

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|---|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1731 | D | Bristol | Marion Town | US 11 at SR 16 Intersection Improvements | x | x | 0.13 | 0.02 | 1.19 | 3.64 | - | - | 0.136 | 0.154 | 1.130 | - | - | 0.066 | | 0.804 | \$ 942,000 | 8.533 | \$ 942,000 | 8.533 | 89 | 1 |
| 1620 | D | Bristol | Bristol City | Intersection Improvements to US 11 at Old Airport Road | x | x | - | 3.23 | 1.32 | 1.99 | 0.251 | 0.259 | - | - | 3.003 | 4.407 | 0.269 | 0.041 | | 1.786 | \$ 3,279,000 | 5.447 | \$ 3,279,000 | 5.447 | 131 | 2 |
| 1645 | D | Bristol | Smyth County | US 11 at Railroad Drive Intersection Improvements | x | x | - | 0.00 | 0.82 | 6.43 | 0.000 | 0.000 | - | - | 1.995 | - | - | 0.003 | | 1.188 | \$ 2,783,000 | 4.269 | \$ 2,783,000 | 4.269 | 143 | 3 |
| 1646 | D | Bristol | Smyth County | US 11 at SR 107 Intersection Improvements (No Radius) | x | x | - | 0.52 | 0.14 | 0.61 | 0.047 | 0.051 | - | - | 1.243 | 3.328 | - | 0.026 | | 0.907 | \$ 2,347,000 | 3.863 | \$ 2,347,000 | 3.863 | 147 | 4 |
| 1644 | D | Bristol | Smyth County | I-81 Exit 35 (State Route 107) Interchange Modifications | x | x | - | 0.58 | 0.18 | 0.44 | 0.297 | 0.315 | - | - | 1.256 | 3.328 | - | 0.035 | | 0.922 | \$ 2,516,000 | 3.667 | \$ 2,516,000 | 3.667 | 153 | 5 |
| 1647 | D | Bristol | Smyth County | US 11 at SR 107 Intersection Improvements (with Radius) | x | x | - | 0.52 | 0.14 | 0.61 | 0.047 | 0.051 | - | - | 1.243 | 3.328 | - | 0.026 | | 0.907 | \$ 3,042,000 | 2.980 | \$ 3,042,000 | 2.980 | 180 | 6 |
| 1689 | D | Bristol | Big Stone Gap Town | Gilley Avenue Corridor Safety Improvements | | x | - | 0.00 | 1.38 | 3.98 | 0.040 | 0.040 | - | - | 1.416 | - | - | - | | 0.880 | \$ 3,330,000 | 2.642 | \$ 3,330,000 | 2.642 | 193 | 7 |
| 1712 | D | Bristol | Abingdon Town | US 11/19 at SR 140 (Jonesboro Rd) Intersection Improvements | x | x | - | - | 0.68 | 0.59 | - | - | - | - | 0.384 | - | - | 0.107 | | 0.217 | \$ 1,113,000 | 1.950 | \$ 1,113,000 | 1.950 | 231 | 8 |
| 1633 | D | Bristol | Abingdon Town | US 11 at US 19 Intersection Improvements | x | x | - | 1.85 | 0.16 | 0.32 | 0.707 | 0.703 | - | - | 0.495 | - | 0.259 | 0.036 | | 0.296 | \$ 1,704,000 | 1.738 | \$ 1,704,000 | 1.738 | 239 | 9 |
| 1441 | D | Bristol | Bluefield Town | State Route 746 Extension to College Avenue | | x | 4.96 | 6.43 | - | - | - | - | - | - | 1.053 | - | 0.026 | - | | 0.624 | \$ 3,941,490 | 1.583 | \$ 3,941,490 | 1.583 | 249 | 10 |
| 1603 | D | Bristol | Bristol City | US 11 Widening Phase 3 Alexis to Old Airport Road | x | x | 0.21 | 0.47 | 3.77 | 1.52 | 0.135 | 0.125 | 0.715 | 0.611 | 3.482 | 4.407 | 0.424 | 0.762 | | 2.078 | \$ 21,242,000 | 0.978 | \$ 21,242,000 | 0.978 | 284 | 11 |
| 1587 | D | Bristol | Wise County | US58 at Tacoma Mountain Realignment | | x | - | - | 0.64 | 2.46 | 0.000 | 0.000 | - | - | 0.855 | - | 0.066 | 0.010 | | 0.513 | \$ 5,361,000 | 0.956 | \$ 5,361,000 | 0.956 | 286 | 12 |
| 1635 | D | Bristol | Washington County | US 58 ALT/US 19 Access Management Improvements | x | x | - | 0.12 | 0.96 | 0.63 | 0.158 | 0.161 | - | - | 0.634 | - | 0.997 | 0.147 | | 0.376 | \$ 4,006,000 | 0.938 | \$ 4,006,000 | 0.938 | 288 | 13 |
| 1591 | D | Bristol | Lee County | Route 58 Truck Climbing Lane Phase II | x | x | - | - | 0.24 | 2.61 | - | - | - | - | 0.707 | - | - | 0.004 | | 0.463 | \$ 5,319,700 | 0.871 | \$ 5,319,700 | 0.871 | 293 | 14 |
| 1638 | D | Bristol | Tazewell Town | Market St and East Riverside Dr Intersection Improvements | | x | - | 0.00 | 0.32 | 1.59 | 0.000 | 0.000 | - | - | 0.424 | - | - | 0.021 | | 0.309 | \$ 4,113,000 | 0.750 | \$ 4,113,000 | 0.750 | 304 | 15 |
| 1686 | D | Bristol | Washington County | Widen US 11 between US 58 to Enterprise Rd (SR 704) | x | x | - | 0.00 | 6.62 | 2.44 | 0.007 | 0.008 | - | - | 3.460 | 2.324 | 0.116 | 0.307 | | 2.051 | \$ 28,754,000 | 0.713 | \$ 28,754,000 | 0.713 | 310 | 16 |
| 1704 | D | Bristol | Russell County | Route 80 Project 3 | | x | - | - | 3.04 | 2.32 | 0.014 | 0.015 | - | - | 1.339 | - | - | 0.067 | | 0.878 | \$ 12,517,000 | 0.701 | \$ 12,517,000 | 0.701 | 312 | 17 |
| 1607 | D | Bristol | Bland County | US Route 52 Intersection Safety Enhancements | x | x | 0.02 | 0.00 | - | - | 0.000 | 0.000 | 0.019 | 0.022 | 0.355 | 1.061 | - | 0.005 | | 0.243 | \$ 3,868,000 | 0.629 | \$ 3,868,000 | 0.629 | 321 | 18 |
| 1100 | D | Bristol | Buchanan County | Route 83 Shoulder Improvements - Segment 2 | | x | - | 0.00 | 2.02 | 3.62 | 0.004 | 0.003 | - | - | 1.562 | - | - | 0.027 | | 0.926 | \$ 15,564,000 | 0.595 | \$ 15,564,000 | 0.595 | 326 | 19 |
| 1602 | D | Bristol | Abingdon Town | Widen US 11 between Hillman Hwy and Empire Dr | x | x | 0.15 | 0.10 | 0.73 | 0.34 | 0.221 | 0.232 | 0.153 | 0.174 | 1.263 | 2.120 | 0.338 | 0.130 | | 0.754 | \$ 13,367,000 | 0.564 | \$ 13,367,000 | 0.564 | 328 | 20 |
| 1590 | D | Bristol | Scott County | Route 58 Climbing Lane (Complete) | x | x | - | - | 7.49 | 4.45 | - | - | - | - | 3.308 | - | - | 0.168 | | 1.968 | \$ 37,911,000 | 0.519 | \$ 37,911,000 | 0.519 | 334 | 21 |
| 1574 | D | Bristol | Wytheville Town | I77 Exit 41 Interchange Modifications | x | x | - | 0.00 | 0.43 | 2.08 | - | - | - | 0.026 | 0.716 | - | 0.133 | 0.021 | | 0.424 | \$ 10,028,000 | 0.423 | \$ 10,028,000 | 0.423 | 345 | 22 |
| 1596 | D | Bristol | Abingdon Town | French Moore Jr. Boulevard Extension | x | x | 9.05 | 11.69 | - | - | 0.283 | 0.293 | 0.038 | 0.043 | 2.365 | 1.059 | - | 0.029 | | 1.417 | \$ 36,701,000 | 0.386 | \$ 36,701,000 | 0.386 | 348 | 23 |
| 1594 | D | Bristol | Lee County | US421 Intersection Improvements | | x | - | 0.00 | 0.23 | 0.86 | - | - | - | - | 0.301 | - | - | 0.010 | | 0.179 | \$ 5,142,000 | 0.348 | \$ 5,142,000 | 0.348 | 354 | 24 |
| 1099 | D | Bristol | Buchanan County | Route 83 Shoulder Improvements - Segment 1 | | x | - | 0.00 | 1.49 | 3.18 | 0.004 | 0.004 | - | - | 1.365 | - | - | 0.019 | | 0.771 | \$ 23,881,000 | 0.323 | \$ 23,881,000 | 0.323 | 357 | 25 |
| 1413 | D | Bristol | Tazewell County | US 460 at US 19 Claypool Hill Intersection Improvements | x | x | - | 1.34 | 0.10 | 0.13 | - | - | - | - | 0.351 | - | 1.095 | 0.044 | | 0.199 | \$ 6,156,000 | 0.322 | \$ 6,156,000 | 0.322 | 358 | 26 |
| 1151 | D | Bristol | Wise Town | US Route 23 Business (Norton Road) Reconstruction - Phase 2 | | x | 0.09 | 0.01 | 0.99 | 0.84 | 0.020 | 0.022 | 0.092 | 0.105 | 0.563 | - | 0.147 | 0.070 | | 0.334 | \$ 11,006,000 | 0.303 | \$ 11,006,000 | 0.303 | 360 | 27 |
| 1677 | D | Bristol | Scott County | Moccasin Gap Bypass | x | x | 10.38 | 13.47 | - | - | 0.785 | 0.820 | - | - | 1.388 | - | 0.297 | 0.407 | | 1.406 | \$ 46,811,000 | 0.300 | \$ 46,811,000 | 0.300 | 361 | 28 |
| 1637 | D | Bristol | Washington County | Widen US 11 between Highlands Shopping Center to BVU | x | x | 0.11 | 0.05 | 2.50 | 1.83 | 0.014 | 0.015 | 0.222 | 0.252 | 1.893 | 1.708 | 0.149 | 0.171 | | 1.153 | \$ 42,738,000 | 0.270 | \$ 40,267,308 | 0.286 | 366 | 29 |
| 1606 | D | Bristol | Cumberland Plateau Planning District Commission | Coalfields Expressway (Rte 121) - Doe Branch | x | | 1.68 | 1.94 | 22.04 | 0.67 | 0.039 | 0.038 | 0.525 | 3.664 | 2.373 | - | - | 1.010 | | 3.981 | \$ 155,871,170 | 0.255 | \$ 155,871,170 | 0.255 | 370 | 30 |
| 1107 | D | Bristol | Buchanan County | US 460 at Garden Creek Rd Safety Improvements | x | x | - | - | 0.37 | 0.81 | - | - | - | - | 0.304 | - | - | - | | 0.192 | \$ 8,363,000 | 0.230 | \$ 8,363,000 | 0.230 | 373 | 31 |
| 1685 | D | Bristol | Wise County | Innovation Highway | | x | 6.49 | 8.43 | 4.33 | 0.18 | 0.250 | 0.254 | - | - | 2.692 | - | 0.136 | 0.155 | | 1.607 | \$ 77,749,000 | 0.207 | \$ 77,749,000 | 0.207 | 377 | 32 |
| 1687 | D | Bristol | Washington County | Widen US 11 between BVU to Exit 13 | x | x | 0.11 | 0.20 | 9.92 | 1.25 | 0.294 | 0.270 | 0.232 | 0.264 | 3.967 | 1.373 | 0.306 | 1.447 | | 2.355 | \$ 116,473,000 | 0.202 | \$ 116,473,000 | 0.202 | 379 | 33 |
| 1692 | D | Bristol | Big Stone Gap Town | US 58 ALTbetween Shawnee Ave to 5th Street Access Management | | x | - | 0.00 | 0.15 | 0.42 | 0.004 | 0.005 | - | - | 0.155 | - | - | 0.013 | | 0.094 | \$ 5,908,000 | 0.160 | \$ 5,908,000 | 0.160 | 383 | 34 |
