.3	0	9.	.32			1.55			1.74			5	2.35	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	2	1	4			0.39			0.26			1	.0.47	
Project Benefit					12.84										
Project Cost								\$19,758,0	000						
ConnectRVA 2045 Project Score **								6.5							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-88 Nuckols Rd Widening

#### <u>Facility</u>

**Functional Classification** 

**Minor Arterial** 

Project Type

Road Widening

Widening with added capacity and pedestrian accommodations

Nuckols Rd From: Shady Grove Rd To: Springfield Rd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	312,000	7848	1597.6	282.2	9.2	13.5	153.4	202.1	3582	0	172.9	0.02	5.57	0.0064	5769
Normalized PM Value Relative to other Projects	3.61	1.08	19.93	41.3	2.84 2.66 3.53 2.89   30% 20% 30% 20%					0.00	12.45	93.40	34.32	18.14	21.62
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	2.8	5	30	).61			3.02			6.42			4	1.87	-
Goal Weight	259	%	ו	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	1	4	.59			0.75			0.96			;	8.37	
Project Benefit					15.4										
Project Cost								\$38,403,	000						
ConnectRVA 2045 Project Score **								4.01							

\* Link to the Project Evaluation and Scoring Process



Goochland

### FHW-89 Oilville Rd Widening

#### **Facility**

<u>Project Type</u>

Oilville Rd From: Broad Street Road To: I-64

### Functional Classification

Major Collector

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	510,000	217137	576.4	24.7	0.8	1.2	49.3	41.2	27	0	62.4	0.03	2.14	0.0014	0
Normalized PM Value Relative to other Projects	5.90	29.87	7.19	3.61	0.25 0.24 1.13 0.59   30% 20% 30% 20%					0.00	4.49	92.06	13.18	3.91	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	13.(	)9	5	5.4			0.58			1.15			2	7.29	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	3.2	7	0.	.81			0.15			0.17			!	5.46	
Project Benefit					9.86										
Project Cost								\$25,556,0	000						
ConnectRVA 2045 Project Score **								3.86							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-90 Old Hundred Widening

#### <u>Facility</u>

**Functional Classification** 

Minor Arterial

<u>Project Type</u> Road Widening

Old Hundred Road From: US-60 To: Mt Hermon Rd Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	84,000	108830	753.3	9.1	7.4	12.6	149.6	219.3	402	0	81.5	0	1.39	0.0066	0
Normalized PM Value Relative to other Projects	0.97	14.97	9.4	1.32	2.28 2.48 3.44 3.13   30% 20% 30% 20%					0.00	5.87	99.08	8.57	18.90	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	5.1	.7	5	.36			2.84			1.84			3	1.64	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	1.2	.9	C	).8			0.71			0.28			(	5.33	
Project Benefit					9.41										
Project Cost								\$7,040,0	000						
ConnectRVA 2045 Project Score **								13.37	,						

\* Link to the Project Evaluation and Scoring Process



Henrico

#### FHW-93 Parham Rd & Patterson Ave Intersection Improvement

### **Functional Classification**

**Principal Arterial** 

Project Type

Intersection Improvement

Parham Rd & Patterson Ave

**Facility** 

### Construction of additional turn lanes and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	13,500	725	66.3	0.3	1.2	4.1	5.3	18	469	0	7.2	0	1.81	0.0034	0
Normalized PM Value Relative to other Projects	0.16	0.10	0.83	0.04	0.37     0.81     0.12     0.26       30%     20%     30%     20%				0.86	0.00	0.52	100.00	11.13	9.79	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.1	4	0.	.43			0.36			0.56			3	0.23	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	3	0.	.07			0.09			0.08			(	6.05	
Project Benefit					6.32										
Project Cost					\$17,921,000										
ConnectRVA 2045 Project Score **								3.53							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-94 Pemberton Rd Widening

#### <u>Facility</u>

<u>Project Type</u>

Major Collector

**Functional Classification** 

Road Widening

Pemberton Rd From: Quioccasin Rd To: US-250 Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	442,000	56686	1793.6	166.7	7.1	11.7	112.8	155.4	644	0	194.1	0.01	5.5	0.0086	2372
Normalized PM Value Relative to other Projects	5.11	7.80	22.37	24.39	2.21 2.30 2.59 2.22   30% 20% 30% 20%					0.00	13.98	98.40	33.88	24.35	8.89
PM Weight	70%	30%	50%	50%	5 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	5.9	2	23	3.38			2.35			4.09			4	1.38	
Goal Weight	259	%	ו	5%			25%			15%			2	20%	
Weighted Goal Value	1.4	8	3	.51			0.59			0.61			Ş	8.28	
Project Benefit					14.46										
Project Cost								\$53,764,0	000						
ConnectRVA 2045 Project Score **								2.69							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Mid Term FY34 - FY39**



Hanover

#### FHW-95 Pole Green Rd Widening

#### <u>Facility</u>

**Functional Classification** 

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity (1.85 mi)

Pole Green Rd From: Rural Point Rd To: Walnut Grove Rd

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	72,000	10723	509.6	10.1	4.6	7.6	87.7	110.2	69	0	55.2	0.02	0	0.0038	0
Normalized PM Value Relative to other Projects	0.83	1.47	6.36	1.47	1.42 1.50 2.02 1.57   30% 20% 30% 20%					0.00	3.97	95.63	0.00	10.87	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.0	3	3.	.91			1.65			1.06			2	6.62	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	6	0.	.59			0.41			0.16			!	5.32	
Project Benefit					6.74										
Project Cost								\$26,882,0	000						
ConnectRVA 2045 Project Score **								2.51							

\* Link to the Project Evaluation and Scoring Process
# **Constrained Plan Mid Term FY34 - FY39**



Hanover

### FHW-96 Pole Green Rd Widening

### <u>Facility</u>

<u>Project Type</u>

Pole Green Rd From: Walnut Grove Rd To: US-360

**Functional Classification** Minor Arterial

Road Widening

Widening with added capacity (2.15 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	178,000	29540	54.4	0.2	2.1	4.7	55.8	80.7	37	0	5.9	0.01	1.06	0.0051	0
Normalized PM Value Relative to other Projects	2.06	4.06	0.68	0.02	0.64   0.91   1.28   1.15   0     30%   20%   30%   20%   30%					0.00	0.42	98.02	6.55	14.57	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	2.6	6	0.	.35			0.99			0.14			2	9.78	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	6	0.	.05			0.25			0.02			Į	5.96	
Project Benefit					6.94										
Project Cost								\$30,722,0	000						
ConnectRVA 2045 Project Score **								2.26							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Current FY22 - FY27**



### FHW-97 Pouncey Tract Rd Widening

#### <u>Facility</u>

Pouncey Tract Rd From: Henrico Co. Line To: Ashland Rd Widening with added capacity (0.25 mi)

LRTP Goals	Safe	ety	Mo	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	6,000	33800	432	2.7	0	0.2	0.1	0	61	143	46.8	0.02	1.49	0.0031	0
Normalized PM Value Relative to other Projects	0.07	4.65	5.39	0.4	0.00     0.04     0.00     0.00       30%     20%     30%     20%					1.20	3.37	93.57	9.20	8.81	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.4	4	2.	.89			0.01			1.20			2	7.89	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	6	0.	.43			0.00			0.18			Ę	5.58	
Project Benefit					6.56										
Project Cost								\$3,840,0	000						
ConnectRVA 2045 Project Score **								17.07							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Hanover

**Functional Classification** Minor Arterial <u>Project Type</u> Road Widening

# **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-98 Pouncey Tract Rd Widening

#### <u>Facility</u>

Pouncey Tract Rd From: US-250 To: N. Gayton Rd

### **Functional Classification**

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	210,000	37824	1515.5	118.3	1.6	4.7	13.6	28.9	712	0	164	0.02	1.99	0.0035	5027
Normalized PM Value Relative to other Projects	2.43	5.20	18.9	17.31	1 0.49 0.92 0.31 0.41 1   5 30% 20% 30% 20% 5				1.31	0.00	11.82	93.17	12.26	10.03	18.84
PM Weight	70%	30%	50%	50%	6     30%     20%     30%     20%     30%     20%     30%					25%	25%	25%	25%	25%	25%
Goal Value	3.2	6	18	3.11			0.51			3.61			3	3.57	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.8	2	2	.72			0.13			0.54			(	5.71	
Project Benefit					10.91										
Project Cost								\$25,602,0	000						
ConnectRVA 2045 Project Score **								4.26							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Near Term FY28 - FY33**



Henrico

#### FHW-99 Pouncey Tract Rd Widening

#### <u>Facility</u>

Functional Classification

Minor Arterial

<u>Project Type</u> Road Widening

Pouncey Tract Rd From: Grey Oaks Park Dr To: N. Gayton Rd Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	87,500	43553	1403	63.2	2.5	1.8	98.4	93.5	185	18	151.8	0.01	2.6	0.006	492
Normalized PM Value Relative to other Projects	1.01	5.99	17.5	9.25	0.78   0.35   2.26   1.34   1.34     30%   20%   30%   20%   30%					0.15	10.94	96.71	15.98	17.05	1.84
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	2.5	1	13	3.38			1.25			2.94			3	2.90	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	3	2	.01			0.31			0.44			(	6.58	
Project Benefit					9.97										
Project Cost								\$16,641,0	000						
ConnectRVA 2045 Project Score **								5.99							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-100 Pouncey Tract Rd Widening

#### <u>Facility</u>

Project Type

Pouncey Tract Rd From: Nuckols Rd To: Grey Oaks Park Dr

**Functional Classification** Minor Arterial

Road Widening

Widening with added capacity (to include center turnlane, two through lanes each direction) and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	42,500	26695	523.9	7.8	0.6	4.4	2.3	31.2	165	0	56.7	0.01	1.52	0.0018	1519
Normalized PM Value Relative to other Projects	0.49	3.67	6.54	1.14	0.18   0.87   0.05   0.45     30%   20%   30%   20%					0.00	4.08	96.83	9.39	5.17	5.69
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	5	3	.84			0.33			1.17			2	9.27	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	6	0.	.58			0.08			0.18			Į S	5.85	
Project Benefit					7.05										
Project Cost								\$12,801,0	000						
ConnectRVA 2045 Project Score **								5.51							

\* Link to the Project Evaluation and Scoring Process



Henrico

FHW-101 Pump Rd Widening

#### **Facility**

Pump Rd From: Walbrook Rd To: Waltham Dr

### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	12,000	15807	1000.8	13.7	0	1.8	0.5	0.8	156	0	108.3	0.11	2.09	0.0019	0
Normalized PM Value Relative to other Projects	0.14	2.17	12.48	2	0.01   0.36   0.01   0.01   0.01     0   30%   20%   30%   20%   30%					0.00	7.80	70.59	12.85	5.31	0.00
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.7	5	7.	.24			0.08			2.09			2	2.19	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	9	1.	.09			0.02			0.31			L	1.44	
Project Benefit					6.05										
Project Cost								\$9,601,C	000						
ConnectRVA 2045 Project Score **								6.3							

\* Link to the Project Evaluation and Scoring Process



Powhatan

#### FHW-102 Red Lane Rd Realignment

#### <u>Facility</u>

**Functional Classification** 

<u>Project Type</u>

Road Realignment

Red Lane Rd From: Intersection of Three Bridge Road & Lees Landing Road To: Red Lane Major Collector Road 0.6 miles south of its intersection with Three Bridge Road

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	3,817	6509	46.4	0	0.5	0.2	46.7	46.4	8	0	5	0.03	1.4	0.0031	0
Normalized PM Value Relative to other Projects	0.04	0.90	0.58	0	0.15	0.03	1.07	0.66	0.01	0.00	0.36	91.92	8.60	8.89	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.3	0	0	.29			0.51			0.10			2	.7.35	-
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	7	0	.04			0.13			0.01			!	5.47	
Project Benefit					5.73										
Project Cost					\$8,664,000										
ConnectRVA 2045 Project Score **								6.61							

\* Link to the Project Evaluation and Scoring Process

**Functional Classification** 

**Minor Arterial** 



Project Type

**Road Widening** 

### FHW-103 Richmond Henrico Tpk Widening

#### <u>Facility</u>

Richmond Henrico Tpk From: Hanover County Line To: Railroad Crossing Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	324,000	59756	154.1	0.7	1	4	10	40.3	550	804	16.7	0.03	1.75	0.0034	0
Normalized PM Value Relative to other Projects	3.75	8.22	1.92	0.11	0.30	0.78	0.23	0.58	1.01	6.74	1.20	91.90	10.79	9.55	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	5.0	9	1	.02			0.43			2.49			2	8.06	
Goal Weight	259	%	1!	5%			25%			15%			-	20%	
Weighted Goal Value	1.2	7	0	.15			0.11			0.37			ļ	5.61	
Project Benefit					7.52										
Project Cost								\$38,403,0	000						
ConnectRVA 2045 Project Score **								1.96							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

## Henrico



Henrico

FHW-104 River Widening

#### <u>Facility</u> River Road

**Functional Classification** 

**Minor Arterial** 

Project Type

Road Widening

Widening with added capacity and pedestrian accommodations

From: Sleepy Hollow Rd To: E/O VA-150

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	14,000	7807	880.9	11.5	1.1	4	18.9	49.4	70	0	95.3	0.02	2.62	0.003	0
Normalized PM Value Relative to other Projects	0.16	1.07	10.99	1.68	0.35   0.79   0.44   0.71     30%   20%   30%   20%					0.00	6.87	95.17	16.15	8.53	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.4	4	6	.33			0.53			1.78			2	9.96	-
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	1	0	.95			0.13			0.27			!	5.99	
Project Benefit					7.45										
Project Cost								\$28,802,	000						
ConnectRVA 2045 Project Score **								2.59							