| 1649 | D | Bristol | Washington County | Widen US 11 between Exit 13 to Abingdon Town Limits | x | x | 0.10 | 0.04 | 1.58 | 0.73 | 0.220 | 0.215 | 0.198 | 0.226 | 0.800 | 0.058 | 0.183 | 0.182 | | 0.475 | \$ 42,820,000 | 0.111 | \$ 42,820,000 | 0.111 | 387 | 35 |
| 1589 | D | Bristol | Scott County | Route 58 Climbing Lane (Partial) | x | x | - | - | 0.06 | 0.37 | - | - | - | - | 0.119 | - | - | 0.009 | | 0.071 | \$ 6,804,000 | 0.105 | \$ 6,804,000 | 0.105 | 389 | 36 |
| 1616 | D | Bristol | Cumberland Plateau Planning District Commission | Coalfields Expressway Rte 121/460 Poplar Creek Phase B | x | | 1.64 | 1.88 | 9.32 | 0.18 | - | - | 0.525 | 0.444 | 2.410 | - | - | 0.230 | | 1.776 | \$ 214,265,100 | 0.083 | \$ 214,265,100 | 0.083 | 390 | 37 |
| 1588 | D | Bristol | Wise County | Central High School Road | | x | 0.03 | - | - | - | - | - | 0.116 | 0.059 | 0.016 | - | - | - | | 0.009 | \$ 9,264,000 | 0.010 | \$ 9,264,000 | 0.010 | 395 | 38 |
| 1703 | D | Bristol | Russell County | Route 80 Project 2 | | x | - | - | - | - | 0.003 | 0.003 | - | - | 0.003 | - | - | 0.021 | | 0.002 | \$ 6,249,000 | 0.003 | \$ 6,249,000 | 0.003 | 396 | 39 |
| 1673 | D | Bristol | Russell County | Route 80 Project 1 | | x | - | - | - | - | 0.000 | 0.000 | - | - | 0.002 | - | - | 0.018 | | 0.001 | \$ 7,401,000 | 0.002 | \$ 7,401,000 | 0.002 | 397 | 40 |

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|--------|-----------|----------------|--|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|----|
| 1593 | D | Bristol | Lee County | US421 Roadway Enhancements | | x | - | - | - | - | 0.003 | 0.003 | - | - | 0.001 | - | - | 0.003 | | 0.001 | \$ 5,003,000 | 0.001 | \$ 5,003,000 | 0.001 | 398 | 41 | |
| 1340 | D | Bristol | Wythe County | Progress Park Connector Road | x | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | \$ 20,049,000 | - | \$ 17,722,000 | - | 402 | 42 |
| 1403 | C | Culpeper | Albemarle County | Route 20/649 Intersection Improvements | x | x | 2.77 | 2.97 | 5.61 | 22.15 | 3.177 | 3.340 | - | - | 5.011 | - | - | 0.010 | | 4.796 | \$ 4,000,000 | 11.990 | \$ 4,000,000 | 11.990 | 65 | 1 | |
| 1404 | C | Culpeper | Albemarle County | Route 151/US 250 Intersection Improvements | x | x | 2.86 | 5.77 | 8.76 | 15.67 | 2.777 | 2.794 | - | - | 6.321 | 0.118 | - | 0.049 | | 4.595 | \$ 5,800,000 | 7.922 | \$ 4,750,000 | 9.673 | 79 | 2 | |
| 1167 | C | Culpeper | Greene County | Route 670 Connector Road | | x | 17.64 | 22.89 | 9.28 | 0.56 | 0.017 | 0.018 | - | - | 6.556 | 0.114 | 0.438 | 0.073 | | 4.643 | \$ 5,400,000 | 8.599 | \$ 5,400,000 | 8.599 | 88 | 3 | |
| 1080 | B | Culpeper | Charlottesville City | Barracks Road at Emmet Street Intersection Improvements | x | x | 0.37 | 0.23 | 3.16 | 1.02 | 0.085 | 0.089 | 1.272 | 1.086 | 12.233 | 0.265 | 0.283 | 0.422 | 60.644 | 7.335 | \$ 8,640,866 | 8.488 | \$ 8,640,866 | 8.488 | 90 | 4 | |
| 1356 | C | Culpeper | Orange County | Route 601 Low-Speed Curve Realignment #2 | | x | - | - | 0.55 | 8.05 | - | - | - | - | 1.915 | - | - | - | | 1.170 | \$ 1,400,000 | 8.360 | \$ 1,400,000 | 8.360 | 93 | 5 | |
| 1398 | B | Culpeper | Charlottesville-Albemarle Metropolitan Planning Organization | Exit 118 WB I64/NB Route29 | x | | 1.07 | - | - | - | 0.100 | 0.101 | - | - | 3.776 | 0.355 | 8.458 | 0.004 | 15.876 | 2.258 | \$ 2,900,000 | 7.785 | \$ 2,900,000 | 7.785 | 95 | 6 | |
| 1408 | B | Culpeper | Albemarle County | Rio Mills Rd/Berkmar Dr Extended Connection | x | x | 0.07 | 0.06 | 0.70 | 0.04 | 0.245 | 0.240 | 0.024 | 0.028 | 1.487 | 4.529 | 0.427 | 0.085 | 1.167 | 0.890 | \$ 3,800,000 | 2.342 | \$ 1,315,811 | 6.765 | 112 | 7 | |
| 1386 | B | Culpeper | Charlottesville-Albemarle Metropolitan Planning Organization | Exit 124 (Interstate 64) | x | | 55.51 | 13.66 | 34.72 | 13.22 | 2.063 | 2.098 | - | - | 19.954 | 0.168 | 1.588 | 0.736 | 4.320 | 11.940 | \$ 18,400,000 | 6.489 | \$ 18,400,000 | 6.489 | 115 | 8 | |
| 1162 | C | Culpeper | Louisa County | Route 208-522 Intersection Improvements | | x | 0.14 | 0.09 | 3.16 | 21.52 | - | - | 0.295 | 0.336 | 5.818 | 0.154 | - | 0.004 | | 3.449 | \$ 5,400,000 | 6.387 | \$ 5,400,000 | 6.387 | 116 | 9 | |
| 1267 | C | Culpeper | Warrenton Town | Broadview Avenue Access Management Improvements | x | x | 0.32 | - | 5.93 | 1.08 | 0.459 | 0.473 | 0.658 | 0.749 | 2.552 | 2.595 | - | 0.656 | | 1.613 | \$ 4,640,000 | 3.475 | \$ 2,590,000 | 6.226 | 120 | 10 | |
| 1079 | B | Culpeper | Charlottesville City | West Main Street Streetscape | | x | 0.44 | - | 2.56 | 0.49 | - | - | 1.530 | 1.306 | 16.570 | 10.149 | - | 0.223 | 87.130 | 11.248 | \$ 29,968,420 | 3.753 | \$ 18,297,920 | 6.147 | 121 | 11 | |
| 1380 | C | Culpeper | Warrenton Town | Improve Intersection of Frost w/Broadview-W.Shirley Avenues | x | x | 0.87 | 7.54 | 1.96 | 1.47 | 0.093 | 0.089 | 1.819 | 2.070 | 2.123 | 0.244 | 0.363 | 0.397 | | 1.455 | \$ 4,000,000 | 3.636 | \$ 2,823,878 | 5.151 | 135 | 12 | |
| 1405 | B | Culpeper | Albemarle County | Route 240/US 250 Intersection Improvements | x | x | 0.66 | 0.46 | 11.44 | 19.74 | - | - | 0.108 | 0.123 | 4.828 | 0.119 | - | 0.024 | 0.731 | 3.543 | \$ 8,600,000 | 4.120 | \$ 8,600,000 | 4.120 | 146 | 13 | |
| 1516 | B | Culpeper | Albemarle County | Meeting St Extended | x | x | 0.10 | 0.09 | - | - | 0.220 | 0.224 | 0.065 | 0.074 | 4.808 | 12.891 | 0.057 | - | 9.998 | 2.855 | \$ 7,950,000 | 3.591 | \$ 7,950,000 | 3.591 | 157 | 14 | |
| 1378 | C | Culpeper | Louisa County | Route 208 Upgrade UPC104110 | | x | - | 0.00 | 3.83 | 1.11 | 0.379 | 0.387 | - | - | 8.299 | 25.775 | 0.283 | 0.226 | | 5.001 | \$ 15,200,000 | 3.290 | \$ 14,100,000 | 3.547 | 159 | 15 | |
| 1028 | C | Culpeper | Fauquier County | Rt 28 & Schoolhouse Road (Rt 661) Intersection Improvements | x | x | - | 0.00 | 1.28 | 9.13 | - | - | - | - | 2.576 | 1.040 | - | - | | 1.586 | \$ 5,150,000 | 3.080 | \$ 5,150,000 | 3.080 | 176 | 16 | |
| 1406 | B | Culpeper | Albemarle County | US 250/Radford Lane Roundabout | x | x | 1.30 | 1.39 | 1.95 | 5.07 | - | - | 0.151 | 0.171 | 2.659 | 0.151 | - | 0.012 | 5.044 | 1.576 | \$ 7,250,000 | 2.174 | \$ 7,250,000 | 2.174 | 214 | 17 | |
| 1392 | B | Culpeper | Albemarle County | Lewis & Clarke Dr Extension to Innovation Dr/Airport Rd | x | x | 0.40 | 0.40 | - | - | 0.106 | 0.107 | 0.151 | 0.172 | 3.781 | 9.938 | 0.719 | 0.443 | 7.295 | 2.255 | \$ 11,000,000 | 2.050 | \$ 11,000,000 | 2.050 | 223 | 18 | |
| 1355 | C | Culpeper | Orange County | Route 601 Low-Speed Curve Realignment #1 | | x | - | - | 0.27 | 4.37 | - | - | - | - | 1.094 | 0.487 | - | - | | 0.708 | \$ 3,500,000 | 2.023 | \$ 3,500,000 | 2.023 | 225 | 19 | |
| 1385 | B | Culpeper | Charlottesville-Albemarle Metropolitan Planning Organization | Free Bridge Congestion Relief | x | | 5.32 | 27.71 | 3.79 | 0.49 | 1.963 | 2.045 | 7.692 | 6.567 | 15.139 | 0.527 | 0.373 | 2.901 | 41.832 | 9.149 | \$ 45,761,730 | 1.999 | \$ 45,761,730 | 1.999 | 227 | 20 | |
| 1160 | C | Culpeper | Louisa County | Route 15-33 Intersection Improvements | | x | 0.61 | 0.22 | 1.22 | 5.81 | - | - | 0.031 | 0.619 | 1.791 | - | - | 0.006 | | 1.063 | \$ 5,600,000 | 1.897 | \$ 5,600,000 | 1.897 | 233 | 21 | |
| 1337 | C | Culpeper | Fluvanna County | Route 600/618 Intersection Improvements | | x | - | 0.03 | 1.17 | 2.50 | - | - | - | - | 0.796 | - | - | - | | 0.501 | \$ 3,150,000 | 1.592 | \$ 3,150,000 | 1.592 | 248 | 22 | |
| 1237 | C | Culpeper | Culpeper County | Rt. 229 & Rt. 640 Intersection Improvements | | x | - | 0.00 | 0.46 | 3.88 | 0.000 | 0.000 | - | - | 0.997 | - | - | 0.001 | | 0.592 | \$ 4,550,000 | 1.301 | \$ 4,550,000 | 1.301 | 265 | 23 | |
| 1161 | C | Culpeper | Louisa County | Route 15-22 Intersection Improvements | | x | - | - | 2.37 | 5.32 | - | - | - | - | 1.591 | - | - | 0.011 | | 1.041 | \$ 8,500,000 | 1.225 | \$ 8,500,000 | 1.225 | 269 | 24 | |
| 1032 | C | Culpeper | Fauquier County | Route 29 NB Corridor Safety Improvements | x | x | - | - | 3.06 | 1.77 | - | - | - | - | 0.998 | 0.507 | - | 0.094 | | 0.734 | \$ 6,700,000 | 1.096 | \$ 6,700,000 | 1.096 | 275 | 25 | |
| 1387 | B | Culpeper | Charlottesville-Albemarle Metropolitan Planning Organization | Interstate 64 - Exit 118 | x | | - | - | 1.34 | 0.95 | 0.120 | 0.119 | - | - | 1.005 | 0.355 | 6.278 | 0.027 | - | 0.598 | \$ 6,775,000 | 0.882 | \$ 6,775,000 | 0.882 | 290 | 26 | |
| 1490 | C | Culpeper | Orange County | Route 522 / Route 20 Roundabout | | x | 0.21 | - | 4.35 | 0.08 | - | - | 0.739 | 0.505 | 1.172 | - | 0.038 | 0.132 | | 0.699 | \$ 8,200,000 | 0.853 | \$ 8,200,000 | 0.853 | 294 | 27 | |
| 1168 | C | Culpeper | Culpeper County | Rt. 15/29 Business Widening Including Pedestrian/Bike Access | | x | 0.13 | - | 12.63 | 4.03 | 0.007 | 0.007 | 0.267 | 0.304 | 4.114 | 0.614 | - | 0.439 | | 2.442 | \$ 32,000,000 | 0.763 | \$ 32,000,000 | 0.763 | 301 | 28 | |
| 1023 | C | Culpeper | Fauquier County | Whiting Road Railroad Crossing | | x | 0.40 | 0.62 | - | - | - | - | - | - | 0.159 | 0.076 | - | - | | 0.096 | \$ 2,045,000 | 0.469 | \$ 1,318,500 | 0.727 | 308 | 29 | |
| 1477 | C | Culpeper | Louisa County | Route 22/208 Safety Improvements | | x | - | 0.01 | 0.91 | 0.79 | 0.001 | 0.001 | - | - | 0.756 | 1.207 | 0.280 | 0.025 | | 0.448 | \$ 6,200,000 | 0.723 | \$ 6,200,000 | 0.723 | 309 | 30 | |
| 1031 | C | Culpeper | Fauquier County | Route 28 & Route 603/616 Roundabout | | x | 0.16 | - | 0.49 | 2.15 | - | - | 0.332 | 0.378 | 0.528 | - | - | 0.014 | | 0.405 | \$ 7,420,000 | 0.545 | \$ 7,420,000 | 0.545 | 331 | 31 | |
| 1551 | C | Culpeper | Fauquier County | Rogues Road Sections 1-4 | | x | - | 0.00 | 2.56 | 1.03 | 0.162 | 0.162 | - | - | 0.981 | 0.602 | - | 1.033 | | 0.672 | \$ 18,140,010 | 0.370 | \$ 13,663,540 | 0.492 | 338 | 32 | |
| 1264 | C | Culpeper | Culpeper County | Rt. 663/Stevensburg Rd. Shoulder & Safety Improvements | | x | - | - | 1.81 | 3.04 | 0.037 | 0.037 | - | - | 0.830 | - | 0.067 | - | | 0.659 | \$ 15,000,000 | 0.439 | \$ 15,000,000 | 0.439 | 343 | 33 | |
| 1030 | C | Culpeper | Fauquier County | Rogues Road (Rt. 602) Reconstruction | | x | - | 0.00 | 1.70 | 1.06 | 0.077 | 0.076 | - | - | 0.663 | 0.401 | - | - | | 0.454 | \$ 12,500,000 | 0.363 | \$ 12,500,000 | 0.363 | 351 | 34 | |
| 1377 | C | Culpeper | Louisa County | Route 208 Safety Improvements East of route 652 | | x | - | 0.00 | 0.85 | 0.50 | 0.075 | 0.073 | - | - | 0.379 | 0.154 | - | 0.054 | | 0.229 | \$ 9,000,000 | 0.255 | \$ 7,900,000 | 0.290 | 365 | 35 | |
| 1349 | D | Fredericksburg | Caroline County | Chilesburg-Route 738/639 Intersection Safety Improvements | | x | - | - | 10.77 | 94.76 | 0.002 | 0.002 | - | - | 29.170 | - | - | 0.002 | | 17.289 | \$ 2,110,000 | 81.938 | \$ 2,110,000 | 81.938 | 8 | 1 | |
| 1141 | A | Fredericksburg | Spotsylvania County | Lafayette Blvd and Harrison Road | x | x | 0.19 | - | 0.36 | 0.74 | - | - | 0.202 | 0.345 | 5.068 | 13.438 | - | 0.059 | 14.057 | 3.563 | \$ 1,200,000 | 29.693 | \$ 1,063,000 | 33.520 | 28 | 2 | |
| 1382 | A | Fredericksburg | George Washington Regional Commission | Twin Lake-Kensington Bike/Ped Connector | x | | 0.31 | - | 3.53 | 2.33 | - | - | 0.644 | 0.733 | 5.518 | 0.096 | - | - | 17.246 | 4.000 | \$ 1,981,550 | 20.188 | \$ 1,481,550 | 27.001 | 41 | 3 | |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------------|--|---|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1140 | A | Fredericksburg | Spotsylvania County | Route 208 and Hood Drive Intersection Improvement | x | x | 16.35 | 7.76 | 1.64 | 1.00 | 1.686 | 1.686 | 1.247 | 1.064 | 16.186 | 1.329 | 0.697 | 0.372 | 12.514 | 9.145 | \$ 5,150,000 | 17.757 | \$ 4,888,655 | 18.707 | 51 | 4 |
| 1104 | A | Fredericksburg | George Washington Regional Commission | 107714: Improve Brooke and Leeland VRE Sta, Const PS VRE Sta | x | | 10.91 | 37.69 | 51.01 | - | 62.109 | 62.362 | 37.792 | 65.865 | 55.116 | 66.299 | 94.702 | - | 9.455 | 32.956 | \$ 59,759,770 | 5.515 | \$ 22,047,320 | 14.948 | 58 | 5 |
| 1145 | A | Fredericksburg | Spotsylvania County | I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway | x | x | 16.06 | 4.06 | 2.46 | 0.36 | 1.528 | 1.549 | 1.193 | 3.794 | 14.940 | 0.867 | 1.681 | 4.928 | 16.650 | 9.178 | \$ 14,495,000 | 6.332 | \$ 12,745,000 | 7.201 | 104 | 6 |
| 1443 | D | Fredericksburg | Gloucester County | Pedestrian/Streetscape Improvements on Rte 17B -Main St | x | x | 0.34 | 0.06 | 11.58 | 1.77 | 0.264 | 0.255 | 0.219 | 0.249 | 4.210 | 1.136 | - | 1.047 | | 2.595 | \$ 7,226,000 | 3.591 | \$ 7,226,000 | 3.591 | 158 | 7 |
| 1101 | A | Fredericksburg | Fredericksburg Area Metropolitan Planning Organization | Rappahannock River Crossing - Northbound (I-95 CD Lanes) | x | | 61.06 | 54.80 | 10.74 | 0.14 | 18.151 | 18.250 | - | 89.090 | 30.769 | 3.297 | 63.044 | 100.000 | 7.965 | 37.837 | \$ 132,000,000 | 2.866 | \$ 130,000,000 | 2.911 | 182 | 8 |
| 1110 | D | Fredericksburg | Essex County | Loretto Park & Ride Improvements | | x | 0.00 | 0.00 | 0.05 | 0.00 | - | - | 0.013 | 4.241 | 0.326 | - | 0.002 | - | | 0.237 | \$ 915,000 | 2.591 | \$ 915,000 | 2.591 | 194 | 9 |
| 1411 | D | Fredericksburg | Gloucester County | Route 614 Reconstruction - Hickory Fork Road | | x | - | - | 11.64 | 6.57 | 0.046 | 0.044 | - | - | 5.188 | 0.532 | - | 0.018 | | 3.110 | \$ 12,556,000 | 2.477 | \$ 12,556,000 | 2.477 | 202 | 10 |
| 1025 | D | Fredericksburg | King George County | Naval Base Dahlgren Turn Lane Extension Route 301 South | | x | - | 0.26 | 0.15 | 0.16 | 0.058 | 0.057 | - | - | 0.703 | 0.666 | 2.615 | - | | 0.424 | \$ 2,000,000 | 2.121 | \$ 2,000,000 | 2.121 | 216 | 11 |
| 1366 | A | Fredericksburg | George Washington Regional Commission | New Commuter Parking Lot for Route 3 East (Stafford) | x | | 0.46 | 0.60 | 1.97 | 0.01 | 0.781 | 0.786 | 1.600 | 8.439 | 1.482 | - | 0.201 | - | - | 0.929 | \$ 6,750,000 | 1.376 | \$ 4,983,170 | 1.864 | 235 | 12 |
| 1180 | A | Fredericksburg | Stafford County | 1.Stafford - Route 1/Enon Road Intersection and Roadway IMP | x | x | 0.09 | 2.04 | 0.82 | 0.50 | 0.756 | 0.769 | 0.311 | 0.186 | 2.400 | 0.060 | 0.693 | 0.229 | 3.381 | 1.429 | \$ 10,100,000 | 1.415 | \$ 9,698,532 | 1.473 | 257 | 13 |
| 1009 | D | Fredericksburg | King William County | Park and Ride | | x | 0.05 | 0.00 | 0.47 | 0.00 | - | - | 0.131 | 0.056 | 0.149 | - | 0.019 | - | | 0.089 | \$ 614,000 | 1.448 | \$ 614,000 | 1.448 | 260 | 14 |
| 1138 | A | Fredericksburg | Spotsylvania County | Route 208 and Breckenridge Drive Intersection Improvements | x | x | 0.03 | - | 2.78 | 2.29 | 0.510 | 0.507 | 0.105 | 0.036 | 0.318 | 0.297 | - | 0.275 | - | 0.227 | \$ 1,767,500 | 1.287 | \$ 1,592,500 | 1.428 | 261 | 15 |
| 1194 | A | Fredericksburg | Stafford County | 3.Stafford - Butler Road Widening | x | x | 0.20 | 0.21 | 17.34 | 4.94 | 0.439 | 0.442 | 0.697 | 0.357 | 4.269 | - | 0.419 | 1.166 | 10.514 | 3.073 | \$ 28,500,000 | 1.078 | \$ 25,646,000 | 1.198 | 271 | 16 |
| 1144 | A | Fredericksburg | Spotsylvania County | Widening of Smith Station Road at Courthouse Road | x | x | 0.62 | 0.62 | 2.56 | 1.34 | 0.231 | 0.233 | 0.642 | 0.731 | 0.700 | 0.262 | - | 0.247 | - | 0.504 | \$ 4,975,000 | 1.013 | \$ 4,975,000 | 1.013 | 280 | 17 |
| 1111 | D | Fredericksburg | Essex County | Multi-Use Paths - Routes 17/698/1036 | x | x | 0.04 | - | 1.10 | 1.22 | 0.078 | 0.075 | 0.082 | 0.093 | 0.673 | - | - | 0.155 | | 0.410 | \$ 4,678,000 | 0.876 | \$ 4,678,000 | 0.876 | 291 | 18 |
| 1192 | A | Fredericksburg | Stafford County | 2.Stafford - Rt.1/Eskimo Hill Rd/American Legion Rd INT IMP | x | x | - | 0.01 | 0.23 | 0.44 | 0.005 | 0.005 | - | - | 0.403 | - | 0.246 | 0.018 | 0.984 | 0.238 | \$ 3,670,000 | 0.650 | \$ 3,250,000 | 0.734 | 307 | 19 |
| 1412 | D | Fredericksburg | Gloucester County | George Washington Memorial Highway - Route 17 Widening | x | x | 0.26 | 4.12 | 8.17 | 1.09 | 0.946 | 0.911 | 0.270 | 0.307 | 3.272 | 0.072 | 0.629 | 2.701 | | 2.156 | \$ 39,035,500 | 0.552 | \$ 39,035,500 | 0.552 | 330 | 20 |
| 1154 | D | Fredericksburg | Gloucester County | Pedestrian Improvements on Rte 1208 - Greate Road | x | x | 0.04 | - | 0.23 | 0.22 | 0.040 | 0.009 | 0.037 | 0.043 | 0.078 | - | - | - | | 0.080 | \$ 2,120,000 | 0.378 | \$ 2,120,000 | 0.378 | 350 | 21 |