\* Link to the Project Evaluation and Scoring Process

**Functional Classification** 

Minor Arterial



Hanover

### FHW-105 Rural Point Rd Widening

### **Facility**

<u>Project Type</u>

**Road Widening** 

Rural Point Rd From: US-301 To: Studley Rd

Widening with added capacity (2.6 mi)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	316,000	75700	527.7	14	1.7	5.6	17.3	55.8	142	0	57.1	0.11	2.49	0.0033	0
Normalized PM Value Relative to other Projects	3.65	10.41	6.58	2.05	0.54   1.11   0.40   0.80     30%   20%   30%   20%					0.00	4.11	69.99	15.35	9.52	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	5.6	8	4.	.32			0.66			1.16	<u>.</u>		2	3.72	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	1.4	2	0.	.65			0.17			0.17			4	4.74	
Project Benefit					7.15										
Project Cost								\$39,683,0	000						
ConnectRVA 2045 Project Score **								1.8							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Mid Term FY34 - FY39**

**Functional Classification** 

Minor Arterial



Hanover

#### FHW-106 Rural Point Rd Widening

#### **Facility**

<u>Project Type</u>

**Road Widening** 

Rural Point Rd From: Studley Rd To: Pole Green Rd Widening with added capacity (2.1 mi)

LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use VMT per Connection to Air Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations 1 M VMT EPDO (\$) Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 182.000 55356 461.9 17 2.6 4.2 70.9 119 89 0 50 0.08 1.16 0.0013 0 Normalized PM Value Relative to 2.10 7.61 5.76 2.49 0.81 0.82 1.70 0.00 3.60 7.17 3.81 0.00 1.63 0.16 79.14 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 30% 20% 25% Goal Value 3.76 4.12 1.24 0.98 22.53 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.31 0.94 0.62 0.15 4.51 Value Project Benefit 6.52 Project Cost \$32,002,000 **ConnectRVA** 2045 Project 2.04 Score \*\*

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Current FY22 - FY27**



Henrico

### FHW-107 S Airport Dr Widening

#### <u>Facility</u>

**Functional Classification** 

**Principal Arterial** 

Project Type

Road Widening

S Airport Dr From: Audubon Dr To: Williamsburg Rd Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	117,000	31475	1528.9	25.1	1.2	1.7	12.6	3.3	1231	3057	165.5	0.08	1.27	0.0033	9372
Normalized PM Value Relative to other Projects	1.35	4.33	19.07	3.67	7   0.36   0.34   0.29   0.05   2     6   30%   20%   30%   20%   50				2.27	25.62	11.92	77.06	7.83	9.26	35.13
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%     5				50%	25%	25%	25%	25%	25%	25%
Goal Value	2.2	5	11	37			0.27			10.52			3	2.32	
Goal Weight	259	%	ין	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	6	1	.71			0.07			1.58			(	5.46	
Project Benefit								10.38							
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **								16.22							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-108 Shady Grove Rd Widening

#### <u>Facility</u>

Functional ClassificationProject Type

Major Collector

Road Widening

Shady Grove Rd From: Nuckols Rd To: Hanover County line Widening with added capacity and bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	30,000	46384	1068.4	17.8	5.6	10	89.5	143	116	0	115.6	0.03	0	0.0041	912
Normalized PM Value Relative to other Projects	0.35	6.38	13.33	2.6	1.73 1.97 2.06 2.04 0.   5 30% 20% 30% 20% 50				0.21	0.00	8.33	92.05	0.00	11.59	3.42
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%     50				50%	25%	25%	25%	25%	25%	25%
Goal Value	2.1	6	7.	.96			1.94			2.19			2	6.76	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	4	1.	.19			0.48			0.33			Į	5.35	
Project Benefit			<u>.</u>		7.9										
Project Cost								\$10,241,0	000						
ConnectRVA 2045 Project Score **								7.71							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Current FY22 - FY27**



Henrico

### FHW-110 Springfield Rd Widening

### <u>Facility</u>

**Functional Classification** 

**Minor Arterial** 

Project Type

Road Widening

Widening with added capacity and pedestrian accommodations

Springfield Rd From: Staples Mill Rd To: Francistown Rd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	106,000	99664	1702.7	72.1	1.4	3.8	23	46.9	163	0	184.3	0.01	1.63	0.0036	0
Normalized PM Value Relative to other Projects	1.23	13.71	21.24	10.55	0.43 0.75 0.53 0.67   30% 20% 30% 20%					0.00	13.27	96.07	10.01	10.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.9	7	1	5.9			0.57			3.47			2	9.10	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	1.2	.4	2	.38			0.14			0.52			!	5.82	
Project Benefit					10.11										
Project Cost								\$9,601,0	00						
ConnectRVA 2045 Project Score **								10.53							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Mid Term FY34 - FY39**



Henrico

**Springfield Rd Relocation** FHW-111

#### **Facility**

Springfield Rd From: Francistown Rd To: Olde Millbrooke Way

### **Functional Classification**

**Minor Arterial** 

Project Type

**Road Relocation** 

Construction of a new two-lane road with bike/ped facilities

LRTP Goals	Safe	ety	Мо	bility	Equity and Accessibility					onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	55,723	21674	780.8	41.8	1	0.5	53.5	46.9	617	0	84.5	0.05	1.84	0.0063	1467
Normalized PM Value Relative to other Projects	0.64	2.98	9.74	6.12	0.32   0.09   1.23   0.67     30%   20%   30%   20%					0.00	6.09	86.24	11.32	18.00	5.50
PM Weight	70%	30%	50%	50%	6     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.3	5	7.	.93			0.62			2.09			3	0.26	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	4	1	.19			0.15			0.31			(	6.05	
Project Benefit					8.05										
Project Cost								\$32,002,0	000						
ConnectRVA 2045 Project Score **								2.51							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Mid Term FY34 - FY39



Goochland

#### FHW-112 Three Chopt Rd New Underpass

#### <u>Facility</u>

**Functional Classification** 

Project Type

Three Chopt Rd From: 0.1 mile west of VA-288 To: 0.1 mile east of VA-288

Minor Arterial

New Underpass

Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass) on Three Chopt Rd From 0.1 mile west of VA-288 To 0.1 mile east of VA- 288)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	17,354	1816	186.9	2.1	0.1	1.2	13.3	17.9	216	75	20.2	0.02	1.21	0.0011	1504
Normalized PM Value Relative to other Projects	0.20	0.25	2.33	0.31	0.04	0.23	0.31	0.26	0.40	0.63	1.46	95.23	7.43	3.15	5.64
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.2	2	1	.32			0.20			0.72			2	7.86	
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	5	C	).2			0.05			0.11			!	5.57	
Project Benefit					5.98										
Project Cost								\$24,103,0	000						
ConnectRVA 2045 Project Score **								2.48							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Mid Term FY34 - FY39**



Henrico

### FHW-113 Three Chopt Rd Widening

#### <u>Facility</u>

Three Chopt Rd From: Gaskins Rd To: N Parham Rd

### **Functional Classification**

Minor Arterial

<u>Project Type</u>

Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	346,000	46326	2102.7	118.2	1.3	2.3	27.6	9	448	0	227.6	0.01	4.36	0.0079	1867
Normalized PM Value Relative to other Projects	4.00	6.37	26.23	17.29	0.39 0.45 0.64 0.13   30% 20% 30% 20%					0.00	16.39	96.83	26.85	22.41	7.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.7	1	21	76			0.42			4.51			3	8.27	-
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	1.1	8	3.	.26			0.11			0.68			-	7.65	
Project Benefit					12.88										
Project Cost								\$44,803,	000						
ConnectRVA 2045 Project Score **								2.87							

\* Link to the Project Evaluation and Scoring Process

# **Constrained Plan Near Term FY28 - FY33**



Henrico

FHW-114 Three Chopt Rd Widening

#### <u>Facility</u>

Three Chopt Rd From: Skipwith Rd To: Horsepen Rd

### **Functional Classification**

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	nent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	72,000	37309	1690.5	63.6	1.1	2.1	33.1	36.1	347	0	183	0	1.63	0.0013	2689
Normalized PM Value Relative to other Projects	0.83	5.13	21.09	9.3	0.34 0.41 0.76 0.52   30% 20% 30% 20%					0.00	13.18	100.00	10.01	3.83	10.08
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.1	2	1	5.2			0.52			3.61			3	0.98	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.5	3	2	.28			0.13			0.54			(	6.20	
Project Benefit					9.68										
Project Cost								\$19,201,0	000						
ConnectRVA 2045 Project Score **								5.04							

\* Link to the Project Evaluation and Scoring Process



Hanover

### FHW-116 US- 301 & VA-54 Intersection Improvement

#### <u>Facility</u>

US- 301 & VA-54

### **Functional Classification**

Minor Arterial

Intersection Improvement

Project Type

Converting "Y" intersection to a roundabout

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	32,000	9687	15	0	0.6	2.1	22.5	34.3	41	0	1.6	0.03	0.83	0.0023	0
Normalized PM Value Relative to other Projects	0.37	1.33	0.19	0	0.18 0.41 0.52 0.49   30% 20% 30% 20%					0.00	0.12	91.87	5.11	6.63	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.6	6	0.	.09			0.39			0.07			2	5.90	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	6	0.	.01			0.10			0.01			ļ	5.18	
Project Benefit					5.47										
Project Cost								\$5,760,C	000						
ConnectRVA 2045 Project Score **								9.49							

\* Link to the Project Evaluation and Scoring Process



Project Type

**Road Widening** 

### FHW-117 US-1 Widening

#### **Facility**

**Functional Classification** 

**Minor Arterial** 

US-1 From: Ashcake Rd To: Sourthern Town Limits

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	122,999	14989	1077.8	28.3	0.2	2.4	4.1	44.2	981	797	116.7	0.04	1.85	0.0033	1221
Normalized PM Value Relative to other Projects	1.42	2.06	13.44	4.13	0.06   0.46   0.09   0.63     30%   20%   30%   20%					6.68	8.40	89.99	11.40	9.44	4.58
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	1.6	51	8.	.79			0.26			4.68			2	8.85	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	.0	1.	.32			0.07			0.70			Į,	5.77	
Project Benefit					8.26										
Project Cost								\$46,467,0	000						
ConnectRVA 2045 Project Score **								1.78							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Ashland



Ashland

### FHW-118 US-1 Widening

#### <u>Facility</u>

US-1 From: US-54 To: Archie Cannon Dr

### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	100,499	27548	409.8	2.4	0.5	2.4	13.5	43.6	1508	155	62.1	0.05	0.47	0	4127
Normalized PM Value Relative to other Projects	1.16	3.79	5.11	0.35	0.15   0.48   0.31   0.62     30%   20%   30%   20%					1.30	4.47	86.36	2.91	0.00	15.47
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.9	5	2	.73			0.36			2.83			2	6.19	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	9	0.	.41			0.09			0.43			ļ	5.24	
Project Benefit					6.65										
Project Cost					\$29,442,000										
ConnectRVA 2045 Project Score **								2.26							

\* Link to the Project Evaluation and Scoring Process



### FHW-119 US-1 & E Parham Rd Intersection Improvement

#### **Facility**

US-1 & E Parham Rd

### **Functional Classification**

**Principal Arterial** 

Project Type Intersection Improvement

Operational improvements and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	96,000	5313	66.3	0.5	1.9	5.4	21.4	47.3	834	0	7.2	0	2.3	0.0036	1517
Normalized PM Value Relative to other Projects	1.11	0.73	0.83	0.07	0.60 1.06 0.49 0.68   30% 20% 30% 20%					0.00	0.52	99.41	14.19	10.10	5.69
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.0	0	0	.45			0.68			0.90			3	2.35	
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	.5	0	.07			0.17			0.13			(	6.47	
Project Benefit					7.09										
Project Cost					\$1,920,000										
ConnectRVA 2045 Project Score **								36.92	2						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Henrico

#### **Constrained Plan Near Term FY28 - FY33 Project Scorecard**



#### **FHW-120 US-1 & VA-30 Intersection Improvement**

#### **Project Type** Facility US-1 & VA-30 Minor Arterial Intersection Improvement Reconfiguration from a stop controlled "T" intersection to a "Continuous Green-T" thereby adding a signal and dedicated left and right turn lanes on US-1 LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use Connection to Air VMT per Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Polution Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations EPDO (\$) 1 M VMT Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 25.500 7763 38.7 0.2 1.6 3.6 17.4 20.5 49 73 15.9 0.05 2.36 0.0021 66 Normalized PM Value Relative to 1.07 0.48 0.03 0.49 0.29 0.09 0.61 85.10 14.55 5.97 0.25 0.29 0.70 0.40 1.15 other Projects PM Weight 70% 30% 50% 50% 30% 50% 25% 25% 25% 25% 25% 20% 30% 20% 25% Goal Value 0.53 0.25 0.47 0.48 26.47 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.12 0.07 0.13 0.04 5.29 Value Project Benefit 5.65 Project Cost \$8,705,000 **ConnectRVA** 2045 Project 6.49 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Hanover

**Functional Classification** 



Chesterfield

### FHW-121 US-1 & West Hundred Rd Intersection Improvement

# Project Type

US-1 & West Hundred Rd

**Facility** 

## **Functional Classification**

Minor Arterial

Intersection Improvement

Construction of Innovative Intersection: Median u-turns all approaches

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	312,000	14738	60	0.2	0.5	0.9	12.3	16.9	207	292	6.5	0	1.33	0.0038	0
Normalized PM Value Relative to other Projects	3.61	2.03	0.75	0.03	0.17 0.17 0.28 0.24   30% 20% 30% 20%					2.45	0.47	99.36	8.20	10.71	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	3.1	3	0.	.39			0.22			0.92			2	9.57	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	8	0.	.06			0.05			0.14			!	5.91	
Project Benefit					6.95										
Project Cost					\$57,604,000										
ConnectRVA 2045 Project Score **								1.21							

\* Link to the Project Evaluation and Scoring Process



Henrico

#### FHW-122 US-250 & Glenside Drive Intersection Improvement

#### **Facility**

US-250 & Glenside Drive

### **Functional Classification**

**Principal Arterial** 

Project Type Intersection Improvement

Operational improvements and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	118,500	5957	126.4	0.8	1	4.5	8.5	32.6	460	0	13.7	0.05	2.3	0.0029	6252
Normalized PM Value Relative to other Projects	1.37	0.82	1.58	0.12	0.30   0.89   0.20   0.47     30%   20%   30%   20%					0.00	0.99	85.61	14.15	8.23	23.43
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.2	0	0.	.85			0.42			0.67			3	2.85	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	0	0.	.13			0.11			0.10			(	6.57	
Project Benefit					7.2										
Project Cost					\$6,400,000										
ConnectRVA 2045 Project Score **								11.26							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-123 US-250 & Parham Rd Intersection Improvement