| 1148 | A | Fredericksburg | Spotsylvania County | Bridge over I95 and Widening of Harrison Rd - Salem Church Rd | x | x | 1.23 | 0.75 | 24.77 | 3.18 | 1.289 | 1.289 | 0.429 | 0.489 | 4.575 | 7.364 | 0.341 | 2.483 | 6.325 | 3.079 | \$ 86,070,000 | 0.358 | \$ 86,070,000 | 0.358 | 353 | 22 |
| 1056 | D | Fredericksburg | King George County | 4 Lane Widening (Divided) Rt. 3 East At Rt. 301 Intersection | x | x | - | 0.08 | 1.10 | 0.76 | 0.002 | 0.002 | - | - | 0.806 | 0.488 | 0.706 | 0.068 | | 0.479 | \$ 15,000,000 | 0.319 | \$ 15,000,000 | 0.319 | 359 | 23 |
| 1200 | A | Fredericksburg | Stafford County | 4.Stafford - Decatur Road Reconstruction | x | x | - | 0.00 | 0.30 | 2.27 | 2.511 | 0.824 | - | - | 0.578 | - | - | - | - | 0.344 | \$ 15,500,000 | 0.222 | \$ 15,500,000 | 0.222 | 374 | 24 |
| 1211 | D | Fredericksburg | Westmoreland County | Construct Passing Lanes on Route 3 near Lerty | | x | - | - | 1.22 | 0.65 | 0.012 | 0.012 | - | - | 0.550 | - | 0.226 | 0.028 | | 0.326 | \$ 14,700,000 | 0.222 | \$ 14,700,000 | 0.222 | 375 | 25 |
| 1070 | A | Hampton Roads | Norfolk City | Brambleton Avenue/Tidewater Drive Intersection Improvements | x | x | - | 2.69 | 0.63 | 0.39 | 1.928 | 1.963 | - | - | 32.530 | 4.790 | 1.218 | 0.518 | 84.315 | 19.513 | \$ 645,500 | 302.299 | \$ 645,500 | 302.299 | 1 | 1 |
| 1073 | A | Hampton Roads | Norfolk City | Brambleton Avenue/Park Avenue Intersection Improvements | x | x | - | 0.00 | 7.35 | 12.32 | - | - | - | - | 26.587 | 3.566 | - | 0.120 | 73.113 | 16.552 | \$ 594,000 | 278.653 | \$ 594,000 | 278.653 | 2 | 2 |
| 1453 | A | Hampton Roads | James City County | Skiffes Creek Connector | x | x | 21.11 | 19.04 | 7.56 | 0.17 | 2.574 | 2.623 | 0.287 | 1.866 | 17.992 | 37.078 | 1.278 | 0.444 | 4.011 | 12.470 | \$ 50,503,700 | 2.469 | \$ 1,544,766 | 80.725 | 9 | 3 |
| 1440 | A | Hampton Roads | Norfolk City | Granby Street Bike Lanes | x | x | 0.29 | - | 43.68 | 2.95 | - | - | 1.010 | 0.863 | 10.107 | 0.932 | - | - | 22.342 | 6.307 | \$ 822,000 | 76.722 | \$ 822,000 | 76.722 | 11 | 4 |
| 1069 | A | Hampton Roads | Norfolk City | I-264 W Off-ramp at Ballentine Boulevard | x | x | - | 0.54 | 0.07 | 0.15 | 0.783 | 0.801 | - | - | 16.914 | 2.727 | 1.497 | 0.028 | 46.490 | 10.462 | \$ 1,710,000 | 61.180 | \$ 1,710,000 | 61.180 | 14 | 5 |
| 1393 | D | Hampton Roads | Accomack County | Route 13, Route 2702 & Route 695 Temperanceville/Saxis Road | | x | 0.30 | 0.52 | 32.92 | 42.19 | - | - | - | - | 20.348 | 0.149 | - | 0.090 | | 12.363 | \$ 2,065,456 | 59.856 | \$ 2,065,456 | 59.856 | 15 | 6 |
| 1419 | D | Hampton Roads | Northampton County | Stone Road - Northampton County | | x | - | - | 20.69 | 29.92 | - | - | - | - | 13.609 | - | - | 0.043 | | 8.275 | \$ 1,739,812 | 47.560 | \$ 1,739,812 | 47.560 | 17 | 7 |
| 1173 | A | Hampton Roads | Williamsburg Area Transit Authority (WATA) | Bus Expansion & Three Expansion Bus Shelters | x | | 1.04 | 0.54 | 5.10 | - | - | - | 3.590 | 1.839 | 2.559 | - | 16.811 | 0.013 | 1.700 | 1.446 | \$ 334,058 | 43.287 | \$ 334,058 | 43.287 | 23 | 8 |
| 1203 | A | Hampton Roads | Chesapeake City | Great Bridge Blvd Right Turn Lane | | x | 1.21 | 4.10 | 0.81 | 0.74 | 0.229 | 0.227 | 4.204 | 2.153 | 5.709 | - | - | 0.326 | 13.186 | 4.422 | \$ 1,210,000 | 36.544 | \$ 1,210,000 | 36.544 | 26 | 9 |
| 1507 | D | Hampton Roads | Greensville County | 301 South Median Crossover Project | | x | - | - | 1.92 | 12.74 | - | - | - | - | 4.026 | - | - | 0.003 | | 2.400 | \$ 729,480 | 32.895 | \$ 729,480 | 32.895 | 29 | 10 |
| 1512 | A | Hampton Roads | Hampton City | Power Plant Pkwy Sidewalks | | x | 0.33 | - | 1.03 | 0.52 | 0.366 | 0.367 | 1.137 | 0.583 | 3.920 | 0.586 | - | - | 9.934 | 2.420 | \$ 753,500 | 32.122 | \$ 749,000 | 32.315 | 31 | 11 |
| 1400 | D | Hampton Roads | Accomack County | Route 13 & Route 175 Chincoteague Road | | x | - | - | 11.56 | 3.60 | - | - | - | - | 3.528 | - | - | 0.359 | | 2.477 | \$ 779,156 | 31.787 | \$ 779,156 | 31.787 | 32 | 12 |
| 1043 | A | Hampton Roads | Newport News City | Jefferson Avenue at Yorktown Road Intersection Improvements | x | x | 15.06 | 7.59 | 0.32 | 0.40 | - | - | - | - | 5.538 | - | 1.193 | 0.105 | - | 5.403 | \$ 2,460,000 | 21.965 | \$ 2,460,000 | 21.965 | 43 | 13 |
| 1360 | A | Hampton Roads | Williamsburg City | Ironbound Road Phase 2 | x | x | 0.16 | 0.19 | 0.08 | 0.17 | - | - | 0.564 | 0.481 | 5.795 | 5.753 | - | 0.005 | 14.504 | 3.489 | \$ 1,922,700 | 18.148 | \$ 1,922,700 | 18.148 | 52 | 14 |
| 1179 | A | Hampton Roads | Virginia Beach City | Indian River Road Phase VII-B | x | x | 17.52 | 15.63 | - | - | 4.143 | 4.245 | 0.704 | 0.601 | 0.171 | 0.660 | - | 0.463 | 3.973 | 8.837 | \$ 11,430,000 | 7.731 | \$ 5,000,000 | 17.673 | 54 | 15 |
| 1193 | A | Hampton Roads | Virginia Beach City | Cleveland Street Phase IV | | x | 0.81 | 0.44 | 9.05 | 4.93 | 0.232 | 0.235 | 2.256 | 2.407 | 21.667 | 1.672 | - | - | 57.327 | 13.446 | \$ 23,647,000 | 5.686 | \$ 10,000,000 | 13.446 | 61 | 16 |
| 1395 | D | Hampton Roads | Accomack County | Route 13 Industrial Park Traffic Light | | x | - | 0.04 | 1.07 | 0.67 | - | - | - | 0.731 | 1.576 | 2.691 | - | 0.054 | | 0.946 | \$ 846,676 | 11.177 | \$ 846,676 | 11.177 | 68 | 17 |
| 1090 | A | Hampton Roads | Hampton Roads Transportation Planning Organization | I-64/I-264 Interchange Improvements | x | | 60.61 | 53.86 | - | - | 100.000 | 100.000 | 3.854 | 3.619 | 80.142 | 3.951 | 29.172 | 5.025 | 31.671 | 48.855 | \$ 350,091,800 | 1.395 | \$ 50,000,055 | 9.771 | 78 | 18 |
| 1362 | A | Hampton Roads | Williamsburg City | Capitol Landing Road at Bypass Road Intersection | x | x | 0.85 | 0.81 | 2.07 | 7.00 | - | - | 0.184 | 0.094 | 2.372 | 2.396 | - | - | 3.942 | 1.591 | \$ 2,144,760 | 7.418 | \$ 2,144,760 | 7.418 | 99 | 19 |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|---------------|--|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1235 | A | Hampton Roads | York County | Route 17 Widening between Route 630 and Route 173 | x | x | 21.46 | 13.81 | 9.17 | 1.18 | 2.594 | 2.471 | - | - | 11.070 | 1.534 | 1.665 | 3.502 | 1.779 | 9.508 | \$ 17,542,603 | 5.420 | \$ 14,424,103 | 6.592 | 113 | 20 |
| 1256 | A | Hampton Roads | Virginia Beach City | Laskin Road Phase I-A | x | x | 2.08 | 13.95 | 10.77 | 1.10 | 2.504 | 2.258 | 7.196 | 6.143 | 12.829 | 4.222 | 0.711 | 4.021 | 19.569 | 9.448 | \$ 29,000,200 | 3.258 | \$ 15,000,000 | 6.299 | 118 | 21 |
| 1057 | A | Hampton Roads | Hampton Roads Transportation Planning Organization | I-64 Southside Widening and High Rise Bridge - Phase 1 | x | | 100.00 | 88.96 | 45.16 | 0.33 | 81.986 | 84.775 | 49.744 | 12.739 | 76.064 | 6.743 | 20.800 | 89.320 | 10.464 | 62.904 | \$ 600,000,000 | 1.048 | \$ 100,000,000 | 6.290 | 119 | 22 |
| 1088 | A | Hampton Roads | York County | Route 171 Widening between Route 17 and Route 134 | x | x | - | 0.74 | 0.23 | 0.28 | 0.001 | 0.001 | - | - | 3.868 | 1.818 | 0.257 | 0.035 | 10.147 | 2.459 | \$ 4,643,259 | 5.295 | \$ 4,588,259 | 5.358 | 133 | 23 |
| 1361 | A | Hampton Roads | Williamsburg City | Ironbound Road Phase 3 | x | x | 0.12 | 0.00 | 0.68 | 1.06 | 0.049 | 0.048 | 0.408 | 0.348 | 2.535 | 4.591 | - | 0.068 | 5.740 | 1.519 | \$ 3,312,400 | 4.585 | \$ 3,312,400 | 4.585 | 140 | 24 |
| 1502 | A | Hampton Roads | Hampton City | Coliseum Drive Extension Phase B | x | x | 5.87 | 5.29 | 1.55 | 0.07 | - | - | 0.022 | 0.025 | 6.864 | 3.084 | 0.019 | 0.013 | 9.918 | 4.974 | \$ 17,745,432 | 2.803 | \$ 17,740,000 | 2.804 | 190 | 25 |
| 1128 | A | Hampton Roads | Suffolk City | North Suffolk Connector | x | x | 15.87 | 14.27 | - | - | 0.462 | 0.468 | 0.332 | 0.283 | 12.404 | 0.687 | - | 1.419 | 1.668 | 7.851 | \$ 30,710,080 | 2.556 | \$ 30,610,080 | 2.565 | 195 | 26 |
| 1389 | D | Hampton Roads | Accomack County | Route 602 Lee Street/Cemetery Road-Accomack County | | x | - | 0.00 | 0.15 | 1.18 | 0.001 | 0.000 | - | - | 0.801 | 1.138 | 0.008 | - | | 0.479 | \$ 3,992,306 | 1.200 | \$ 3,086,180 | 1.553 | 251 | 27 |
| 1489 | D | Hampton Roads | Surry County | Intersection of Colonial Trail East and Route 617 | | x | - | 0.00 | 1.46 | 4.00 | - | - | - | - | 1.431 | - | - | - | | 0.890 | \$ 6,017,450 | 1.479 | \$ 6,017,450 | 1.479 | 256 | 28 |
| 1114 | A | Hampton Roads | Suffolk City | Seaboard Coastline Trail | x | x | 0.33 | - | 1.49 | 0.00 | 0.197 | 0.196 | 1.132 | 1.257 | 1.695 | 0.079 | - | - | 4.762 | 1.271 | \$ 10,760,290 | 1.181 | \$ 10,610,290 | 1.198 | 272 | 29 |
| 1442 | A | Hampton Roads | Poquoson City | Route 171 (Victory Boulevard) Widening: Poquoson Segment | x | x | 0.24 | 0.04 | 5.99 | 0.01 | 0.032 | 0.033 | 0.816 | 0.906 | 4.151 | 2.855 | - | 2.706 | 10.001 | 2.606 | \$ 24,628,110 | 1.058 | \$ 24,628,110 | 1.058 | 277 | 30 |
| 1231 | A | Hampton Roads | York County | Route 171 Widening between Route 600 and Poquoson city line | x | x | 0.78 | 4.17 | 9.13 | 1.54 | 0.944 | 0.952 | 1.631 | 1.856 | 4.490 | 2.788 | - | - | 3.903 | 2.725 | \$ 26,897,470 | 1.013 | \$ 26,897,470 | 1.013 | 281 | 31 |
| 1089 | A | Hampton Roads | Poquoson City | Route 171 Widening - 2016 | x | x | 1.19 | 5.16 | 11.82 | 0.02 | 1.324 | 1.339 | 4.141 | 4.596 | 9.566 | 4.314 | 0.515 | 10.257 | 14.847 | 5.924 | \$ 60,434,510 | 0.980 | \$ 58,579,510 | 1.011 | 282 | 32 |
| 1171 | A | Hampton Roads | Suffolk City | Kings Highway Bridge Project | x | x | 18.58 | 16.73 | 7.98 | 0.09 | 0.372 | 0.366 | 0.217 | 0.246 | 8.107 | - | 0.308 | 2.511 | 0.582 | 8.761 | \$ 91,105,120 | 0.962 | \$ 91,105,120 | 0.962 | 285 | 33 |
| 1187 | A | Hampton Roads | Chesapeake City | George Washington Highway Widening | x | x | 0.32 | 3.13 | 23.07 | 5.62 | 0.964 | 0.944 | 1.108 | 1.419 | 4.523 | - | 0.891 | 1.456 | 3.784 | 2.719 | \$ 28,589,900 | 0.951 | \$ 28,589,900 | 0.951 | 287 | 34 |
| 1246 | A | Hampton Roads | Suffolk City | Route 17 - Crittenden Road Intersection Realignment | x | x | 0.03 | 0.09 | 0.73 | 0.77 | 0.070 | 0.070 | 0.030 | 0.035 | 0.531 | - | 0.230 | - | 1.060 | 0.316 | \$ 4,252,722 | 0.743 | \$ 4,252,722 | 0.743 | 305 | 35 |
| 1217 | A | Hampton Roads | York County | Route 171 Widening between Route 134 and Big Bethel Road | x | x | 0.59 | 1.86 | 4.05 | 0.01 | 0.697 | 0.704 | 2.042 | 2.266 | 1.790 | 2.276 | 0.270 | 1.904 | - | 1.090 | \$ 19,032,460 | 0.573 | \$ 17,177,460 | 0.634 | 320 | 36 |
| 1497 | A | Hampton Roads | Norfolk City | Hampton Boulevard and Terminal Boulevard Grade Separation | x | x | 0.36 | 16.68 | 19.98 | 2.54 | 0.533 | 0.500 | 1.252 | 1.631 | 12.811 | 26.014 | 2.861 | 0.856 | 20.603 | 10.159 | \$ 210,119,900 | 0.483 | \$ 175,524,000 | 0.579 | 327 | 37 |
| 2260 | A | Hampton Roads | CTB | Route 460 Project Southeast Virginia | x | x | 35.58 | 45.99 | 36.64 | 0.24 | 0.103 | 0.095 | 0.122 | 29.804 | 29.974 | 52.678 | 10.710 | 4.686 | 1.897 | 24.394 | \$ 449,999,900 | 0.542 | \$ 449,999,900 | 0.542 | 332 | 38 |
| 1672 | A | Hampton Roads | Isle of Wight County | Nike Park Road at Titus Creek Drive Intersection Improvement | x | x | - | 0.06 | 1.37 | 3.89 | - | - | - | - | 0.271 | 0.266 | - | - | - | 0.166 | \$ 3,485,320 | 0.475 | \$ 3,485,320 | 0.475 | 339 | 39 |
| 1421 | D | Hampton Roads | Northampton County | Eyrehall Drive - Northampton County | x | x | - | 0.01 | 0.21 | 0.25 | - | - | - | - | 0.101 | - | - | 0.008 | | 0.076 | \$ 1,616,600 | 0.470 | \$ 1,616,600 | 0.470 | 341 | 40 |
| 1166 | A | Hampton Roads | Chesapeake City | Elbow Road Phase II Roadway Improvements | | x | 0.13 | - | 10.65 | 2.81 | 1.242 | 1.265 | 0.140 | 0.159 | 0.991 | - | - | 0.106 | 1.360 | 0.851 | \$ 18,703,140 | 0.455 | \$ 18,703,140 | 0.455 | 342 | 41 |
| 1035 | A | Hampton Roads | Newport News City | Jefferson Avenue Widening Kings Ridge to Industrial Park | x | x | 0.42 | 0.65 | 14.10 | 2.84 | 0.059 | 0.061 | 1.448 | 1.386 | 1.126 | - | 0.263 | 1.362 | - | 0.857 | \$ 25,000,000 | 0.343 | \$ 25,000,000 | 0.343 | 355 | 42 |
| 1036 | A | Hampton Roads | Newport News City | Warwick Blvd. Widening - Nettles Drive to Oyster Point Road | x | x | 0.90 | 3.45 | 8.22 | 0.87 | 0.336 | 0.342 | 3.136 | 1.606 | 2.642 | - | 0.336 | 2.665 | - | 1.584 | \$ 47,420,000 | 0.334 | \$ 47,420,000 | 0.334 | 356 | 43 |
| 1044 | A | Hampton Roads | Newport News City | Pedestrian Improvements - Warwick Blvd to Bland Blvd South | x | x | 0.15 | 0.00 | 0.43 | 0.50 | 0.094 | 0.095 | 0.159 | 0.181 | 0.150 | - | - | - | - | 0.090 | \$ 3,100,000 | 0.291 | \$ 3,100,000 | 0.291 | 364 | 44 |
| 1671 | A | Hampton Roads | Isle of Wight County | US 258/Main Street at Route 10 Intersection Improvements | x | x | 0.08 | 0.15 | 0.30 | 0.33 | 0.051 | 0.051 | 0.272 | 0.461 | 0.185 | - | 0.374 | 0.071 | - | 0.118 | \$ 4,138,760 | 0.284 | \$ 4,138,760 | 0.284 | 367 | 45 |
| 1065 | A | Hampton Roads | Chesapeake City | Freeman Avenue/Norfolk Portsmouth Beltline Overpass | x | x | 0.03 | - | 0.30 | 0.90 | - | - | 0.099 | 0.051 | 1.065 | - | - | - | 2.725 | 0.640 | \$ 26,260,000 | 0.244 | \$ 26,210,000 | 0.244 | 371 | 46 |
| 1418 | D | Hampton Roads | Northampton County | Cemetery Road - Northampton County | | x | - | 0.00 | 0.15 | 0.56 | 0.000 | 0.000 | - | - | 0.208 | - | 0.003 | 0.116 | | 0.125 | \$ 6,290,724 | 0.199 | \$ 5,642,700 | 0.222 | 376 | 47 |
| 1083 | A | Hampton Roads | Suffolk City | Shoulders Hill Road Widening | x | x | 0.19 | 0.07 | 2.92 | 0.91 | 0.083 | 0.085 | 0.656 | 0.560 | 1.127 | 0.510 | - | 0.154 | 1.997 | 0.685 | \$ 45,790,530 | 0.150 | \$ 45,790,530 | 0.150 | 384 | 48 |
| 1041 | A | Hampton Roads | Newport News City | Campbell Road Reconstruction | x | x | 0.07 | 0.00 | 0.27 | 0.57 | 0.350 | 0.361 | 0.076 | 0.086 | 0.144 | - | - | 0.088 | - | 0.095 | \$ 9,400,000 | 0.101 | \$ 8,400,000 | 0.113 | 386 | 49 |
| 1037 | A | Hampton Roads | Newport News City | Harpersville Rd/Saunders Rd. Widening Rt. 17 to City Line | x | x | 1.09 | 0.99 | 4.20 | 1.74 | 0.526 | 0.546 | 0.939 | 0.801 | 1.306 | - | 0.358 | 0.229 | - | 0.820 | \$ 75,700,000 | 0.108 | \$ 75,700,000 | 0.108 | 388 | 50 |
| 1034 | A | Hampton Roads | Suffolk City | Mills Godwin Bridge Widening Improvements | x | x | 0.22 | - | 3.74 | 0.65 | - | - | 0.464 | 0.528 | - | 0.124 | 0.220 | 0.167 | - | 0.208 | \$ 109,499,370 | 0.019 | \$ 109,499,370 | 0.019 | 393 | 51 |
| 1509 | D | Hampton Roads | Greensville County | 301 N Median Crossover Project | | x | - | - | - | - | - | - | - | - | 0.001 | - | - | 0.011 | | 0.001 | \$ 478,313 | 0.017 | \$ 478,313 | 0.017 | 394 | 52 |
| 1371 | D | Lynchburg | Danville City | Arnett Boulevard Improvements | | x | 0.10 | - | 6.98 | 20.66 | - | - | 0.217 | 0.247 | 8.098 | - | - | - | | 4.576 | \$ 500,588 | 91.404 | \$ 500,588 | 91.404 | 7 | 1 |
| 1087 | D | Lynchburg | Prince Edward County | US 460/VA 626 Intersection (Prospect) | x | x | - | - | 1.81 | 8.84 | - | - | - | - | 2.587 | - | - | 0.001 | | 1.728 | \$ 216,955 | 79.628 | \$ 216,955 | 79.628 | 10 | 2 |
| 1448 | D | Lynchburg | Amherst County | Route 29/151 Safety Improvement | x | x | - | - | 2.01 | 1.72 | - | - | - | - | 1.087 | - | - | 0.009 | | 0.614 | \$ 195,489 | 31.419 | \$ 195,489 | 31.419 | 33 | 3 |
| 1347 | D | Lynchburg | Danville Metropolitan Planning Organization | Mt. Cross Rd./Whitell School Rd. Intersection Improvements | x | | - | 0.01 | 0.41 | 5.35 | - | - | - | - | 1.679 | - | - | - | | 0.949 | \$ 1,083,903 | 8.752 | \$ 1,083,903 | 8.752 | 86 | 4 |
| 1054 | D | Lynchburg | Charlotte County | Route 15 & 360 Roundabout | | x | - | 0.03 | 3.16 | 19.04 | - | - | - | - | 10.445 | 12.878 | - | 0.002 | | 6.560 | \$ 7,514,634 | 8.729 | \$ 7,514,634 | 8.729 | 87 | 5 |
| 1676 | D | Lynchburg | Cumberland County | Columbia Road (690) and Cartersville Road (45) | | x | - | 0.01 | 0.49 | 14.34 | 0.000 | 0.000 | - | - | 4.080 | - | - | 0.001 | | 2.428 | \$ 3,526,388 | 6.886 | \$ 3,526,388 | 6.886 | 109 | 6 |
| 1495 | D | Lynchburg | Appomattox County | Old Courthouse Road Improvement Project | x | x | 0.04 | 0.00 | 15.09 | 18.13 | 0.002 | 0.002 | 0.082 | 0.093 | 9.249 | 4.916 | 0.060 | 0.384 | | 6.519 | \$ 11,546,256 | 5.646 | \$ 11,546,256 | 5.646 | 129 | 7 |
| 1370 | D | Lynchburg | Danville City | Kentuck Road Improvements | x | x | - | - | 5.89 | 11.63 | - | - | - | - | 4.828 | - | - | 0.042 | | 2.872 | \$ 7,491,438 | 3.834 | \$ 7,491,438 | 3.834 | 149 | 8 |
| 1136 | D | Lynchburg | Halifax County | US 501/Route 628 Intersection | | x | - | 0.00 | 0.64 | 8.41 | 0.014 | 0.014 | - | 0.221 | 2.556 | - | 0.270 | 0.001 | | 1.517 | \$ 4,192,835 | 3.618 | \$ 4,192,835 | 3.618 | 156 | 9 |