#### <u>Facility</u>

US-250 & Parham Rd

### **Functional Classification**

Principal Arterial

Project Type Intersection Improvement

Operational improvements and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	144,000	6921	23.6	0.1	1	0	20.1	4	506	0	2.6	0	0.36	0.001	3558
Normalized PM Value Relative to other Projects	1.66	0.95	0.29	0.02	0.30 0.01 0.46 0.06   30% 20% 30% 20%					0.00	0.18	99.21	2.24	2.89	13.34
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	5	0	.16			0.24			0.51			2	.9.42	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	6	0	.02			0.06			0.08			!	5.88	
Project Benefit			<u>.</u>		6.41										
Project Cost					\$14,081,000										
ConnectRVA 2045 Project Score **								4.55							

\* Link to the Project Evaluation and Scoring Process



Henrico

### FHW-124 US-250 & Pouncey Tract Rd Intersection Improvement

### **Functional Classification**

**Principal Arterial** 

Project Type

Intersection Improvement

US-250 & Pouncey Tract Rd

**Facility** 

### Increase capacity at US-250 & Pouncey Tract Rd intersection with an additional lane

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	11,700	490	438.7	3.1	0	0	0.4	0.2	198	0	47.5	0.06	1.51	0.0034	9001
Normalized PM Value Relative to other Projects	0.14	0.07	5.47	0.45	0.01	0.00	0.01	0.00	0.36	0.00	3.42	82.37	9.29	9.66	33.74
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.1	1	2	.96			0.01			1.04			3	3.77	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	3	0.	.44			0.00			0.16			(	6.75	
Project Benefit					7.38										
Project Cost			\$6,400,000												
ConnectRVA 2045 Project Score **								11.54							

\* Link to the Project Evaluation and Scoring Process



Hanover

### FHW-125 US-33 Widening

#### **Facility**

<u>Project Type</u>

US-33 From: Overhill Lake Ln To: Winns Church Rd

**Functional Classification** Minor Arterial

Road Widening

Widening with added capacity (1.3 mi)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	144,000	34487	725	16.4	0.1	0.6	11.9	3.6	397	0	78.5	0.07	1.08	0.0039	0
Normalized PM Value Relative to other Projects	1.66	4.74	9.04	2.39	0.02	0.12	0.27	0.05	0.73	0.00	5.65	81.41	6.65	11.05	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.5	9	5	.72			0.12			1.78			2	4.78	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	5	0	.86			0.03			0.27			4	4.96	
Project Benefit					6.76										
Project Cost								\$20,481,0	000						
ConnectRVA 2045 Project Score **								3.3							

\* Link to the Project Evaluation and Scoring Process

**Functional Classification** 

Minor Arterial



Hanover

### FHW-126 US-33 Widening

#### <u>Facility</u>

<u>Project Type</u>

**Road Widening** 

US-33 From: Winns Church Rd To: Ashland Rd

Widening with added capacity (2.4 mi)

LRTP Goals	Safe	ity	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	366,000	38770	416.9	6.8	0.7	1.8	61.6	71.3	442	0	45.1	0.04	2.54	0.0023	0
Normalized PM Value Relative to other Projects	4.23	5.33	5.2	1	0.21	0.35	1.42	1.02	0.81	0.00	3.25	90.17	15.65	6.63	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.5	6	(1)	3.1			0.76			1.22			2	8.11	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.1	4	0.	.46			0.19			0.18			!	5.62	
Project Benefit				7.6											
Project Cost								\$37,122,0	000						
ConnectRVA 2045 Project Score **								2.05							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-127 US-360 Widening

#### <u>Facility</u>

US-360 From: E. of Cosby Rd To: Magnolia Green Pkwy

**Functional Classification** 

**Principal Arterial** 

<u>Project Type</u> Road Widening

Widening with added capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	307,500	10398	1117.8	38.3	0.1	0	1.1	0.4	889	0	121	0.01	1.93	0.0008	815
Normalized PM Value Relative to other Projects	3.55	1.43	13.94	5.61	0.02	0.01	0.03	0.01	1.64	0.00	8.71	97.28	11.91	2.33	3.05
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.9	02	9.	.77			0.02			3.00			2	8.64	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	'3	1	.47			0.00			0.45			ļ	5.73	
Project Benefit					8.38										
Project Cost					\$54,276,000										
ConnectRVA 2045 Project Score **								1.54							

\* Link to the Project Evaluation and Scoring Process



Richmond

#### FHW-129 US-360 & Broad Rock Blvd Intersection Improvement

### **Functional Classification**

Principal Arterial

Project Type Intersection Improvement

US-360 & Broad Rock Blvd

**Facility** 

### Construction of an alternative intersection with displaced left turns

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	140,000	17162	9.1	0	0	0	0.4	0.5	135	902	1	0.01	1.61	0.0036	9184
Normalized PM Value Relative to other Projects	1.62	2.36	0.11	0	0.00	0.00	0.01	0.01	0.25	7.56	0.07	96.93	9.88	10.16	34.42
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.8	34	0	.06			0.01			2.03			3	7.85	
Goal Weight	25	%	!!	5%			25%			15%				20%	
Weighted Goal Value	0.4	16	0	.01			0.00			0.30				7.57	
Project Benefit					8.34										
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **								13.04	+						

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-131 US-360 & Various Intersection Improvement

#### <u>Facility</u>

<u>Project Type</u>

US-360 & Various

**Functional Classification** Principal Arterial

Intersection Improvement

Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe Parkway

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,218,000	35458	144.6	1.4	0.1	0.8	1.6	3.3	131	0	15.7	0.01	0.41	0.0031	826
Normalized PM Value Relative to other Projects	14.08	4.88	1.8	0.2	0.02	0.16	0.04	0.05	0.24	0.00	1.13	98.05	2.53	8.74	3.10
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	11.3	32		1			0.06			0.40			2	8.10	
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	2.8	3	0	.15			0.01			0.06			ļ	5.62	
Project Benefit					8.68										
Project Cost				\$68,869,000											
ConnectRVA 2045 Project Score **								1.26							

\* Link to the Project Evaluation and Scoring Process

**Facility** 



Richmond

### FHW-132 US-360, Midlothian Turnpike & Clopton St Intersection Improvement

#### **Functional Classification**

**Principal Arterial** 

<u>Project Type</u>

Intersection Improvement

US-360, Midlothian Turnpike & Clopton St

### Construction of a new roundabout in the five legged intersection

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	522,000	59589	77.4	0.2	3.5	9.3	51.8	119.7	260	943	8.4	0.01	2.89	0.0024	11890
Normalized PM Value Relative to other Projects	6.03	8.20	0.97	0.03	1.08	1.83	1.19	1.71	0.48	7.90	0.60	96.28	17.78	6.83	44.57
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	6.6	8	C	).5			1.39			2.37			4	1.36	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	1.6	7	0.	.07			0.35			0.35			Į	3.27	
Project Benefit					10.72										
Project Cost					\$10,241,000										
ConnectRVA 2045 Project Score **								10.47	,						

\* Link to the Project Evaluation and Scoring Process



Richmond

## FHW-135 US-60 Widening

US-60 From: Division Street To: CSX RR

### **Facility**

**Functional Classification** 

Project Type

Principal Arterial

Road Widening

Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	148,500	37009	1033	17.4	2.5	5.4	39.9	70.8	475	389	111.8	0.02	1.92	0.0009	10037
Normalized PM Value Relative to other Projects	1.72	5.09	12.88	2.55	0.78	1.06	0.92	1.01	0.88	3.26	8.05	95.19	11.85	2.69	37.62
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.7	3	7.	.72			0.92			3.27			3	6.84	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	0.6	8	1	.16			0.23			0.49			-	7.37	
Project Benefit					9.93										
Project Cost		\$51,203,000													
ConnectRVA 2045 Project Score **								1.94							

\* Link to the Project Evaluation and Scoring Process



Richmond

### FHW-136 US-60 & Belt Blvd Interchange Modification

### <u>Facility</u>

<u>Project Type</u>

US-60 & Belt Blvd

**Functional Classification** Principal Arterial

Interchange Modification

Removal of the existing traffic signals in the vicinity of the interchange at the ramps. Construction of two new roundabouts, one in north and other in south of the bridge.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	378,000	22761	240.3	0.9	4.1	4.1	98.2	91.6	387	360	26	0.03	2.01	0.0025	9870
Normalized PM Value Relative to other Projects	4.37	3.13	3	0.13	1.26	0.80	2.26	1.31	0.71	3.02	1.87	92.52	12.35	7.06	37.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.0	0	1	.56			1.48			1.58			3	57.23	
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	1.0	0	0	.23			0.37			0.24				7.45	
Project Benefit					9.29										
Project Cost								\$25,602,0	000						
ConnectRVA 2045 Project Score **								3.63							

\* Link to the <u>Project Evaluation and Scoring Process</u>



Powhatan

### FHW-137 US-60 & Dorset Rd Intersection Improvement

#### <u>Facility</u>

US-60 & Dorset Rd

Functional Classification

**Principal Arterial** 

Intersection Improvement

Project Type

Reconfiguration of the intersection of US- 60 and Dorset Road(VA-622) to a RCUT with two northbound right-turn lanes.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	157,500	13920	66.5	0.3	0	1	7.1	16.8	18	35	7.2	0.02	1.13	0.0032	0
Normalized PM Value Relative to other Projects	1.82	1.91	0.83	0.05	0.01	0.20	0.16	0.24	0.03	0.29	0.52	95.53	6.93	9.06	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.8	5	0	.44			0.14			0.22			2	7.88	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	6	0	.07			0.04			0.03			!	5.58	
Project Benefit					6.17										
Project Cost					\$4,736,000										
ConnectRVA 2045 Project Score **								13.03							

\* Link to the Project Evaluation and Scoring Process


Powhatan

### FHW-138 US-60 & Judes Ferry Rd Intersection Improvement

#### <u>Facility</u>

**Functional Classification** 

**Principal Arterial** 

<u>Project Type</u>

Intersection Improvement

US-60 & Judes Ferry Rd

### Reconfiguration of the intersections of US Route 60 and Judes Ferry Road into an RCUT

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	94,500	8116	57.7	0.3	1.6	5.1	31.2	60.6	42	97	6.3	0.01	1.72	0.0012	0	
Normalized PM Value Relative to other Projects	1.09	1.12	0.72	0.05	0.51	1.00	0.72	0.87	0.08	0.81	0.45	97.43	10.57	3.36	0.00	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	1.1	0	0.	.38			0.74			0.35			2	7.84		
Goal Weight	259	%	15	5%			25%			15%			2	20%		
Weighted Goal Value	0.2	7	0.	.06			0.19			0.05			Į S	5.57		
Project Benefit					6.14											
Project Cost					\$6,208,000											
ConnectRVA 2045 Project Score **								9.89								

\* Link to the Project Evaluation and Scoring Process



Powhatan

### FHW-139 US-60 & Stavemill Rd Intersection Improvement

#### <u>Facility</u>

US-60 & Stavemill Rd

### **Functional Classification**

**Principal Arterial** 

Project Type Intersection Improvement

Installation of a second left-turn lane along westbound US-60

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	13,200	1134	74.9	0	0.6	2.9	14.2	42.1	62	266	8.1	0	1.03	0.0024	0
Normalized PM Value Relative to other Projects	0.15	0.16	0.93	0	0.20 0.57 0.33 0.60 30% 20% 30% 20%					2.23	0.58	99.23	6.35	6.90	0.00
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	0.1	.5	0	.47			0.39			0.76			2	8.12	
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	)4	0	.07			0.10			0.11			ļ	5.62	
Project Benefit					5.94										
Project Cost								\$2,976,C	000						
ConnectRVA 2045 Project Score **								19.98							

\* Link to the Project Evaluation and Scoring Process



Powhatan

### FHW-140 US-60 & US-522 Intersection Improvement

#### <u>Facility</u>

<u>Project Type</u>

US-60 & US-522

**Functional Classification** Principal Arterial

Intersection Improvement

Construction of a roundabout at US- 522 and a quadrant roadway from the roundabout to US-60 at the northeast corner of the intersection. Construction of a CGT at the intersection of the quadrant road and US-60.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	79,500	10298	208.6	0.1	0	0	0	0	13	0	22.6	0	2.47	0.0029	0
Normalized PM Value Relative to other Projects	0.92	1.42	2.6	0.01	0.00	0.00	0.00	0.00	0.02	0.00	1.63	98.88	15.24	8.27	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.0	17	1	.31			0.00			0.42			3	0.60	•
Goal Weight	259	%	1!	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	.7	C	).2			0.00			0.06			(	6.12	
Project Benefit			<u>.</u>		6.65										
Project Cost								\$21,889,0	000						
ConnectRVA 2045 Project Score **								3.04							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constraine



Powhatan

### FHW-141 US-60 & VA-13 Intersection Improvement

#### <u>Facility</u>

<u>Project Type</u>

Intersection Improvement

US-60 & VA-13

Principal Arterial

**Functional Classification** 

### Construct of a RCUT at the intersection of US-60 and VA-13 (including additional turn lanes

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	143,500	14949	54.4	0.2	0	1.1	0	0	9	0	5.9	0	1.72	0.0026	0	
Normalized PM Value Relative to other Projects	1.66	2.06	0.68	0.03	0.00     0.21     0.00     0.00       30%     20%     30%     20%					0.00	0.42	99.81	10.59	7.37	0.00	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	1.7	8	0.	.36			0.04			0.11			2	9.44	-	
Goal Weight	25%	%	15	5%			25%			15%			2	20%		
Weighted Goal Value	0.4	4	0.	.05			0.01			0.02			Į	5.89		
Project Benefit					6.41											
Project Cost					\$9,214,000											
ConnectRVA 2045 Project Score **								6.96								

\* Link to the Project Evaluation and Scoring Process



Richmond

### FHW-143 VA-10 & Walmsley Blvd Intersection Improvement

#### <u>Facility</u>

VA-10 & Walmsley Blvd

### **Functional Classification**

Principal Arterial

Project Type Intersection Improvement

Construction of a new roundabout

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	324,000	43728	144.4	0.8	0	0	0.5	1.2	62	0	15.6	0.01	0.06	0	2356
Normalized PM Value Relative to other Projects	3.75	6.01	1.8	0.11	0.01	0.01	0.01	0.02	0.11	0.00	1.13	97.83	0.37	0.00	8.83
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.4	3	0.	.96			0.01			0.34			2	.6.76	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.1	1	0	.14			0.00			0.05			!	5.35	
Project Benefit			<u>.</u>		6.66										
Project Cost								\$10,241,0	000						
ConnectRVA 2045 Project Score **								6.5							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



**New Kent** 

FHW-144 VA-106 Widening

### **Facility**

**Functional Classification** 

Minor Arterial

<u>Project Type</u> Road Widening

Widening of the Bridge Overpass at I-64

VA-106 From: I-64 EB On Ramp To: I-64 WB Off Ramp

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	18,000	69019	49.3	0.1	2.4	3.3	74.5	74.5	40	0	5.3	0	1.94	0.0042	0
Normalized PM Value Relative to other Projects	0.21	9.49	0.62	0.01	0.75     0.64     1.71     1.06       30%     20%     30%     20%					0.00	0.38	99.24	11.92	11.96	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.9	9	0	.31			1.08			0.13			3	0.78	
Goal Weight	259	%	ין	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	5	0	.05			0.27			0.02			(	5.16	
Project Benefit					7.24										
Project Cost								\$21,004,0	000						
ConnectRVA 2045 Project Score **								3.45							

\* Link to the Project Evaluation and Scoring Process



#### FHW-146 VA-150 & Dalebrook Dr Interchange Modification

#### **Facility**

VA-150 & Dalebrook Dr

Elimination of On and Off-Ramps

#### LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use Connection to Air VMT per Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations EPDO (\$) 1 M VMT Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 680.000 79109 138 2.8 0.2 1.2 6.2 15.4 1 320 14.9 0.02 1.84 0.0024 153 Normalized PM Value Relative to 7.86 10.88 1.72 0.41 0.08 0.22 0.00 2.68 95.38 11.34 6.75 0.57 0.23 0.14 1.08 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 25% 30% 20% Goal Value 8.77 1.07 0.16 0.94 28.51 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.04 2.19 0.16 0.14 5.70 Value Project Benefit 8.23 Project Cost \$6,400,000 ConnectRVA 2045 Project 12.87 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield

Functional Classification

Other Freeway or Expressway

Project Type Interchange Modification

# Connect 0000

#### FHW-147 VA-150 & Dalebrook Dr Interchange Modification

#### <u>Facility</u>

VA-150 & Dalebrook Dr

Elimination of On and Off-Ramps

#### LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use Connection to Air VMT per Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations EPDO (\$) 1 M VMT Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 930.000 108423 188 2.7 2 4.5 32.4 66.7 1 322 20.3 0.02 1.52 0.0013 153 Normalized PM Value Relative to 10.75 14.91 2.34 0.39 0.62 0.95 0.00 2.70 94.88 9.35 3.56 0.57 0.89 0.74 1.47 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 25% 30% 20% Goal Value 12.00 1.37 0.78 1.04 27.09 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.16 3.00 0.21 0.19 5.42 Value Project Benefit 8.97 Project Cost \$6,400,000 ConnectRVA 2045 Project 14.02 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield

Functional Classification

Other Freeway or Expressway

Interchange Modification

**Project Type** 

# Connect 0 @ RVA 2045 @

### FHW-148 VA-150 & Hopkins Rd Interchange Modification

#### <u>Facility</u>

VA-150 & Hopkins Rd

### **Functional Classification**

Other Freeway or Expressway

Project Type Interchange Modification

Construction of a diverging diamond interchange

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,085,000	45557	102.9	0.2	1	2.3	18.7	43.8	6	3	11.1	0.03	1.53	0.0021	94
Normalized PM Value Relative to other Projects	12.54	6.27	1.28	0.03	0.32       0.45       0.43       0.63         30%       20%       30%       20%					0.03	0.80	93.12	9.42	5.90	0.35
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	10.6	56	0.	.66			0.44			0.21			2	.7.20	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	2.6	6	C	).1			0.11			0.03			ļ	5.44	
Project Benefit					8.34										
Project Cost					\$31,265,000										
ConnectRVA 2045 Project Score **								2.67							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Chesterfield

# Connect 000

#### FHW-150 VA-150 & Strathmore Rd Interchange Modification

#### <u>Facility</u>

VA-150 & Strathmore Rd

Elimination of On and Off-Ramps

#### LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use Connection to Air VMT per Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations EPDO (\$) 1 M VMT Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 380.000 18443 357 0.8 2.4 4.3 46.5 70.8 9 898 38.6 0.08 1.45 0.0024 279 Normalized PM Value Relative to 4.39 2.54 4.45 0.12 0.75 1.07 0.01 7.53 2.78 78.99 8.93 6.80 0.84 1.01 1.05 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 25% 30% 20% Goal Value 3.84 2.29 0.92 2.59 23.94 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.23 0.39 0.96 0.34 4.79 Value Project Benefit 6.71 Project Cost \$6,400,000 ConnectRVA 2045 Project 10.48 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

# Chesterfield

<u>Project Type</u>

Other Freeway or Expressway

**Functional Classification** 

Interchange Modification

# RVA 2045

#### FHW-151 VA-150 & Strathmore Rd Interchange Modification

#### <u>Facility</u>

VA-150 & Strathmore Rd

Elimination of On and Off-Ramps

#### LRTP Goals Safety Mobility Equity and Accessibility Economic Development Environment/Land Use Connection to Air VMT per Project Crash Crash Person Person Access Access Access to Access to Job Truck Sensitive Connections Performance Frequency Rate Through Hours of to Jobs to Jobs Destinations Destinations Growth Truck Intensive Through Features Polution Capita to Activity Measure (PM) - put Delay (EJ) (EJ) Areas put Centers Weighted Weighted EPDO / Unit of Person Jobs Jobs Truck % of Metric VMT per Activity Destinations Destinations EPDO (\$) 1 M VMT Persons Jobs Trucks Measurement Hours Intensive Units Overlap Tons / Capita Units per per per 1000 per 1000 (PM) \* Person Person Persons Year Persons PM Value 380.000 18608 142.4 0.3 0.7 1.3 13.7 8.1 8 944 15.4 0.06 1.04 0 279 Normalized PM Value Relative to 4.39 2.56 1.78 0.04 0.21 0.25 0.31 0.12 0.01 7.91 84.92 0.00 1.11 6.41 1.05 other Projects PM Weight 70% 30% 50% 50% 30% 20% 50% 25% 25% 25% 25% 25% 25% 30% 20% Goal Value 3.84 0.91 0.23 2.26 23.09 Goal Weight 25% 15% 25% 15% 20% Weighted Goal 0.06 0.34 0.96 0.14 4.62 Value Project Benefit 6.11 Project Cost \$6,400,000 ConnectRVA 2045 Project 9.55 Score \*\*

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

# Chesterfield

<u>Project Type</u>

Other Freeway or Expressway

**Functional Classification** 

Interchange Modification



Chesterfield

### FHW-152 VA-150 & US-1 Interchange Modification

#### <u>Facility</u>

VA-150 & US-1

### **Functional Classification**

Other Freeway or Expressway

Project Type Interchange Modification

Reconfiguration of the interchange to partial cloverleaf

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	285,000	9186	79.8	0	0.3	1.6	18.9	24.7	146	1511	8.6	0.13	2.42	0.0026	321
Normalized PM Value Relative to other Projects	3.29	1.26	1	0	0.10	0.32	0.43	0.35	0.27	12.67	0.62	65.71	14.89	7.40	1.20
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.6	9	C	).5			0.29			3.46			2	2.30	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	7	0.	.07			0.07			0.52				4.46	
Project Benefit					5.8										
Project Cost								\$42,243,	000						
ConnectRVA 2045 Project Score **								1.37							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-153 VA-150 & US-360 Interchange Modification

#### <u>Facility</u>

VA-150 & US-360

### **Functional Classification**

Other Freeway or Expressway

<u>Project Type</u> Interchange Modification

Removal of SE, NE loops and signalization of NB ramp terminal

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land	Use	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	1,032,900	27210	600.3	5.4	1.6	4	38.6	56.6	575	101	65	0.02	0.93	0.0023	5943	
Normalized PM Value Relative to other Projects	11.94	3.74	7.49	0.79	0.50	0.78	0.89	0.81	1.06	0.85	4.68	94.30	5.75	6.55	22.28	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	9.4	8	4	.14			0.73			1.91			3	2.22		
Goal Weight	259	%	1!	5%			25%			15%			2	20%		
Weighted Goal Value	2.3	57	0	.62			0.18			0.29				5.44		
Project Benefit					9.91											
Project Cost					\$42,243,000											
ConnectRVA 2045 Project Score **								2.35								

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-154 VA-150 & US-60 Interchange Modification

#### <u>Facility</u>

VA-150 & US-60

### **Functional Classification**

Other Freeway or Expressway

<u>Project Type</u> Interchange Modification

Construction of a Partial Cloverleaf Interchange with contraflow left turns

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	351,000	7341	176.2	0.2	1.3	3.8	11.1	23.7	4065	171	19.1	0	0.74	0.0018	10732
Normalized PM Value Relative to other Projects	4.06	1.01	2.2	0.03	0.39     0.75     0.25     0.34       30%     20%     30%     20%					1.43	1.37	99.20	4.58	5.15	40.23
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	3.1	.4	1	.11			0.41			4.45			3	7.29	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.7	'9	0.	.17			0.10			0.67			-	7.46	
Project Benefit					9.18										
Project Cost					\$43,642,000										
ConnectRVA 2045 Project Score **								2.1							

\* Link to the Project Evaluation and Scoring Process



Richmond

#### FHW-155 VA-161 & Broad Rock Blvd Intersection Improvement

#### **Facility**

Project Type

Construction of a new roundabout

VA-161 & Broad Rock Blvd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developi	ment		Environm	ient/Land l	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	72,000	9261	132.7	0.5	4.4	9.4	69	135.8	434	478	14.4	0.01	1.93	0.0004	6425	
Normalized PM Value Relative to other Projects	0.83	1.27	1.65	0.07	1.38	1.84	1.59	1.94	0.80	4.01	1.03	97.59	11.89	1.27	24.08	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.9	6	0.	.86			1.65			1.66	<u>.</u>		3	3.71	-	
Goal Weight	259	%	15	5%			25%			15%			-	20%		
Weighted Goal Value	0.2	4	0.	.13			0.41			0.25			(	5.74		
Project Benefit					7.77											
Project Cost					\$10,241,000											
ConnectRVA 2045 Project Score **								7.59								

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

**Functional Classification Principal Arterial** 

Intersection Improvement

**Facility** 



Richmond

### FHW-156 VA-161, Brookland Pkwy & Westwood Ave Intersection Improvement

### **Functional Classification**

<u>Project Type</u>

VA-161, Brookland Pkwy & Westwood Ave

#### Principal Arterial

Intersection Improvement

Construction of a new roundabout in the five legged intersection

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	180,000	23207	40.9	0.3	0.6	3.5	14.7	51	243	2702	4.4	0	2.03	0.0046	16221
Normalized PM Value Relative to other Projects	2.08	3.19	0.51	0.04	0.19       0.69       0.34       0.73         30%       20%       30%       20%					22.65	0.32	100.00	12.52	12.95	60.80
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	2.4	1	0.	.28			0.44			5.97			4	6.57	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.6	0	0.	.04			0.11			0.89			Q	9.31	
Project Benefit					10.96										
Project Cost								\$10,241,0	000						
ConnectRVA 2045 Project Score **								10.71							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FHW-157 VA-288 Widening

VA-288 From: VA-76 (Powhite Pkwy) To: US-360

### **Facility**

**Functional Classification** 

Other Freeway or Expressway

Project Type Road Widening

Widening with added capacity

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	176,000	3319	2871	72.6	10.1	17.2	168.7	264	1003	218	310.7	0.03	0.67	0.0002	2719
Normalized PM Value Relative to other Projects	2.03	0.46	35.81	10.63	3.13       3.38       3.88       3.77         30%       20%       30%       20%					1.83	22.38	92.70	4.16	0.44	10.19
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	1.5	6	23	3.22			3.53			6.98			2	6.87	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	9	3	.48			0.88			1.05			ļ	5.37	
Project Benefit					11.18										
Project Cost								\$54,660,0	000						
ConnectRVA 2045 Project Score **								2.05							

\* Link to the Project Evaluation and Scoring Process



Goochland

FHW-159 VA-288 Auxiliary Lane

### <u>Facility</u>

Functional ClassificationProject Type

Other Freeway or Expressway

Auxiliary Lane

VA-288 From: US -250 To: Tuckahoe Creek Pkwy

Construction of a new SB Auxiliary Lane (1.4 mi)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	168,000	2763	2712.7	30.9	2.6	5.2	43.8	42	1706	250	293.6	0.06	1.91	0	8102
Normalized PM Value Relative to other Projects	1.94	0.38	33.84	4.52	0.82       1.02       1.01       0.60         30%       20%       30%       20%					2.10	21.15	84.87	11.73	0.00	30.37
PM Weight	70%	30%	50%	50%	30%         20%         30%         20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	7	19	0.18			0.87			7.38			3	1.74	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	7	2.	.88			0.22			1.11			(	6.35	
Project Benefit					10.92										
Project Cost								\$22,350,0	000						
ConnectRVA 2045 Project Score **								4.89							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



**Goochland/Powhatan** 

FHW-160 VA-288 Auxiliary Lane

### **Facility**

VA-288 From: VA-711 (Huguenot Tr) To: VA-6

### **Functional Classification**

Other Freeway or Expressway

Project Type Auxiliary Lane

Construction of a Hard Shoulder Running Auxiliary Lane

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	62,000	1317	4174	159.6	4.6	9.8	68.4	117.6	175	70	451.7	0.13	2.32	0	269
Normalized PM Value Relative to other Projects	0.72	0.18	52.06	23.36	1.42	1.93	1.57	1.68	0.32	0.59	32.54	64.02	14.29	0.00	1.01
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.5	6	37	.71			1.62			8.44			1	9.83	
Goal Weight	25%	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	4	5.	.66			0.40			1.27				3.97	
Project Benefit					11.43										
Project Cost								\$26,786,0	000						
ConnectRVA 2045 Project Score **								4.27							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