| 1354 | D | Lynchburg | Danville Metropolitan Planning Organization | Mount Cross Road/Mill Creek Road Safety Improvements | x | | - | 0.02 | 0.37 | 1.72 | - | - | - | - | 0.609 | - | - | - | | 0.344 | \$ 982,691 | 3.502 | \$ 982,691 | 3.502 | 161 | 10 |
| 1500 | D | Lynchburg | Pittsylvania County | Berry Hill Road Improvements | x | x | - | 0.00 | 7.91 | 4.21 | 0.432 | 0.446 | - | 0.061 | 13.503 | 27.277 | 0.113 | 0.101 | | 8.292 | \$ 29,051,670 | 2.854 | \$ 29,051,670 | 2.854</ | | |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|-----------|---|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1483 | C | Lynchburg | Lynchburg City | RTE 221 - INTERSECTION IMPROVEMENTS. | x | x | 11.29 | 8.61 | 1.73 | 0.26 | 1.011 | 1.028 | 5.448 | 5.116 | 8.719 | 14.806 | 1.085 | 0.578 | | 5.213 | \$ 42,104,390 | 1.238 | \$ 24,105,306 | 2.163 | 215 | 12 |
| 1357 | C | Lynchburg | Nelson County | Route 29 Access Management | | x | - | 0.00 | 0.08 | 0.41 | 0.000 | 0.000 | - | 1.973 | 0.508 | - | 2.311 | - | | 0.301 | \$ 1,467,040 | 2.052 | \$ 1,467,040 | 2.052 | 222 | 13 |
| 1283 | D | Lynchburg | Campbell County | Route 501 Passing Lanes | x | x | - | - | 17.77 | 7.33 | 0.147 | 0.153 | - | - | 7.033 | - | 0.420 | 0.090 | | 4.171 | \$ 23,651,910 | 1.764 | \$ 22,518,131 | 1.852 | 236 | 14 |
| 1417 | D | Lynchburg | Farmville Town | South Main/Milwood Road Intersection Safety Improvements | x | x | 0.18 | 0.04 | 0.87 | 1.66 | 0.002 | 0.002 | 0.184 | 0.210 | 1.028 | 0.718 | - | 0.021 | | 0.609 | \$ 3,719,187 | 1.639 | \$ 3,480,981 | 1.751 | 237 | 15 |
| 1155 | D | Lynchburg | Halifax County | Route 751 Improvements | | x | - | 0.00 | 1.64 | 5.98 | 0.026 | 0.026 | - | 0.007 | 2.112 | - | - | - | | 1.253 | \$ 7,344,445 | 1.705 | \$ 7,344,445 | 1.705 | 240 | 16 |
| 1261 | D | Lynchburg | Altavista Town | Lynch Mill / Clarion Road Intersection Improvements | x | x | - | 0.02 | 0.49 | 4.69 | 0.042 | 0.044 | - | - | 1.465 | - | 0.196 | - | | 0.870 | \$ 5,432,185 | 1.602 | \$ 5,432,185 | 1.602 | 247 | 17 |
| 1142 | D | Lynchburg | Halifax County | US 58/Route 751 Intersection | | x | - | 0.00 | 0.91 | 4.95 | - | - | - | 0.609 | 1.669 | - | - | 0.003 | | 0.994 | \$ 7,193,811 | 1.381 | \$ 7,193,811 | 1.381 | 262 | 18 |
| 1281 | C | Lynchburg | Campbell County | Route 622, Lynbrook Road | x | x | - | 0.00 | 4.37 | 2.05 | 0.123 | 0.126 | - | - | 1.831 | 1.136 | 0.089 | 0.084 | | 1.097 | \$ 11,029,052 | 0.995 | \$ 8,129,052 | 1.350 | 263 | 19 |
| 1358 | C | Lynchburg | Nelson County | Route 6/151 Intersection | | x | - | 0.00 | 1.00 | 3.71 | - | - | - | - | 0.932 | - | - | 0.007 | | 0.636 | \$ 5,114,563 | 1.244 | \$ 5,114,563 | 1.244 | 267 | 20 |
| 1499 | D | Lynchburg | Pittsylvania County | Route 40 and McBride Lane Intersection Improvements | x | x | 0.04 | 0.00 | 0.09 | 0.55 | - | - | - | 0.394 | 0.831 | 1.597 | - | - | | 0.495 | \$ 7,563,443 | 0.655 | \$ 7,563,443 | 0.655 | 317 | 21 |
| 1492 | D | Lynchburg | Southside Planning District Commission | Town of Halifax | | | 0.08 | 0.01 | 1.03 | 2.05 | - | - | 0.081 | 0.092 | 0.811 | - | - | 0.024 | | 0.517 | \$ 7,956,051 | 0.650 | \$ 7,956,051 | 0.650 | 319 | 22 |
| 1460 | D | Lynchburg | Buckingham County | Rt.15 Southbound at Rt. 617 (Gravel Hill Rd.) | | x | - | 0.00 | 0.09 | 0.43 | - | - | - | 0.257 | 0.169 | - | - | 0.003 | | 0.100 | \$ 1,884,411 | 0.532 | \$ 1,884,411 | 0.532 | 333 | 23 |
| 1681 | D | Lynchburg | Cumberland County | Route 60 and Route 13 Intersection Improvement | | x | - | 0.00 | 0.18 | 1.03 | 0.000 | 0.000 | - | - | 0.317 | - | - | 0.008 | | 0.199 | \$ 4,999,685 | 0.398 | \$ 4,999,685 | 0.398 | 347 | 24 |
| 1611 | D | Lynchburg | South Boston Town | Hamilton Blvd. Corridor Improvements | | x | 0.06 | 0.00 | 3.29 | 1.40 | - | - | 0.066 | 0.075 | 1.315 | - | - | 0.164 | | 0.790 | \$ 26,558,030 | 0.297 | \$ 26,558,030 | 0.297 | 363 | 25 |
| 1482 | C | Lynchburg | Amherst County | Route 29 Median Barrier Replacement | | x | - | - | 0.50 | 0.05 | - | - | - | - | 0.139 | - | - | 0.212 | | 0.087 | \$ 5,186,848 | 0.168 | \$ 5,186,848 | 0.168 | 382 | 26 |
| 1259 | D | Lynchburg | Altavista Town | Altavista Elementary School Transportation Improvements | | x | - | 0.01 | - | - | 0.002 | 0.002 | - | - | 0.019 | - | 0.136 | - | | 0.011 | \$ 2,257,344 | 0.050 | \$ 2,257,344 | 0.050 | 392 | 27 |
| 1134 | D | Lynchburg | Prince Edward County | US 460 Interchange | x | x | - | - | - | - | - | - | - | - | 0.001 | - | - | 0.008 | | 0.001 | \$ 10,505,553 | 0.001 | \$ 10,505,553 | 0.001 | 400 | 28 |
| 1415 | A | NOVA | Arlington County | Columbia Pike Smart Corridor | x | x | 5.91 | 0.03 | 4.29 | 0.35 | - | - | 20.472 | 17.476 | 17.862 | 1.384 | 0.955 | 0.170 | 100.000 | 23.886 | \$ 1,098,710 | 217.398 | \$ 1,098,710 | 217.398 | 3 | 1 |
| 1227 | A | NOVA | Loudoun County | Waxpool Rd/Loudoun County Pkwy Intersection Improvements | x | x | 0.00 | 10.32 | 0.75 | 0.14 | 0.258 | 0.260 | - | - | 5.805 | - | - | 1.798 | 4.100 | 3.504 | \$ 5,147,160 | 6.807 | \$ 277,160 | 126.413 | 4 | 2 |
| 1334 | A | NOVA | Falls Church City | Park Avenue Multimodal Improvements | | x | 0.02 | - | 1.05 | 4.02 | - | - | 0.017 | 0.019 | 15.207 | 4.042 | - | - | 41.514 | 9.316 | \$ 2,000,000 | 46.581 | \$ 2,000,000 | 46.581 | 19 | 3 |
| 1416 | A | NOVA | Arlington County | Rosslyn-Ballston corridor multimodal connections | x | x | 9.58 | 2.35 | 8.99 | - | 0.000 | 0.000 | 33.197 | 17.003 | 38.742 | 48.274 | 1.111 | 0.115 | 84.862 | 25.350 | \$ 5,654,200 | 44.833 | \$ 5,654,200 | 44.833 | 20 | 4 |
| 1333 | A | NOVA | Falls Church City | Broad Street Multimodal Improvements | x | x | 1.34 | - | 5.48 | 1.62 | - | - | 1.390 | 1.582 | 13.627 | 1.596 | - | 0.646 | 35.064 | 8.348 | \$ 3,000,000 | 27.825 | \$ 3,000,000 | 27.825 | 39 | 5 |
| 1186 | A | NOVA | Vienna Town | Route 123 & 243 Traffic Signal Upgrades | x | x | 0.29 | 0.00 | 6.39 | 0.92 | - | - | 0.298 | 0.339 | 4.202 | 0.078 | - | 1.971 | 9.345 | 2.374 | \$ 2,092,110 | 11.349 | \$ 1,179,110 | 20.137 | 49 | 6 |
| 1220 | A | NOVA | Alexandria City | DASH Bus Service and Facility Expansion | x | x | 28.86 | 9.61 | 36.88 | - | 36.093 | 36.460 | 100.000 | 34.147 | 30.305 | - | 9.767 | - | - | 21.162 | \$ 11,134,000 | 19.007 | \$ 11,134,000 | 19.007 | 50 | 7 |
| 1215 | A | NOVA | Alexandria City | West End Transitway - Southern Towers Transit Facilities | x | x | 2.28 | 1.04 | 5.23 | - | - | - | 7.897 | 4.045 | 22.687 | - | 11.601 | 0.301 | 61.785 | 15.058 | \$ 10,000,000 | 15.058 | \$ 10,000,000 | 15.058 | 56 | 8 |
| 1230 | A | NOVA | Loudoun County | Loudoun Park and Ride | x | x | 1.07 | 2.80 | 4.23 | 0.01 | 4.732 | 4.800 | 2.954 | 2.206 | 7.021 | - | - | - | 10.683 | 4.232 | \$ 7,604,400 | 5.565 | \$ 3,633,400 | 11.647 | 66 | 9 |
| 1120 | A | NOVA | Loudoun County | Arcola Boulevard (Route 50 to Route 606) | x | x | 42.80 | 65.92 | - | - | 13.598 | 13.782 | 1.066 | 20.388 | 51.076 | 32.783 | 7.778 | 7.855 | 5.235 | 31.891 | \$ 54,927,930 | 5.806 | \$ 28,969,930 | 11.008 | 70 | 10 |
| 1280 | A | NOVA | Alexandria City | Traffic Adaptive Signal Control Fiber Optic | x | x | 0.29 | 3.97 | 17.79 | 0.19 | 5.147 | 5.106 | - | 1.163 | 14.806 | - | - | 43.328 | 25.549 | 8.365 | \$ 7,675,900 | 10.898 | \$ 7,675,900 | 10.898 | 72 | 11 |
| 1277 | A | NOVA | Alexandria City | Backlick Run Trail Phase I | x | x | 0.41 | - | - | - | 0.114 | 0.110 | 0.851 | 0.969 | 6.458 | - | - | - | 21.013 | 4.705 | \$ 7,162,783 | 6.569 | \$ 5,044,545 | 9.327 | 81 | 12 |
| 1244 | A | NOVA | Loudoun County | Acquisition of Transit Buses | x | x | 2.68 | 9.55 | 2.27 | - | - | - | 9.299 | 1.588 | 10.416 | - | 49.494 | - | 8.226 | 5.885 | \$ 7,200,000 | 8.174 | \$ 7,200,000 | 8.174 | 94 | 13 |
| 1249 | A | NOVA | Fairfax County | VA 286 - Popes Head Road Interchange | x | x | 61.09 | 54.17 | 8.22 | 1.09 | 69.233 | 69.702 | - | - | 54.094 | - | - | 0.363 | - | 37.196 | \$ 64,303,070 | 5.784 | \$ 50,558,370 | 7.357 | 100 | 14 |
| 1218 | A | NOVA | Loudoun County | Route 7/ Route 690 Interchange | x | x | 6.65 | 10.37 | 20.91 | 0.24 | 9.935 | 9.572 | - | - | 11.582 | - | 0.325 | 0.045 | 3.964 | 6.914 | \$ 36,164,900 | 1.912 | \$ 9,564,900 | 7.229 | 103 | 15 |