**Goochland/Powhatan** 

FHW-161 VA-288 Auxiliary Lane

### <u>Facility</u>

VA-288 From: West Creek Pkwy To: VA-711 (Huguenot Tr)

Construction of a Hard Shoulder Running Auxiliary Lane

**Functional Classification** 

Other Freeway or Expressway

Auxiliary Lane

LRTP Goals	Safe	ty	Mo	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	nent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	76,000	1143	2791.3	78.3	2.5	6.1	41.9	79.4	406	71	302.1	0.09	2.94	0	3298
Normalized PM Value Relative to other Projects	0.88	0.16	34.82	11.46	0.78     1.20     0.96     1.13       30%     20%     30%     20%					0.60	21.76	74.18	18.12	0.00	12.36
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.6	6	23	3.14			0.99			5.96			2	26.16	
Goal Weight	25%	6	15	5%			25%			15%				20%	
Weighted Goal Value	0.1	7	3.	.47			0.25			0.89				5.23	
Project Benefit					10.01										
Project Cost					\$45,100,000										
ConnectRVA 2045 Project Score **								2.22							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Project Type



Goochland

### FHW-163 VA-288 & US-250 Interchange Modification

### **Functional Classification**

#### Project Type

VA-288 & US-250

**Facility** 

Other Freeway or Expressway

Interchange Modification

Construction of a dual NB right-turn lanes at the SB VA- 288 ramp intersection and widening the northbound VA- 288 off-ramp to two lanes

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	111.3	0.1	2.6	3.3	85.7	90.5	664	264	12	0.09	0	0.0032	6618
Normalized PM Value Relative to other Projects	0.00	0.00	1.39	0.02	0.81	0.66	1.97	1.29	1.22	2.21	0.87	74.66	0.00	9.03	24.81
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	0	C	).7			1.22			1.38			2	7.12	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	0.	.11			0.31			0.21			Į S	5.42	
Project Benefit					6.04										
Project Cost								\$6,272,C	000						
ConnectRVA 2045 Project Score **								9.64							

\* Link to the Project Evaluation and Scoring Process



Goochland

### FHW-164 VA-288 & US-250 Interchange Modification

### <u>Facility</u>

**Functional Classification** 

Other Freeway or Expressway

Project Type Interchange Modification

VA-288 & US-250 From: WB US-250 To: NB VA-288 Construction of a New Directional On-Ramp (1-lane)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	43,000	2507	157	0.4	0.6	2.2	10.7	23.6	483	304	17	0.05	1.5	0.0024	5777
Normalized PM Value Relative to other Projects	0.50	0.34	1.96	0.05	0.17     0.43     0.25     0.34       30%     20%     30%     20%					2.55	1.22	87.34	9.24	6.81	21.65
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.4	5	1	.01			0.28			1.39			3	1.26	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	.1	0.	.15			0.07			0.21			(	6.25	
Project Benefit					6.79										
Project Cost								\$26,882,0	000						
ConnectRVA 2045 Project Score **								2.53							

\* Link to the Project Evaluation and Scoring Process



Goochland

### FHW-165 VA-288 & US-250 Interchange Modification

### <u>Facility</u>

**Functional Classification** 

Other Freeway or Expressway

Project Type Interchange Modification

VA-288 & US-250 From: WB US-250 To: SB VA-288 Construction of a New Directional On-Ramp (1-lane)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	76,500	5589	1290.9	3.8	3.8	6.6	90.8	115	305	321	139.7	0.05	1.11	0.0038	5545
Normalized PM Value Relative to other Projects	0.88	0.77	16.1	0.56	1.19	1.30	2.09	1.64	0.56	2.69	10.06	86.80	6.86	10.84	20.78
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.8	5	8	.33		-	1.57			3.47			3	1.32	-
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	1	1	.25			0.39			0.52			(	5.26	
Project Benefit					8.64										
Project Cost								\$25,410,0	000						
ConnectRVA 2045 Project Score **								3.4							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

#### FHW-166 VA-288 & US-360 Interchange Modification

#### <u>Facility</u>

### Functional Classification

#### <u>Project Type</u>

VA-288 & US-360

Other Freeway or Expressway

Interchange Modification

Construct Route 288 NB Flyover Ramp widen to 2 lanes and widen SB off-ramp at partial Diverging Diamond Interchange. Roundabouts: Bailey Bridge at Commonwealth Centre Connector, Commonwealth Centre Connector at Commonwealth Centre Pkwy. Cul-de-sac Commonwealth Centre Parkway.

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	132,000	3690	1987.3	37.2	2.4	5.2	46.9	87.6	162	218	215.1	0.06	0.76	0.0008	1340	
Normalized PM Value Relative to other Projects	1.53	0.51	24.79	5.44	0.76	1.02	1.08	1.25	0.30	1.83	15.49	82.28	4.71	2.40	5.02	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	1.2	2	15	5.12			1.00			4.48			2	3.60		
Goal Weight	259	%	1!	5%			25%			15%			2	20%		
Weighted Goal Value	0.3	1	2	.27			0.25			0.67				4.72		
Project Benefit					8.22											
Project Cost					\$65,412,000											
ConnectRVA 2045 Project Score **								1.26								

\* Link to the Project Evaluation and Scoring Process



Ashland

### FHW-169 VA-54 Widening

### <u>Facility</u>

**Functional Classification** 

Minor Arterial

<u>Project Type</u> Road Widening

Widening with added capacity

VA-54 From: Frances Rd To: East Corporate Limits

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	94,000	96738	684.2	8.2	1.4	2.6	51.1	61.3	82	162	133.3	0.04	1.59	0.0001	822
Normalized PM Value Relative to other Projects	1.09	13.31	8.53	1.2	0.44     0.52     1.17     0.88       30%     20%     30%     20%					1.36	9.60	88.76	9.81	0.42	3.08
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	4.7	'5	4	.87			0.76			2.81			2	5.52	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	1.1	.9	0	.73			0.19			0.42			ļ	5.10	
Project Benefit					7.64										
Project Cost								\$7,066,C	000						
ConnectRVA 2045 Project Score **								10.81							

\* Link to the Project Evaluation and Scoring Process



Richmond

### FHW-180 Walmsley Blvd Extension

### **Facility**

<u>Project Type</u>

Walmsley Blvd From: US-1 To: Commerce Road

Construction of a new 2-lane road

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	11,875	3118	358.3	2.3	1.2	0	41.8	20.8	118	197	50.1	0.03	1.33	0.0028	246
Normalized PM Value Relative to other Projects	0.14	0.43	4.47	0.33	0.38         0.00         0.96         0.30           30%         20%         30%         20%					1.65	3.61	90.95	8.19	7.98	0.92
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.2	2	2	2.4			0.46			1.42			2	7.01	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	6	0.	.36			0.12			0.21			Į,	5.40	
Project Benefit					6.15										
Project Cost								\$66,948,0	000						
ConnectRVA 2045 Project Score **								0.92							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### **Functional Classification**

Minor Arterial

Road Extension



Goochland

### FHW-181 Wilkes Ridge Parkway Extension

### <u>Facility</u>

Wilkes Ridge Parkway From: Wilkes Ridge Parkway To: Tuckahoe Creek Pkwy Construction of a new 2-lane road

**Functional Classification** 

Major Collector

Project Type Road Extension

LRTP Goals	Safe	ty	Mo	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	nent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	245,002	4335	587.3	77	3.7	7	60.5	81.2	442	0	63.6	0.1	5.4	0.0266	6733
Normalized PM Value Relative to other Projects	2.83	0.60	7.33	11.27	1.14     1.37     1.39     1.16       30%     20%     30%     20%				0.81	0.00	4.58	73.15	33.24	75.53	25.24
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	2.1	6	9	0.3			1.27			1.55			5	51.79	
Goal Weight	25%	%	15	5%			25%			15%				20%	
Weighted Goal Value	0.5	4	1.	.39			0.32			0.23			1	L0.36	
Project Benefit					12.84										
Project Cost								\$29,637,	000						
ConnectRVA 2045 Project Score **								4.33							

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Current FY22 - FY27**



Henrico

### FHW-182 Woodman Rd Widening

### **Facility**

Woodman Rd From: Hermitage Rd To: Hilliard Rd

### **Functional Classification**

Minor Arterial

<u>Project Type</u>

Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	nent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	36,000	40137	1675.8	79.6	2.3	4.8	24.5	37.1	382	0	181.4	0.06	2.64	0.0039	0
Normalized PM Value Relative to other Projects	0.42	5.52	20.9	11.65	0.70	0.95	0.56	0.53	0.70	0.00	13.06	84.00	16.25	11.16	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.9	5	16	5.28			0.67			3.62			2	27.85	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	0.4	.9	2	.44			0.17			0.54			!	5.57	
Project Benefit					9.21										
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **								14.39	)						

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Long Term FY40 - FY45**



Henrico

### FHW-183 Woodman Rd Widening

### <u>Facility</u>

Woodman Rd From: Mountain Rd To: Hungary Rd

#### **Functional Classification**

Minor Arterial

Project Type

Road Widening

Widening with added capacity and pedestrian accommodations

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		ive res Air Polution VMT per Capita Connect Capita   fap Metric Tons / Year VMT per Capita Activi Onio   4 2.64 0.0033 950   23 16.23 9.36 3.5   6 25% 25% 25%   29.35 20% 5.87			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	456,000	51782	1864.8	70.7	0.9	2.4	14.3	27	612	0	201.8	0.04	2.64	0.0033	956	
Normalized PM Value Relative to other Projects	5.27	7.12	23.26	10.35	0.28	0.47	0.33	0.39	1.13	0.00	14.54	88.23	16.23	9.36	3.58	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	5.8	3	1	6.8			0.35			4.20		2	9.35			
Goal Weight	259	%	15	5%			25%			15%	20%					
Weighted Goal Value	1.4	-6	2	.52			0.09			0.63	5.87					
Project Benefit								10.57								
Project Cost						\$57,604,000										
ConnectRVA 2045 Project Score **						1.83										

\* Link to the Project Evaluation and Scoring Process

### **Constrained Plan Near Term FY28 - FY33**



Hanover

FHW-184 Woodside Ln Extension

### <u>Facility</u>

<u>Project Type</u>

Woodside Ln From: Jamestown Rd To: Hickory Hill Rd

**Functional Classification** Minor Collector

Road Extension

Construction of a new 2-lane road (1.1 mi)

LRTP Goals	Safe	ety	Мо	bility	Equity and Accessibility					onomic Developr	ment	Environment/Land Use				
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM) *	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	28,136	4449	300.6	2.5	2.7	6.2	39.3	89.6	60	98	32.5	0.09	1.63	0.0016	575	
Normalized PM Value Relative to other Projects	0.33	0.61	3.75	0.36	0.85	1.23	0.90	1.28	0.11	0.82	2.34	76.67	10.03	4.48	2.16	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.4	1	2.	.06			1.03			0.85		2	3.34			
Goal Weight	259	%	15	5%			25%			15%		20%				
Weighted Goal Value	0.1	0	0.	.31			0.26			0.13		4.67				
Project Benefit								5.46								
Project Cost								\$16,001,0	000							
ConnectRVA 2045 Project Score **						3.41										

\* Link to the Project Evaluation and Scoring Process



### FAT-1 Fall Line / Route 1 - Off-Road/On-Road Trail

#### <u>Facility</u>

Fall Line / Route 1 From: Brander Bridge Rd To: VA- 10/W. Hundred Rd

Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	5,100	438	229.1	68.2	0.5	0	10.3	0	15	0	0	0.02	0.23	0.0003	0
Normalized PM Value Relative to other Projects	0.06	0.06	2.86	9.99	0.14	0.00	0.24	0.00	0.03	0.00	0.00	95.47	1.42	0.80	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50% 25% 25%			25%	25%	25%	25%
Goal Value	0.0	6	6	.42			0.11			0.01	24.42				
Goal Weight	259	%	ון	5%			25%			15%	20%				
Weighted Goal Value	0.0	1	0.	.96			0.03			0.00				4.88	
Project Benefit								5.89							
Project Cost					\$809,000										
ConnectRVA 2045 Project Score **					72.85										

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Chesterfield

#### Project Type

Off-Road/On-Road Trail



Project Type

Off-Road/On-Road Trail

### FAT-2 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: VA-10/W. Hundred Rd To: Chester Rd

Chesterfield Fall Line Trail: Park Ext to Chester Rd.

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environment/Land Useive resAir PolutionVMT per CapitaConnecti to Activity Centerf apMetric Tons/ YearVMT per CapitaActivity Units20.760.00090874.692.650.00%25%25%25%			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	38,100	1086	189.9	56.6	0.3	0	5.7	0	34	0	0	0.02	0.76	0.0009	0	
Normalized PM Value Relative to other Projects	0.44	0.15	2.37	8.28	0.09	0.00	0.13	0.00	0.06	0.00	0.00	95.37	4.69	2.65	0.00	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.3	5	5.	.32			0.07			0.03	25.68					
Goal Weight	259	%	15	5%			25%			15%	20%					
Weighted Goal Value	0.0	9	C	).8			0.02			0.00		5.14				
Project Benefit								6.04								
Project Cost						\$16,110,000										
ConnectRVA 2045 Project Score **						3.75										

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield



Project Type

Off-Road/On-Road Trail

### FAT-3 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Chester Rd To: Galena Ave

### Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,600	1254	175.5	52.3	0.9	0	18	0	51	0	0	0	0.25	0.0003	0
Normalized PM Value Relative to other Projects	0.02	0.17	2.19	7.65	0.28	0.00	0.41	0.00	0.09	0.00	0.00	99.79	1.53	0.86	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	6	4.	.92			0.21			0.05	25.55				
Goal Weight	25%	%	15	5%			25%			15%		2	20%		
Weighted Goal Value	0.0	2	0.	.74			0.05			0.01		5.11			
Project Benefit								5.92							
Project Cost								\$5,338,0	00						
ConnectRVA 2045 Project Score **						11.1									

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield



### FAT-4 Fall Line / Route 1 - Off-Road/On-Road Trail

### **Facility**

Fall Line / Route 1 From: Galena Ave To: Kingsdale Rd

Chesterfield Fall Line Trail: Segment 3A - MM 12.9 to MM 13.6

LRTP Goals	Safe	ety	Мо	bility	Equity and Accessibility				Eco	onomic Developr	ment	Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	800	555	175.5	52.3	1.7	0	33.4	0	49	0	0	0	0.12	0.0002	0
Normalized PM Value Relative to other Projects	0.01	0.08	2.19	7.65	0.54	0.00	0.77	0.00	0.09	0.00	0.00	99.77	0.77	0.43	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	3	4	.92			0.39			0.04		2	5.24		
Goal Weight	259	%	15	5%			25%			15%	20%				
Weighted Goal Value	0.0	1	0.	.74			0.10			0.01		5.05			
Project Benefit								5.9							
Project Cost					\$2,258,000										
ConnectRVA 2045 Project Score **					26.12										

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield

#### Project Type

Off-Road/On-Road Trail



Project Type

Off-Road/On-Road Trail

### FAT-5 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: US-1/Kingsdale Rd To: Gettings Ln

### Chesterfield Fall Line Trail: Segment 3B - MM 13.6 to MM 14.9

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	10,300	678	135	40.2	1.3	0	24.6	0	133	0	0	0.02	0.25	0.0003	0	
Normalized PM Value Relative to other Projects	0.12	0.09	1.68	5.88	0.40	0.00	0.57	0.00	0.24	0.00	0.00	94.96	1.53	0.86	0.00	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.1	1	3.	.78			0.29			0.12		24.34				
Goal Weight	259	%	15	5%			25%			15%		2	20%			
Weighted Goal Value	0.0	3	0.	.57			0.07			0.02			4	4.87		
Project Benefit								5.55								
Project Cost					\$4,966,000											
ConnectRVA 2045 Project Score **					11.18											

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield



Project Type

Off-Road/On-Road Trail

### FAT-6 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Gettings Ln To: Wayside Park/Falling Cr

### Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8

LRTP Goals	Safe	ty	Мо	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	11,600	1687	170.4	50.7	0.9	1	14.5	16.9	73	0	0	0.01	0.45	0.0006	3
Normalized PM Value Relative to other Projects	0.13	0.23	2.12	7.42	0.27	0.20	0.33	0.24	0.13	0.00	0.00	97.60	2.78	1.57	0.01
PM Weight	70%	30%	50%	50%	30%	30% 20% 30% 20%				25%	25%	25%	25%	25%	25%
Goal Value	0.1	6	4.	.77			0.27			0.07	25.49				
Goal Weight	25%	%	15	5%			25%			15%		2	20%		
Weighted Goal Value	0.0	4	0.	.72			0.07			0.01			Į,	5.10	
Project Benefit								5.93							
Project Cost					\$8,892,000										
ConnectRVA 2045 Project Score **					6.67										

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield


Project Type

Off-Road/On-Road Trail

# FAT-7 Fall Line / Route 1 - Off-Road/On-Road Trail

### **Facility**

Fall Line / Route 1 From: Elliham Ave To: Dwight Ave

Chesterfield Fall Line Trail: Elliham Avenue to Dwight Avenue

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,000	417	170.4	50.7	1.2	1.4	21.8	25.3	24	0	0	0.01	0.3	0.0004	0
Normalized PM Value Relative to other Projects	0.02	0.06	2.12	7.42	0.38	0.28	0.50	0.36	0.04	0.00	0.00	96.87	1.83	1.03	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	3	4	.77			0.39			0.02			2	4.93	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	1	0.	.72	0.10 0.00 4.99										
Project Benefit					5.81										
Project Cost								\$10,430,0	000						
ConnectRVA 2045 Project Score **								5.57							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield



Project Type

Off-Road/On-Road Trail

## FAT-8 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Wayside Park/Falling Cr To: US-1

Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7

LRTP Goals	Safe	ety	Мо	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	5,900	1195	184.8	55.1	1.1	1.3	17.5	20.9	55	0	0	0.02	0.38	0.0005	50
Normalized PM Value Relative to other Projects	0.07	0.16	2.31	8.06	0.34	0.25	0.40	0.30	0.10	0.00	0.00	93.57	2.35	1.32	0.19
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.1	0	5.	.18			0.33			0.05			2	4.36	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	2	0.	.78			0.08			0.01			2	4.87	
Project Benefit					5.76										
Project Cost								\$2,021,0	00						
ConnectRVA 2045 Project Score **								28.52							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

## Chesterfield



Project Type

Off-Road/On-Road Trail

## FAT-10 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: US-1 To: Walmsley Blvd

# Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6

LRTP Goals	Safe	ty	Mo	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,800	885	161.8	48.2	3.1	3.5	33.2	38	24	0	0	0.01	0.22	0.0003	79
Normalized PM Value Relative to other Projects	0.03	0.12	2.02	7.05	0.95	0.69	0.76	0.54	0.04	0.00	0.00	97.21	1.36	0.77	0.30
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	6	4.	.54			0.76			0.02			2	4.91	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	1	0.	.68			0.19			0.00			2	4.98	
Project Benefit					5.87										
Project Cost								\$764,00	00						
ConnectRVA 2045 Project Score **								76.84							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Chesterfield



## FAT-12 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Bellemeade Rd To: Commerce Rd.

### Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	37,600	18312	193.5	57.6	6.1	6.8	42.5	47.7	97	0	0	0.01	1.25	0.0015	105
Normalized PM Value Relative to other Projects	0.43	2.52	2.41	8.43	1.89	1.34	0.98	0.68	0.18	0.00	0.00	96.07	7.70	4.34	0.39
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.0	6	5.	.42			1.27			0.09			2	.7.12	
Goal Weight	259	%	15	5%			25%			15%			-	20%	
Weighted Goal Value	0.2	.6	0.	.81			0.32			0.01			!	5.42	
Project Benefit					6.83										
Project Cost								\$1,241,0	00						
ConnectRVA 2045 Project Score **								55.06	;						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

### Project Type



Project Type

Off-Road/On-Road Trail

## FAT-13 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Commerce Rd To: Decatur St

## Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9

LRTP Goals	Safe	ty	Mo	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	134,800	16258	305.3	90.9	2.9	3.2	22.7	25	553	0	0	0.01	2.88	0.0035	1527
Normalized PM Value Relative to other Projects	1.56	2.24	3.81	13.3	0.90	0.63	0.52	0.36	0.00	0.00	97.21	17.71	9.99	5.72	
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.7	6	8.	56			0.62			0.51			3	2.66	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.4	4	1.	28			0.16			0.08			(	5.53	
Project Benefit					8.49										
Project Cost								\$7,325,0	00						
ConnectRVA 2045 Project Score **								11.59							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

### Richmond



## FAT-14 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Semmes Ave To: Potterfield Bridge

### Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	600	1879	485.2	144.5	4.8	5.4	35.7	40.7	1228	0	0	0.03	1.7	0.0021	3486
Normalized PM Value Relative to other Projects	0.01	0.26	6.05	21.14	1.48 1.07 0.82 0.58   30% 20% 30% 20%					0.00	0.00	91.46	10.45	5.89	13.07
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	8	13	3.6			1.02			1.13			3	0.22	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	2	2.	.04			0.26			0.17			(	5.04	
Project Benefit					8.53										
Project Cost								\$770,00	00						
ConnectRVA 2045 Project Score **								110.76	5						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

#### Project Type



## FAT-15 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: 3rd St. To: W. Duval St

# Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibil	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	955,400	727021	100.9	30	1.5	2.2	12.2	17.8	7036	0	0	0	5.33	0.0065	7732
Normalized PM Value Relative to other Projects	11.04	100.00	1.26	4.4	0.48	0.44	0.28	0.25	12.99	0.00	0.00	98.74	32.84	18.52	28.98
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	37.7	73	2.	.83			0.37			6.49			4	4.77	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	9.4	3	0.	.42	0.09 0.97								Ş	8.95	
Project Benefit					19.88										
Project Cost								\$1,379,0	00						
ConnectRVA 2045 Project Score **								144.14	÷						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

### Project Type



Project Type

Off-Road/On-Road Trail

## FAT-16 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: W. Duval St To: Admiral St

## Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	411,700	142221	220.8	65.8	1.7	2.2	13.7	17.3	2786	0	0	0.01	4.87	0.0059	4768
Normalized PM Value Relative to other Projects	4.76	19.56	2.75	9.62	0.54	0.43	0.32	0.25	5.14	0.00	0.00	96.65	30.00	16.92	17.87
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	9.2	20	6	.19			0.39			2.57			۵	0.36	
Goal Weight	259	%	1!	5%			25%			15%			1	20%	
Weighted Goal Value	2.3	0	0	.93			0.10			0.39				8.07	
Project Benefit					11.78										
Project Cost								\$4,025,0	000						
ConnectRVA 2045 Project Score **								29.28	3						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

## Richmond



## FAT-17 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Admiral St To: Brookland Pkwy

## Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	71,600	15479	392.5	116.9	3.1	3.8	24.9	30.5	61	0	0	0.01	2.77	0.0034	772
Normalized PM Value Relative to other Projects	0.83	2.13	4.9	17.11	0.97	0.75	0.57	0.44	0.11	0.00	0.00	98.43	17.03	9.61	2.89
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.2	2	1	11			0.70			0.06			3	1.99	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	0	1.	.65	0.17 0.01								(	5.40	
Project Benefit					8.54										
Project Cost								\$1,835,0	00						
ConnectRVA 2045 Project Score **								46.52	2						

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

### Project Type



## FAT-18 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Brookland Pkwy To: Bellevue Ave

## Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5

LRTP Goals	Safe	ty	Mo	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	222,500	41403	239.9	71.4	2.9	0	23.5	0	126	0	0	0	3.03	0.0037	0
Normalized PM Value Relative to other Projects	2.57	5.69	2.99	10.45	0.89 0.00 0.54 0.00   30% 20% 30% 20%					0.00	0.00	99.95	18.67	10.53	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	3.5	1	6.	.72			0.43			0.12			3	2.29	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.8	8	1.	.01			0.11			0.02			(	5.46	
Project Benefit					8.47										
Project Cost								\$4,186,0	00						
ConnectRVA 2045 Project Score **								20.23							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

### Project Type



## FAT-19 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Bellevue Ave To: Lakeside Ave

## Richmond Fall Line Trail: Segment 6B - MM 30.5 to MM 31.2

LRTP Goals	Safe	ty	Mo	bility		Equitya	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	55,600	24831	275.3	82	5	0	41.3	0	90	0	0	0.04	1.7	0.0021	0
Normalized PM Value Relative to other Projects	0.64	3.42	3.43	12	1.57	0.00	0.95	0.00	0.16	0.00	0.00	89.69	10.46	5.90	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	25%	25%	25%	25%	25%	25%	
Goal Value	1.4	7	7.	72			0.76			0.08			2	6.51	
Goal Weight	25%	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	7	1.	16			0.19			0.01				5.30	
Project Benefit					7.03										
Project Cost								\$627,00	00						
ConnectRVA 2045 Project Score **								112.11							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

Richmond

### Project Type



Henrico

## FAT-20 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Project Type

Off-Road/On-Road Trail

Fall Line / Route 1 From: Lakeside Recreation Area To: Hilliard Rd Henrico Fall Line Trail Phase 4: Lakeside Community Trail Section III

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	3,700	626	211.2	62.9	4.5	0	45.4	0	265	0	0	0.05	0.47	0.0006	0
Normalized PM Value Relative to other Projects	0.04	0.09	2.63	9.21	1.38	0.00	1.04	0.00	0.49	0.00	0.00	85.34	2.89	1.63	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	6	5.	.92			0.73			0.24			2	2.47	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	1	0.	.89			0.18			0.04			4	4.49	
Project Benefit					5.61										
Project Cost								\$5,507,C	000						
ConnectRVA 2045 Project Score **								10.2							

\* Link to the Project Evaluation and Scoring Process



## FAT-21 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

Fall Line / Route 1 From: Lakeside Ave To: Parham Rd Henrico Fall Line Trail Phase 6: Villa Park

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,700	405	237.6	70.8	3.3	5	56.3	86.2	804	0	0	0	0.25	0.0003	0
Normalized PM Value Relative to other Projects	0.02	0.06	2.96	10.36	1.02   0.99   1.29   1.23     30%   20%   30%   20%   30%					0.00	0.00	99.28	1.52	0.85	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	3	6.	.66			1.14			0.74			2	5.41	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	1		1			0.28			0.11			Į S	5.08	
Project Benefit					6.49										
Project Cost								\$5,376,0	00						
ConnectRVA 2045 Project Score **								12.06							

\* Link to the <u>Project Evaluation and Scoring Process</u>

\*\* Benefit divided by cost in tens of millions dollars

Henrico

#### Project Type



Henrico

## FAT-22 Fall Line / Route 1 - Off-Road/On-Road Trail

### **Facility**

Project Type

Off-Road/On-Road Trail

Fall Line / Route 1 From: Parham Rd To: Woodman Rd Extended Henrico Fall Line Trail Phase 7: Longdale

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	40,700	1208	237.6	70.8	1.1	0	15.1	0	765	0	0	0.01	1	0.0012	3354
Normalized PM Value Relative to other Projects	0.47	0.17	2.96	10.36	0.33   0.00   0.35   0.00     30%   20%   30%   20%					0.00	0.00	98.21	6.14	3.47	12.57
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.3	8	6.	.66			0.20			0.71			3	0.10	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	9		1			0.05			0.11			(	5.02	
Project Benefit					7.27										
Project Cost								\$33,291,0	000						
ConnectRVA 2045 Project Score **								2.18							