| 1414 | A | NOVA | Northern Virginia Transportation Commission | VRE Fredericksburg Line Capacity Expansion | x | | 17.69 | 87.66 | 100.00 | - | 62.109 | 62.362 | 61.314 | 100.000 | 100.000 | 82.668 | 94.702 | 1.151 | 64.016 | 64.247 | \$ 216,034,920 | 2.974 | \$ 92,636,120 | 6.935 | 107 | 16 |
| 1219 | A | NOVA | Loudoun County | Route 7/ Route 287 Interchange | x | x | 9.13 | 19.53 | 2.03 | 5.90 | 0.228 | 0.223 | - | - | 12.870 | - | 0.718 | 0.051 | 2.750 | 7.876 | \$ 11,390,670 | 6.915 | \$ 11,390,670 | 6.915 | 108 | 17 |
| 1605 | A | NOVA | Prince William County | Neabco Mills Road Widening w/ Potomac Town Center Garage | x | x | 11.62 | 34.50 | 21.77 | 0.01 | 78.325 | 79.084 | 36.852 | 50.959 | 43.339 | 0.560 | 4.136 | - | - | 26.223 | \$ 55,924,800 | 4.689 | \$ 38,638,100 | 6.787 | 111 | 18 |
| 1119 | A | NOVA | Fairfax County | Route 29 Widening (Union Mill Road to Buckley's Gate Drive) | x | x | 78.77 | 40.85 | 13.19 | 1.19 | 3.014 | 3.063 | 6.834 | 7.778 | 53.027 | 4.393 | - | 3.898 | 7.138 | 32.480 | \$ 66,973,500 | 4.850 | \$ 53,766,900 | 6.041 | 124 | 19 |
| 1175 | A | NOVA | Herndon Town | East Elden Street Widening and Improvements | x | x | 0.06 | 0.44 | 19.40 | 3.44 | 0.425 | 0.429 | 0.192 | 0.164 | 23.670 | 0.392 | 0.174 | 3.377 | 64.391 | 14.858 | \$ 43,995,010 | 3.377 | \$ 26,096,621 | 5.693 | 128 | 20 |
| 1229 | A | NOVA | Loudoun County | Westwind Drive (Loudoun County Parkway to Route 606) | x | x | 10.28 | 15.50 | - | - | 0.247 | 0.251 | 0.922 | 0.787 | 15.228 | 7.484 | 3.891 | - | 11.953 | 9.313 | \$ 43,278,410 | 2.152 | \$ 19,821,410 | 4.698 | 137 | 21 |
| 1201 | A | NOVA | Loudoun County | Farmwell Road (Smith Switch Rd to Ashburn Rd) | | x | 0.78 | 12.50 | 8.76 | 0.81 | 1.911 | 1.946 | 1.274 | 1.451 | 9.107 | - | 0.470 | 2.918 | 7.396 | 5.539 | \$ 30,973,530 | 1.788 | \$ 11,809,530 | 4.690 | 138 | 22 |
| 1678 | A | NOVA | Loudoun County | 1A - Northstar Boulevard (U.S. 50 to Shreveport Drive) | x | x | 28.47 | 43.90 | - | - | 5.519 | 5.556 | 0.663 | 0.755 | 33.871 | 12.239 | 0.828 | 3.517 | 9.335 | 20.973 | \$ 70,413,880 | 2.979 | \$ 49,158,880 | 4.266 | 144 | 23 |
| 1125 | A | NOVA | Loudoun County | Dulles West Boulevard(Loudoun County Pkwy to Northstar Blvd) | x | x | 33.59 | 52.11 | - | - | 3.174 | 3.214 | 0.594 | 0.608 | 40.080 | 35.862 | 1.396 | 3.984 | 9.678 | 24.781 | \$ 67,535,200 | 3.669 | \$ 65,021,200 | 3.811 | 150 | 24 |
| 1046 | A | NOVA | Fairfax City | George Snyder Trail | x | x | 0.56 | - | - | - | - | - | 1.550 | 1.323 | 9.193 | 25.982 | - | - | 20.806 | 5.639 | \$ 15,192,922 | 3.712 | \$ 14,822,922 | 3.804 | 151 | 25 |
| 1279 | A | NOVA | Alexandria City | Van Dorn Metro Multimodal Bridge | x | x | 2.96 | 4.46 | - | - | - | - | 1.320 | 1.127 | 6.564 | - | 0.156 | 0.475 | 27.250 | 7.548 | \$ 70,023,030 | 1.078 | \$ 20,000,030 | 3.774 | 152 | 26 |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|-----------------------|---|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1239 | A | NOVA | Loudoun County | Atlantic Boulevard Pedestrian Improvements | | x | 0.44 | - | 3.59 | 1.11 | 0.508 | 0.491 | 0.913 | 1.039 | 3.096 | - | - | - | 6.769 | 1.865 | \$ 5,428,532 | 3.435 | \$ 5,367,532 | 3.474 | 162 | 27 |
| 1121 | A | NOVA | Loudoun County | Northstar Boulevard (Braddock Road to Shreveport Drive) | x | x | 34.36 | 52.91 | - | - | 5.027 | 5.117 | 0.851 | 0.969 | 39.956 | 2.738 | 0.873 | 12.638 | 9.349 | 24.400 | \$ 114,206,700 | 2.136 | \$ 70,727,700 | 3.450 | 163 | 28 |
| 1216 | A | NOVA | Loudoun County | Prentice Drive Extension (Shellhorn Road to Lockridge Road) | x | x | 28.38 | 43.68 | - | - | 0.867 | 0.845 | 1.016 | 0.868 | 39.587 | 73.270 | 1.773 | - | 15.964 | 23.778 | \$ 96,120,580 | 2.474 | \$ 69,950,580 | 3.399 | 167 | 29 |
| 1293 | A | NOVA | Prince William County | Route 234 At Balls Ford Intrchrng and Rel/Widen Balls Ford Rd | x | x | 65.48 | 100.00 | 15.61 | 1.81 | 6.814 | 6.786 | 2.596 | 8.860 | 32.752 | 15.262 | 17.729 | 3.228 | - | 41.311 | \$ 126,027,000 | 3.278 | \$ 124,027,000 | 3.331 | 170 | 30 |
| 1213 | A | NOVA | Loudoun County | Pacific Boulevard (Route 28 to Old Ox Road) | x | x | 0.82 | 1.02 | - | - | 0.239 | 0.242 | 0.347 | 0.395 | 8.863 | 41.663 | 2.559 | 2.238 | 15.375 | 5.287 | \$ 16,587,180 | 3.188 | \$ 16,587,180 | 3.188 | 173 | 31 |
| 1240 | A | NOVA | Loudoun County | Loudoun County Parkway (Shellhorn Road to US Route 50) | x | x | 45.27 | 69.78 | 5.43 | 0.42 | - | - | 1.764 | 1.205 | 55.551 | 50.991 | 7.489 | 4.921 | 16.364 | 33.849 | \$ 112,052,610 | 3.021 | \$ 112,052,610 | 3.021 | 178 | 32 |
| 1225 | A | NOVA | Loudoun County | Shellhorn Rd/Sterling Blvd(LoudounCountyPkwy to Randolph Dr) | x | x | 26.06 | 40.08 | - | - | 1.027 | 1.006 | 0.723 | 0.823 | 29.361 | 1.293 | 3.305 | 4.812 | 5.114 | 17.677 | \$ 90,964,300 | 1.943 | \$ 60,275,600 | 2.933 | 181 | 33 |
| 1126 | A | NOVA | Loudoun County | Evergreen Mills Road (Northstar Blvd to Loudoun County Pkwy) | x | x | 1.19 | 27.36 | 15.06 | 2.84 | 2.424 | 2.462 | 4.127 | 3.523 | 19.789 | 42.528 | 0.392 | 0.947 | 10.981 | 11.938 | \$ 82,808,000 | 1.442 | \$ 41,057,000 | 2.908 | 183 | 34 |
| 1223 | A | NOVA | Loudoun County | Route 9/Route 287 Roundabout | x | x | 2.66 | 7.63 | 10.04 | 6.61 | 0.141 | 0.142 | - | - | 5.085 | - | - | 0.280 | 0.243 | 3.053 | \$ 12,063,063 | 2.531 | \$ 10,835,063 | 2.817 | 188 | 35 |
| 1300 | A | NOVA | Prince William County | Widen Telegraph Road from Minnieville to Prince William Pkwy | x | x | 1.02 | 21.56 | 4.93 | 1.36 | 21.651 | 21.925 | 2.416 | 2.475 | 18.688 | - | - | 0.547 | 10.592 | 11.098 | \$ 40,598,500 | 2.734 | \$ 40,598,500 | 2.734 | 191 | 36 |
| 1680 | A | NOVA | Loudoun County | 1B - Northstar Boulevard (Braddock Road to US 50) | x | x | 3.15 | 4.80 | - | - | 0.397 | 0.403 | 0.171 | 0.195 | 6.862 | 2.221 | - | 0.616 | 9.593 | 4.186 | \$ 41,291,800 | 1.014 | \$ 21,017,800 | 1.992 | 228 | 37 |
| 1304 | A | NOVA | Prince William County | Balls Ford Road Widening - Groveton Road to Route 234 Bus. | x | x | 22.21 | 8.40 | 15.03 | 2.14 | 5.206 | 5.163 | 1.742 | 4.187 | 12.056 | - | 4.450 | 2.458 | - | 8.874 | \$ 53,563,700 | 1.657 | \$ 53,563,700 | 1.657 | 245 | 38 |
| 1116 | A | NOVA | Fairfax County | Seven Corners Ring Road (Phase 1A Segment 1A) | x | x | 1.45 | 1.51 | 0.45 | 1.78 | 1.250 | 1.255 | 1.628 | 1.390 | 14.174 | 5.006 | - | 0.001 | 33.132 | 8.474 | \$ 71,934,200 | 1.178 | \$ 52,100,000 | 1.627 | 246 | 39 |
| 1115 | A | NOVA | Fairfax County | Richmond Highway Widening (Mt Vernon Hwy to Napper Rd) | x | x | 4.31 | 14.16 | 62.15 | 2.80 | 5.317 | 5.328 | 13.723 | 11.715 | 20.522 | 2.429 | - | 10.700 | 23.846 | 13.391 | \$ 214,772,900 | 0.623 | \$ 90,000,000 | 1.488 | 255 | 40 |
| 1007 | A | NOVA | Fairfax County | Richmond Highway-Bus Rapid Transit | x | x | 4.56 | 0.00 | 0.73 | - | 31.023 | 31.224 | 15.816 | 14.852 | 22.269 | 3.074 | - | 0.003 | 38.201 | 14.855 | \$ 324,635,300 | 0.458 | \$ 101,561,367 | 1.463 | 258 | 41 |
| 1532 | A | NOVA | Prince William County | Construct Summit School Road From Existing to Telegraph Road | x | x | 1.15 | 1.54 | - | - | 11.375 | 11.534 | 0.583 | 0.597 | 7.033 | - | - | - | 9.002 | 4.175 | \$ 35,962,000 | 1.161 | \$ 35,962,000 | 1.161 | 273 | 42 |
| 1436 | A | NOVA | Dumfries Town | Route 1 (Fraley Boulevard) Widening | x | x | 26.46 | 39.65 | 45.07 | 1.96 | 5.377 | 5.415 | 3.544 | 3.025 | 31.150 | 6.109 | - | 12.228 | 12.665 | 21.350 | \$ 191,733,000 | 1.114 | \$ 184,110,000 | 1.160 | 274 | 43 |
| 1295 | A | NOVA | Prince William County | Neabco Mills Road Widening | x | x | 1.58 | 1.01 | 2.31 | 0.63 | 3.281 | 3.331 | 1.227 | 1.397 | 2.145 | 0.584 | 0.685 | 0.761 | - | 1.298 | \$ 28,254,600 | 0.459 | \$ 11,967,900 | 1.084 | 276 | 44 |
| 1292 | A | NOVA | Prince William County | Route 15 Improvement with Railroad Overpass | x | x | 0.23 | 11.59 | 5.17 | 2.27 | 0.156 | 0.157 | 0.474 | 0.539 | 5.119 | 1.705 | - | 0.329 | 4.141 | 4.044 | \$ 53,939,800 | 0.750 | \$ 47,548,800 | 0.851 | 295 | 45 |