\* Link to the Project Evaluation and Scoring Process



Hanover

## FAT-24 Fall Line / Route 1 - Off-Road/On-Road Trail

### <u>Facility</u>

<u>Project Type</u>

Off-Road/On-Road Trail

Fall Line / Route 1 From: Winfret Rd (Henrico) To: Gwathmey Church Rd

## Hanover Fall Line: Segment 7C - MM 37.4 to MM 43.3

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	10,500	488	144	42.9	1.5	0	21.1	0	293	0	0	0.02	0.48	0.0006	799
Normalized PM Value Relative to other Projects	0.12	0.07	1.8	6.27	7   0.47   0.00   0.49   0.00   0     6   30%   20%   30%   20%   5				0.54	0.00	0.00	93.56	2.96	1.67	2.99
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%     50% <td>25%</td> <td>25%</td> <td>25%</td> <td>25%</td> <td>25%</td> <td>25%</td>					25%	25%	25%	25%	25%	25%
Goal Value	0.1	1	4	.03			0.29			0.27			2	5.30	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	3	0.	.61			0.07			0.04			!	5.06	
Project Benefit					5.8										
Project Cost					\$5,651,000										
ConnectRVA 2045 Project Score **								10.27	,						

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Current FY22 - FY27



Goochland

## FAT-25 East End Trail/West Creek Trail - Off Road Trail

### <u>Facility</u>

### Project Type

Off Road Trail

East End Trail/West Creek Trail From: West Creek/Patterson To: Wilkes Ridge Pkwy

## Trail through West Creek area of Goochland County

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,200	32	547.7	163.1	0.1	0	0.8	0	1210	0	0	0.04	1.16	0.0014	4977
Normalized PM Value Relative to other Projects	0.03	0.00	6.83	23.87	7   0.04   0.00   0.02   0.00   2     6   30%   20%   30%   20%   5				2.23	0.00	0.00	90.08	7.17	4.04	18.66
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%     5				50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	2	15	5.35			0.02			1.12			2	9.99	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0	2	2.3			0.00			0.17			(	5.00	
Project Benefit					8.48										
Project Cost					\$1,490,000										
ConnectRVA 2045 Project Score **								56.89	)						

\* Link to the Project Evaluation and Scoring Process



Project Type

Segregated Bike Lane

## FAT-27 Cox Rd - Segregated Bike Lane

### **Facility**

### Cox Rd From: US-250 To: North end of Cox Rd

Cox Rd Bike Facility

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	9,000	416	152.5	45.4	3	0	15.5	0	5721	0	0	0.01	0.45	0.0006	4275
Normalized PM Value Relative to other Projects	0.10	0.06	1.9	6.64	0.94   0.00   0.36   0.00   10     5   30%   20%   30%   20%   5					0.00	0.00	97.67	2.78	1.57	16.02
PM Weight	70%	30%	50%	50%	%     30%     20%     30%     20%     4					25%	25%	25%	25%	25%	25%
Goal Value	0.0	9	4.	.27			0.39			5.28			2	9.51	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	2	0.	.64			0.10			0.79			ļ	5.90	
Project Benefit					7.45										
Project Cost								\$11,521,0	00						
ConnectRVA 2045 Project Score **								6.47							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars



Project Type

Off Road Trail

## FAT-28 Nuckols Rd Trail - Off Road Trail

### **Facility**

Nuckols Rd Trail From: Springfield Rd To: Francistown Rd

Multiuse Trail

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	12,900	2389	50.3	15	3	0	18.8	0	407	0	0	0.01	0.49	0.0006	537
Normalized PM Value Relative to other Projects	0.15	0.33	0.63	2.19	0.92 0.00 0.43 0.00 0   30% 20% 30% 20% 5					0.00	0.00	96.30	3.04	1.71	2.01
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.2	0	1.	.41			0.41			0.37			2	5.76	
Goal Weight	25%	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	5	0.	.21			0.10			0.06			Į,	5.15	
Project Benefit					5.57										
Project Cost					\$5,120,000										
ConnectRVA 2045 Project Score **								10.88							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars



Project Type Off Road Trail

## FAT-30 Magolia Ridge Dr - Off Road Trail

### <u>Facility</u>

Magolia Ridge Dr From: Brook Rd To: Woodman Rd Extended

Multiuse trail connecting Fall Line to Virginia Center Commons

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,100	1765	46.8	14	1.8	0	30.1	0	288	0	0	0.02	0.29	0.0004	1837
Normalized PM Value Relative to other Projects	0.02	0.24	0.58	2.04	0.57 0.00 0.69 0.00   30% 20% 30% 20%					0.00	0.00	94.36	1.81	1.02	6.89
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	9	1.	.31			0.38			0.26			2	6.02	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	2	C	).2			0.09			0.04			[	5.20	
Project Benefit					5.56										
Project Cost								\$832,00	00						
ConnectRVA 2045 Project Score **								66.8							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars



**Charles City** 

FAT-31 Route 155 - Off Road Trail

### **Facility**

Project Type

Off Road Trail

Route 155 From: VA-5(Charles City Schools) To: New Kent County Line

Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail)

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	4,400	1053	22.5	6.7	0.1	0.1	5.7	8.4	6	0	0	0.02	0.06	0.0001	0
Normalized PM Value Relative to other Projects	0.05	0.14	0.28	0.98	0.02   0.01   0.13   0.12     30%   20%   30%   20%					0.00	0.00	94.88	0.34	0.19	0.00
PM Weight	70%	30%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	8	0.	.63			0.07			0.00			2	3.85	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	2	0.	.09			0.02			0.00			4	4.77	
Project Benefit					4.9										
Project Cost								\$21,505,0	000						
ConnectRVA 2045 Project Score **								2.28							

\* Link to the Project Evaluation and Scoring Process



### FAT-32 Connector to Stratton Park - Off Road Trail

### <u>Facility</u>

Connector to Stratton Park From: VA-150 To: Jessup Road

Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	3,800	535	322.8	96.1	0.8	0.9	12.2	14.4	317	0	0	0.04	0.45	0.0005	0
Normalized PM Value Relative to other Projects	0.04	0.07	4.03	14.07	0.24 0.18 0.28 0.21   30% 20% 30% 20%					0.00	0.00	89.62	2.74	1.55	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.0	5	9	.05			0.23			0.29			2	3.48	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	1	1	.36			0.06			0.04			2	4.70	
Project Benefit					6.17										
Project Cost								\$2,048,0	000						
ConnectRVA 2045 Project Score **								30.12							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

## Chesterfield

### Project Type

Off Road Trail



Project Type

Shared Use Path

## FAT-33 Mountain Rd - Shared Use Path

### **Facility**

Mountain Rd From: Woodman Rd To: Staples Mill Rd

Shared Use Trail

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	64,600	8672	53.8	16	0.1	0	1.8	0	463	0	0	0.02	0.78	0.001	0
Normalized PM Value Relative to other Projects	0.75	1.19	0.67	2.35	0.02 0.00 0.04 0.00   30% 20% 30% 20%					0.00	0.00	94.44	4.83	2.73	0.00
PM Weight	70%	30%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.8	8	1.	.51			0.02			0.43			2	5.50	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	2	0.	.23			0.00			0.06			Į	5.10	
Project Benefit					5.62										
Project Cost								\$15,361,C	000						
ConnectRVA 2045 Project Score **								3.66							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars



Project Type

Shared Use Path

## FAT-34 Wilton on the James Trail - Shared Use Path

#### <u>Facility</u>

Wilton on the James Trail From: VA-5 To: James River

Shared Use Trail

LRTP Goals	Safe	ity	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	17,800	5976	8.7	2.6	0	0	1.2	0	39	0	0	0.03	0.08	0.0001	0
Normalized PM Value Relative to other Projects	0.21	0.82	0.11	0.38	0.01   0.00   0.03   0.00   0     30%   20%   30%   20%   5					0.00	0.00	93.14	0.52	0.29	0.00
PM Weight	70%	30%	50%	50%	6     30%     20%     30%     20%     4					25%	25%	25%	25%	25%	25%
Goal Value	0.3	9	0.	.24			0.01			0.04			2	3.49	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	0	0.	.04			0.00			0.01			4	4.70	
Project Benefit					4.84										
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **								7.56							

\* Link to the Project Evaluation and Scoring Process

\*\* Benefit divided by cost in tens of millions dollars

# Project Scorecard Constrained Plan Near Term FY28 - FY33



**Richmond-Chesterfield** 

### FTR-1 Midlothian Tpke - Enhanced 15 min transit

#### <u>Project Type</u>

Midlothian Tpke

Service Area

Enhanced 15 min transit

14.3 miles, from CBD to Stonebridge enhance service with more frequency; extend route from Stonebridge to Chesterfield Town Center

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	3,416,830	0	625.2	186.2	49.6	95.2	795.2	1685.7	21358	0	0	0.01	7.98	0.0097	15621
Normalized PM Value Relative to other Projects	39.50	0.00	7.8	27.25	15.41   18.70   18.29   24.08   3     30%   20%   30%   20%   3					0.00	0.00	97.95	49.12	27.70	58.55
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	39.5	50	17	7.52			18.67			19.71			5	8.33	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	9.8	57	2	.63			4.67			2.96			1	1.67	
Project Benefit					31.79										
Project Cost								\$51,843,0	000						
ConnectRVA 2045 Project Score **								6.13							

\* Link to the Project Evaluation and Scoring Process



## FTR-3 CBD - RIC Airport - Enhanced Route 7A/7B-15 min transit

## **Richmond/Henrico**

Service Area

**CBD** - **RIC** Airport

Project Type

Enhanced Route 7A/7B-15 min transit

10.5 miles to RIC Airport from CBD to Airport via Williamsburg Rd

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ient/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	570,443	0	153.9	45.8	63	107.7	724.7	1499.2	10727	0	0	0.02	1.96	0.0024	11065
Normalized PM Value Relative to other Projects	6.59	0.00	1.92	6.71	19.55 21.16 16.67 21.42   30% 20% 30% 20%					0.00	0.00	95.29	12.09	6.82	41.47
PM Weight	100%	0%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	6.5	9	4	.31			19.38			9.90			3	8.92	-
Goal Weight	259	%	1	5%			25%			15%			2	20%	
Weighted Goal Value	1.6	5	0	.65			4.85			1.49				7.78	
Project Benefit					16.41										
Project Cost					\$30,722,000										
ConnectRVA 2045 Project Score **								5.34							

\* Link to the Project Evaluation and Scoring Process



mond/ Henrico/ Hanover/ Ashland

### FTR-5 Rt 1 North - Bus Rapid Transit

# Project Type

Service Area Rt 1 North

**Bus Rapid Transit** 

15.7 miles on US 1 miles from The Pulse BRT downtown to Ashland

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	ility	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	8,650,966	0	1272.9	379.1	322.2	509	4348.4	6999.6	26328	0	0	0.03	16.24	0.0198	16463
Normalized PM Value Relative to other Projects	100.00	0.00	15.88	55.47	100.00   100.00   100.00   100.00     30%   20%   30%   20%					0.00	0.00	90.82	100.00	56.40	61.71
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	100.	00	35	5.68			100.00			24.30			7	7.23	
Goal Weight	259	%	1	5%			25%			15%			:	20%	
Weighted Goal Value	25.0	00	5	.35			25.00			3.65			1	.5.45	
Project Benefit					74.44										
Project Cost				\$54,404,000											
ConnectRVA 2045 Project Score **								13.68	3						

\* Link to the Project Evaluation and Scoring Process



**Richmond/Henrico** 

FTR-6 Broad St - Enhanced route

#### <u>Project Type</u>

Broad St

Service Area

Enhanced route to 15-minute service

11.5 miles of existing Short Pump route to 15-minute service, transfer at Willow Lawn BRT to Short Pump Town Center

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	1,793,593	0	627.9	187	52.8	58.5	559	773.1	14575	0	0	0.01	8.01	0.0098	7131
Normalized PM Value Relative to other Projects	20.73	0.00	7.83	27.36	16.37   11.49   12.85   11.04     30%   20%   30%   20%					0.00	0.00	97.48	49.33	27.82	26.73
PM Weight	100%	0%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	20.7	73	1	7.6			13.28			13.45			5	0.34	
Goal Weight	259	%	יו	5%			25%			15%			2	20%	
Weighted Goal Value	5.1	.8	2	.64			3.32			2.02			1	.0.07	
Project Benefit					23.23										
Project Cost								\$30,722,0	000						
ConnectRVA 2045 Project Score **								7.56							

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard Constrained Plan Mid Term FY34 - FY39



**Richmond/Henrico** 

## FTR-8 West End South - Enhanced route

#### Project Type

West End South

Service Area

Enhanced route and extension

15.85 miles combination of enhanced 15-min service on existing route to Regency and extension to Gayton Crossing

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ient/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2,567,360	0	417.6	124.4	31.6	41	1007.4	1347.8	18577	0	0	0	5.33	0.0065	12148
Normalized PM Value Relative to other Projects	29.68	0.00	5.21	18.2	9.80 8.06 23.17 19.25   5 30% 20% 30% 20%				34.29	0.00	0.00	98.99	32.81	18.50	45.53
PM Weight	100%	0%	50%	50%	%     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	29.6	68	1	1.7			15.35			17.15			4	8.96	
Goal Weight	259	%	ור	5%			25%			15%			2	20%	
Weighted Goal Value	7.4	2	1	.76			3.84			2.57			9	9.79	
Project Benefit					25.38										
Project Cost					\$171,531,000										
ConnectRVA 2045 Project Score **								1.48							

\* Link to the Project Evaluation and Scoring Process



Richmond

FTR-10 CBD - New Transit Center

#### Service Area

CBD

## <u>Project Type</u>

New Transit Center

23rd Street & Franklin Street Neighborhood Transit Center

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	0	0	0	0	0	0	5001	0	0	0.15	0	0	51
Normalized PM Value Relative to other Projects	0.00	0.00	0	0	0.00     0.00     0.00     0.00       30%     20%     30%     20%					0.00	0.00	57.97	0.00	0.00	0.19
PM Weight	100%	0%	50%	50%	5 30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.0	0		0			0.00			4.62			1	4.54	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.0	0		0			0.00			0.69			2	2.91	
Project Benefit					3.6										
Project Cost					\$394,000										
ConnectRVA 2045 Project Score **								91.38							

\* Link to the Project Evaluation and Scoring Process



Henrico

## FPR-1 VA Center Commons/I-295/I-95 - New Park and Ride Lot

#### **Facility**

VA Center Commons/I-295/I-95

### New Park and Ride Lot of 380 Spaces on 2.6 AC

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	108,800	0	307.2	91.5	0.1	0	0.2	0	1684	0	0	0.02	1.31	0.0016	5307
Normalized PM Value Relative to other Projects	1.26	0.00	3.83	13.39	0.02 0.00 0.00 0.00   30% 20% 30% 20%					0.00	0.00	94.85	8.09	4.57	19.89
PM Weight	100%	0%	50%	50%	30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	1.2	.6	8	.61			0.01			1.55			3	1.85	
Goal Weight	259	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	1	1	.29			0.00			0.23			(	5.37	
Project Benefit					8.21										
Project Cost					\$10,625,000										
ConnectRVA 2045 Project Score **								7.73							

\* Link to the Project Evaluation and Scoring Process



# FPR-2 Lewistown Rd/Lakeridge Pkwy - New Park and Ride Lot

### **Facility**

### Lewistown Rd/Lakeridge Pkwy or Ashland

### New Park and Ride Lot of 200 spaces on 1.4 AC

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	61,200	0	161.7	48.2	0.7	0	2.3	0	1023	0	0	0.05	0.92	0.0011	0
Normalized PM Value Relative to other Projects	0.71	0.00	2.02	7.05	0.21 0.00 0.05 0.00   30% 20% 30% 20%				1.89	0.00	0.00	87.15	5.68	3.20	0.00
PM Weight	100%	0%	50%	50%	6     30%     20%     30%     20%					25%	25%	25%	25%	25%	25%
Goal Value	0.7	'1	4.	.53			0.08			0.94			2	4.01	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	.8	0.	.68			0.02			0.14			2	4.80	
Project Benefit					5.82										
Project Cost								\$5,760,C	000						
ConnectRVA 2045 Project Score **								10.1							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

### FPR-3 Midlothian at Chippenham - New Park and Ride Lot

#### **Facility**

Midlothian at Chippenham

### New Park and Ride lot of 270 spaces on 1.9 AC

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	731,600	0	218.3	65	0	0	0	0.1	5543	0	0	0	1.25	0.0015	10663
Normalized PM Value Relative to other Projects	8.46	0.00	2.72	9.51	0.00   0.00   0.00   0.00   1     5   30%   20%   30%   20%   5				10.23	0.00	0.00	99.07	7.67	4.32	39.97
PM Weight	100%	0%	50%	50%	%     30%     20%     30%     20%     30%     20%     30%					25%	25%	25%	25%	25%	25%
Goal Value	8.4	6	6	.12			0.00			5.12			3	7.76	
Goal Weight	25%	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	2.1	1	0.	.92			0.00			0.77			-	7.55	
Project Benefit					11.35										
Project Cost					\$9,345,000										
ConnectRVA 2045 Project Score **								12.15							

\* Link to the Project Evaluation and Scoring Process



## FPR-4 Rocketts Landing - New Park and Ride Lot

### Henrico or Richmond

#### **Facility**

East End CBD at Pulse Terminus-Rocketts Landing

### New Park and Ride lot of 130 spaces on 0.9 AC parcel

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	62,800	0	105.1	31.3	0	0	0	0	1045	0	0	0.16	0.6	0.0007	5993
Normalized PM Value Relative to other Projects	0.73	0.00	1.31	4.58	0.00     0.00     0.00     0.00     0.00       30%     20%     30%     20%     30%				1.93	0.00	0.00	55.14	3.69	2.08	22.46
PM Weight	100%	0%	50%	50%	5 30% 20% 30% 20%				50%	25%	25%	25%	25%	25%	25%
Goal Value	0.7	3	2.	.95			0.00			0.96			2	0.84	
Goal Weight	259	%	15	5%			25%			15%			2	20%	
Weighted Goal Value	0.1	8	0.	.44			0.00			0.14			2	4.17	
Project Benefit					4.94										
Project Cost					\$3,840,000										
ConnectRVA 2045 Project Score **								12.86							

\* Link to the Project Evaluation and Scoring Process



## FPR-5 I-64/US-60 at Laburnum Rd - New Park and Ride Lot

Henrico

#### **Facility**

I-64/US-60 at Laburnum Rd

### New Park and Ride lot of 120 spaces on 0.8 AC parcel

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Ec	onomic Developr	ment		Environm	ent/Land	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	125,400	0	97	28.9	0	0	0.1	0.1	2182	0	0	0.02	0.55	0.0007	7574
Normalized PM Value Relative to other Projects	1.45	0.00	1.21	4.23	0.01     0.01     0.00     0.00       30%     20%     30%     20%					0.00	0.00	95.88	3.41	1.92	28.39
PM Weight	100%	0%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	1.4	.5	2	.72			0.00			2.01			3	2.40	
Goal Weight	25	%	יר	5%			25%			15%				20%	
Weighted Goal Value	0.3	6	0	.41			0.00			0.30				6.48	
Project Benefit					7.55										
Project Cost								\$3,648,0	000						
ConnectRVA 2045 Project Score **								20.7							

\* Link to the Project Evaluation and Scoring Process



## FPR-6 I-295at US-60-Technology Blvd - New Park and Ride Lot

#### **Facility**

I-295at US-60-Technology Blvd/Elko Rd

New Park and Ride lot of 120 space on 0.8 AC as alternative to Bottoms Bridge Park and Ride expansion which is over-capacity

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land l	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	67,700	0	97	28.9	0.4	0	1.3	0	1067	0	0	0.02	0.42	0.0005	0
Normalized PM Value Relative to other Projects	0.78	0.00	1.21	4.23	0.12 0.00 0.03 0.00   30% 20% 30% 20%					0.00	0.00	94.94	2.56	1.44	0.00
PM Weight	100%	0%	50%	50%	30% 20% 30% 20%					25%	25%	25%	25%	25%	25%
Goal Value	0.7	'8	2	.72			0.04			0.98			2	4.73	-
Goal Weight	259	%	ו	5%			25%			15%			2	20%	
Weighted Goal Value	0.2	.0	0.	.41			0.01			0.15			2	4.95	
Project Benefit					5.71										
Project Cost								\$3,648,0	000						
ConnectRVA 2045 Project Score **								15.65							

\* Link to the Project Evaluation and Scoring Process



Chesterfield

## FPR-7 VA-10/VA- 288 at I-95/I-295 - New Park and Ride Lot

#### **Facility**

VA-10/VA- 288 at I-95/I-295

### New Park and Ride lot of 250 spaces on 1.7 AC

LRTP Goals	Safe	ty	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land (	Jse
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO/ 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	103,300	0	202.1	60.2	0.1	0	0.4	0	1267	0	0	0.04	0.86	0.0011	1093
Normalized PM Value Relative to other Projects	1.19	0.00	2.52	8.81	0.03 0.00 0.01 0.00 2   0 30% 20% 30% 20% 5				2.34	0.00	0.00	87.84	5.33	3.00	4.10
PM Weight	100%	0%	50%	50%	%     30%     20%     30%     20%     30%     20%     30%					25%	25%	25%	25%	25%	25%
Goal Value	1.1	9	5	.66			0.01			1.17			2	5.07	-
Goal Weight	25%	%	ון	5%			25%			15%			2	20%	
Weighted Goal Value	0.3	0	0.	.85			0.00			0.18			ļ	5.01	
Project Benefit					6.34										
Project Cost					\$7,168,000										
ConnectRVA 2045 Project Score **								8.85							

\* Link to the Project Evaluation and Scoring Process


# FPR-8 Willow Lawn/Staples Mill - New Park and Ride Lot

Henrico

## <u>Facility</u>

US-250 at Willow Lawn/Staples Mill (Pulse western terminus)

# New Park and Ride lot subject of much site search, 290 spaces on 2.0 AC

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	Environment/Land Use				
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	25,300	0	234.5	69.8	0	0	0	0	2416	0	0	0.01	1.34	0.0016	15146
Normalized PM Value Relative to other Projects	0.29	0.00	2.92	10.22	0.00	0.00	0.00	0.00	4.46	0.00	0.00	97.12	8.24	4.65	56.77
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.2	9	6	.57			0.00			2.23	41.69				
Goal Weight	259	%	ון	5%			25%		15%			20%			
Weighted Goal Value	0.0	7	0.	.99			0.00			0.33	8.34				
Project Benefit								9.73							
Project Cost								\$7,681,0	00						
ConnectRVA 2045 Project Score **	12.67														

\* Link to the Project Evaluation and Scoring Process



# FPR-9 Huguenot Rd at Forest Hill Ave - New Park and Ride Lot

Chesterfield

#### **Facility**

Huguenot Rd at Forest Hill Ave

# New Park and Ride lot to replace unofficial lot, 130 spaces on 0.9 AC

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	45,800	0	105.1	31.3	0	0	0.1	0	413	0	0	0	0.6	0.0007	1459	
Normalized PM Value Relative to other Projects	0.53	0.00	1.31	4.58	0.01	0.00	0.00	0.00	0.76	0.00	0.00	99.43	3.69	2.08	5.47	
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.5	3	2	.95			0.00			0.38	27.67					
Goal Weight	259	%	ון	5%			25%			15%	20%					
Weighted Goal Value	0.1	.3	0	.44			0.00			0.06	5.53					
Project Benefit								6.17								
Project Cost								\$3,840,0	000							
ConnectRVA 2045 Project Score **		16.06														

\* Link to the Project Evaluation and Scoring Process



Henrico

# FPR-10 I-64 at I-295 in Short Pump - New Park and Ride Lot

#### **Facility**

I-64 at I-295 in Short Pump

# New Park and Ride lot of 320 spaces on 2.2 AC

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	nent		Environm	ent/Land (	Jse	
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	72,900	0	258.7	77.1	0	0	0.1	0	4989	0	0	0.02	1.48	0.0018	10931	
Normalized PM Value Relative to other Projects	0.84	0.00	3.23	11.27	0.00	0.00	0.00	0.00	9.21	0.00	0.00	95.29	9.09	5.13	40.97	
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.8	34	7	.25			0.00			4.60			3	37.62		
Goal Weight	259	%	ור	5%			25%			15%	20%					
Weighted Goal Value	0.2	1	1	.09			0.00			0.69	7.52					
Project Benefit								9.51								
Project Cost								\$8,961,0	000							
ConnectRVA 2045 Project Score **	10.62															

\* Link to the Project Evaluation and Scoring Process

# Project Scorecard



Chesterfield

FPR-11

VA- 76/US-60 - New Park and Ride Lot

#### **Facility**

VA- 76/US-60

New Park and Ride lot

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr		Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	540,400	0	266.8	79.5	0	0.1	0.1	0.2	1447	0	0	0	1.14	0.0014	7209
Normalized PM Value Relative to other Projects	6.25	0.00	3.33	11.63	0.01	0.01	0.00	0.00	2.67	0.00	0.00	99.10	7.03	3.96	27.02
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	6.2	.5	7	.48		-	0.01			1.33	34.28				
Goal Weight	259	%	ור	5%			25%		15%			20%			
Weighted Goal Value	1.5	6	1	.12			0.00		0.20			6.86			
Project Benefit								9.74							
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **	15.22														

\* Link to the Project Evaluation and Scoring Process



Chesterfield

# FPR-12 VA-76/Jhanke - New Park and Ride Lot

#### **Facility**

VA-76/Jhanke

New Park and Ride lot

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr		Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	279,400	0	266.8	79.5	0	0	0.1	0.1	3606	0	0	0.06	1.52	0.0019	10341
Normalized PM Value Relative to other Projects	3.23	0.00	3.33	11.63	0.01	0.01	0.00	0.00	6.66	0.00	0.00	83.96	9.37	5.29	38.76
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	3.2	.3	7.	.48			0.00		3.33			34.34			
Goal Weight	259	%	ון	5%			25%		15%			20%			
Weighted Goal Value	0.8	31	1	.12			0.00		0.50			6.87			
Project Benefit								9.3							
Project Cost								\$6,400,0	000						
ConnectRVA 2045 Project Score **	14.53														

\* Link to the Project Evaluation and Scoring Process



Goochland

# FPR-13 VA-288 at US-250 - New Park and Ride Lot

#### **Facility**

VA-288 at US-250

## New Park and Ride lot near US 288/US 250 interchange of 100 parking spaces

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers	
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units	
PM Value	79,000	0	80.9	24.1	0	0	0.1	0	3043	0	0	0.16	0.35	0.0004	6468	
Normalized PM Value Relative to other Projects	0.91	0.00	1.01	3.52	0.01	0.00	0.00	0.00	5.62	0.00	0.00	55.97	2.13	1.20	24.24	
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%	
Goal Value	0.9	)1	2	.27			0.00			2.81	20.89					
Goal Weight	259	%	15	5%			25%		15%			20%				
Weighted Goal Value	0.2	3	0.	.34			0.00			0.42	4.18					
Project Benefit								5.17								
Project Cost								\$2,304,0	000							
ConnectRVA 2045 Project Score **	22.43															

\* Link to the Project Evaluation and Scoring Process



# FPR-14 I-64 & VA- 623 - Relocate Park and Ride Lot

# FPR-14

Goochland

I-64 & VA- 623 (Ashland Rd)

# Relolating existing P and R lot with 180 parking spaces

LRTP Goals	Safe	ety	Мо	bility		Equity	and Accessibi	lity	Eco	onomic Developr	ment		Environm	ent/Land I	Use
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through- put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	43,400	0	145.5	43.3	1.6	0	5.5	0	618	0	0	0	0.83	0.001	2072
Normalized PM Value Relative to other Projects	0.50	0.00	1.82	6.34	0.50	0.00	0.13	0.00	1.14	0.00	0.00	99.18	5.11	2.88	7.77
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.5	50	4	.08			0.19			0.57	28.74				
Goal Weight	259	%	ון	5%			25%		15%			20%			
Weighted Goal Value	0.1	.3	0.	.61			0.05		0.09			5.75			
Project Benefit								6.62							
Project Cost	\$2,304,000														
ConnectRVA 2045 Project Score **	28.72														

\* Link to the Project Evaluation and Scoring Process