| 1618 | A | NOVA | Leesburg Town | Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road | x | x | 1.58 | 17.68 | 12.32 | 1.87 | 3.998 | 4.004 | 5.488 | 4.685 | 6.015 | - | 2.126 | 2.399 | 12.515 | 8.417 | \$ 104,500,000 | 0.805 | \$ 99,796,445 | 0.843 | 296 | 46 |
| 1631 | A | NOVA | Loudoun County | Hillsboro's Historic Main Street—Traffic Calming & Sidewalks | x | x | 0.41 | 0.06 | 0.76 | 0.47 | 0.082 | 0.082 | 0.862 | 1.227 | 0.644 | 0.341 | - | 0.131 | 0.712 | 0.421 | \$ 14,452,000 | 0.291 | \$ 5,202,000 | 0.809 | 297 | 47 |
| 1296 | A | NOVA | Prince William County | Route 234 Bypass at Dumfries/PWP/Brentsville Rd Interchange | x | x | 5.91 | 10.34 | 33.02 | 4.27 | 25.316 | 25.034 | 1.219 | 1.387 | 13.103 | - | 1.746 | 1.392 | - | 8.411 | \$ 104,830,000 | 0.802 | \$ 104,830,000 | 0.802 | 298 | 48 |
| 1298 | A | NOVA | Prince William County | Route 1 & 123 Interchange | x | x | 3.66 | 5.48 | - | - | 0.765 | 0.777 | 0.507 | 0.692 | 8.388 | 0.068 | 1.489 | 0.821 | 15.562 | 5.754 | \$ 72,144,800 | 0.798 | \$ 72,144,800 | 0.798 | 299 | 49 |
| 1299 | A | NOVA | Prince William County | Route 1/Jeff Davis Widening from Cardinal/Neabco to Rte 234 | x | x | 2.20 | 35.87 | 56.90 | 2.23 | 10.156 | 10.302 | 7.610 | 9.095 | 24.685 | 0.164 | 0.861 | 10.133 | 7.585 | 14.816 | \$ 200,044,000 | 0.741 | \$ 200,044,000 | 0.741 | 306 | 50 |
| 1117 | A | NOVA | Fairfax County | Frontier Drive Extension | x | x | 0.32 | 0.37 | 1.02 | 0.05 | 0.047 | 0.048 | 0.252 | 0.301 | 9.652 | 7.283 | 0.289 | 0.167 | 24.197 | 5.755 | \$ 92,589,500 | 0.622 | \$ 82,589,500 | 0.697 | 313 | 51 |
| 1238 | A | NOVA | Loudoun County | Historic Hillsboro's Main Street: Gateway to Rural Loudoun | x | x | 0.41 | - | 2.22 | 1.26 | - | - | 0.862 | 1.227 | 0.705 | 0.432 | - | 0.159 | 0.709 | 0.459 | \$ 16,288,900 | 0.282 | \$ 7,038,900 | 0.652 | 318 | 52 |
| 1207 | A | NOVA | Loudoun County | Lockridge Road (Old Ox Rd to Prentice Dr) | x | x | 0.12 | - | 1.28 | 3.97 | 0.088 | 0.089 | 0.242 | 0.276 | 2.628 | 20.259 | - | 0.013 | 3.153 | 1.559 | \$ 24,891,910 | 0.626 | \$ 24,891,910 | 0.626 | 322 | 53 |
| 1118 | A | NOVA | Fairfax County | Soapstone Connector/Dulles Toll Road Overpass | x | x | 0.92 | 1.23 | - | - | 0.320 | 0.321 | 0.282 | 0.321 | 8.583 | 3.055 | 0.324 | 0.240 | 22.208 | 5.514 | \$ 169,854,050 | 0.325 | \$ 90,648,350 | 0.608 | 324 | 54 |
| 1124 | A | NOVA | Loudoun County | Crosstrail Boulevard (Kincaid Blvd to Russell Branch Pkwy) | x | x | 0.74 | 1.11 | - | - | 0.002 | 0.002 | 0.040 | 0.046 | 3.195 | - | 0.048 | 0.262 | 8.262 | 2.235 | \$ 42,124,250 | 0.530 | \$ 40,124,250 | 0.557 | 329 | 55 |
| 1302 | A | NOVA | Prince William County | University Boulevard Extension | x | x | 1.03 | 1.35 | - | - | 0.035 | 0.036 | 0.325 | 0.370 | 3.056 | - | 0.135 | - | 6.072 | 1.938 | \$ 47,000,000 | 0.412 | \$ 37,545,392 | 0.516 | 335 | 56 |
| 1303 | A | NOVA | Prince William County | Van Buren, New Road & Bridge | x | x | 2.10 | 2.98 | - | - | 1.882 | 1.911 | 0.371 | 0.422 | 4.702 | - | 0.669 | 2.663 | 6.691 | 3.010 | \$ 60,947,500 | 0.494 | \$ 60,947,500 | 0.494 | 337 | 57 |
| 1306 | A | NOVA | Prince William County | Wellington Road Widening from Devlin Road to Rt. 234 bypass | x | x | 0.22 | 2.62 | 9.49 | 0.79 | 1.125 | 1.136 | 0.459 | 0.522 | 1.620 | - | 1.265 | - | - | 1.165 | \$ 87,141,500 | 0.134 | \$ 87,141,500 | 0.134 | 385 | 58 |
| 1092 | C | Richmond | Chesterfield County | Harrowgate Road/Cougar Trail - Pedestrian Improvements | x | x | 0.07 | - | 0.03 | 0.06 | 0.022 | 0.022 | 0.069 | 0.079 | 4.098 | 14.826 | - | - | - | 2.457 | \$ 890,000 | 27.603 | \$ 268,500 | 91.494 | 6 | 1 |
| 1322 | B | Richmond | Henrico County | Broad Street Pedestrian and Transit Stop Improvements | x | x | 6.27 | 2.09 | 8.56 | 0.04 | - | - | 21.731 | 11.130 | 10.176 | - | 9.103 | - | 20.967 | 6.100 | \$ 1,367,000 | 44.622 | \$ 1,367,000 | 44.622 | 21 | 2 |
| 1012 | B | Richmond | Richmond City | B US60 / Downtown Expressway Gateway Pedestrian Improvements | x | x | 1.84 | 5.06 | 3.38 | 2.94 | 0.043 | 0.044 | 3.819 | 4.347 | 13.566 | 18.185 | - | - | 75.526 | 11.979 | \$ 3,308,614 | 36.207 | \$ 3,308,614 | 36.207 | 27 | 3 |
| 1153 | C | Richmond | Prince George County | Rt.106 & Rt. 630 Intersection Safety Project (CH & BH Roads) | | x | - | 0.06 | 31.89 | 100.00 | - | - | - | - | 28.393 | - | - | 0.016 | - | 17.911 | \$ 5,755,853 | 31.118 | \$ 5,755,853 | 31.118 | 34 | 4 |
| 1091 | B | Richmond | Chesterfield County | Hopkins Road Sidewalk (Bonniebank Road to S. Melody Road) | x | x | 0.10 | - | 0.91 | 1.27 | 0.080 | 0.080 | 0.100 | 0.114 | 1.670 | 1.016 | - | 0.118 | 5.307 | 0.993 | \$ 967,200 | 10.262 | \$ 340,200 | 29.176 | 37 | 5 |
| 1325 | B | Richmond | Henrico County | Parham Road Pedestrian and Transit Stop Improvements | x | x | 0.97 | 0.00 | 1.56 | 0.02 | 0.340 | 0.348 | 3.377 | 1.730 | 1.883 | - | 2.919 | - | 3.876 | 1.153 | \$ 500,000 | 23.063 | \$ 425,000 | 27.132 | 40 | 6 |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|--|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1014 | B | Richmond | Richmond City | E Smart Cities: Centralized Transit SP / EV Preemption | x | x | 1.72 | 2.67 | - | - | - | - | 5.949 | 2.031 | 7.053 | 13.783 | - | 0.048 | 12.487 | 3.985 | \$ 1,911,080 | 20.852 | \$ 1,911,080 | 20.852 | 45 | 7 |
| 1108 | B | Richmond | Hanover County | Cold Harbor (Rt 156) and Catlin Rd (Rt. 1440) Left-Turn Lane | | x | - | 0.02 | 5.39 | 17.84 | 0.003 | 0.003 | - | - | 3.841 | 0.023 | 0.106 | 0.027 | 2.858 | 2.811 | \$ 1,357,200 | 20.708 | \$ 1,357,200 | 20.708 | 46 | 8 |
| 1013 | B | Richmond | Richmond City | D US360 Hull Street Streetscape from 9th St to Mayo Bridge | x | x | 0.02 | - | 16.20 | 7.48 | 0.214 | 0.214 | 0.023 | 0.026 | 10.156 | 7.049 | - | 0.789 | 34.296 | 7.230 | \$ 4,060,829 | 17.804 | \$ 4,060,829 | 17.804 | 53 | 9 |
| 1086 | B | Richmond | Chesterfield County | Courthouse Road Trail (Salem Church Rd to Courts Complex Rd) | x | x | 0.06 | - | 0.72 | 1.39 | 0.091 | 0.091 | 0.129 | 0.146 | 2.872 | 7.254 | - | - | 5.286 | 1.790 | \$ 1,200,000 | 14.917 | \$ 1,200,000 | 14.917 | 59 | 10 |
| 1294 | B | Richmond | Chesterfield County | Park and Ride Lot - US 360 at Chital Drive | x | x | 0.36 | 1.12 | 0.88 | 0.01 | 1.057 | 1.071 | 0.998 | 0.532 | 3.193 | 4.948 | 0.145 | - | 6.433 | 1.891 | \$ 1,575,000 | 12.004 | \$ 1,575,000 | 12.004 | 64 | 11 |
| 1439 | B | Richmond | Powhatan County | Rt. 711 & Rt. 607 Intersection Improvements | | x | - | - | 9.86 | 23.75 | - | - | - | - | 6.117 | 0.357 | - | 0.005 | 0.151 | 3.724 | \$ 3,580,773 | 10.401 | \$ 3,313,064 | 11.242 | 67 | 12 |
| 1612 | B | Richmond | Henrico County | Richmond-Henrico Turnpike Improvements - Northern Segment | x | x | 3.74 | 3.25 | 3.29 | 2.01 | 1.375 | 1.340 | 0.948 | 1.013 | 6.367 | 16.105 | 0.451 | 0.116 | 1.946 | 3.893 | \$ 11,425,000 | 3.408 | \$ 3,567,000 | 10.915 | 71 | 13 |
| 1078 | B | Richmond | Chesterfield County | Route 1 (Marina Dr. to Merriewood Rd.) Sidewalk | x | x | 0.19 | 0.00 | 5.08 | 2.01 | 0.904 | 0.902 | 0.202 | 0.230 | 3.206 | 2.090 | 2.313 | 0.172 | 7.276 | 2.164 | \$ 2,082,640 | 10.391 | \$ 2,082,640 | 10.391 | 73 | 14 |
| 1001 | B | Richmond | Richmond Regional Transportation Planning Organization | I-95/I-64 Overlap: Corridorwide Lighting | x | | - | - | 74.95 | 0.68 | - | - | - | - | 17.493 | 6.398 | - | - | 18.034 | 11.009 | \$ 10,654,040 | 10.333 | \$ 10,654,040 | 10.333 | 74 | 15 |
| 1285 | B | Richmond | Chesterfield County | Hicks Road (Mt. Gilead-Cardiff Lane) Reconstruction | | x | - | 0.00 | 1.07 | 1.62 | 0.084 | 0.086 | - | - | 1.932 | 2.048 | - | 0.010 | 5.163 | 1.144 | \$ 3,151,770 | 3.630 | \$ 1,144,990 | 9.993 | 76 | 16 |
| 1165 | B | Richmond | Richmond Regional Transportation Planning Organization | SB Rte. 288 to WB US 360 Off-Ramp, US 360 PNR Lot | x | | 57.62 | 8.09 | 1.48 | 0.00 | 1.728 | 1.744 | 1.871 | 0.799 | 18.647 | 25.985 | 13.789 | 0.711 | 9.051 | 11.093 | \$ 14,561,500 | 7.618 | \$ 13,242,570 | 8.376 | 91 | 17 |
| 1506 | B | Richmond | Chesterfield County | SB Rt. 288 to WB US 360 WB Off-Ramp, US 360 PNR Lot | x | x | 57.62 | 8.09 | 1.48 | 0.00 | 1.728 | 1.744 | 1.871 | 0.799 | 18.647 | 25.985 | 13.789 | 0.711 | 9.051 | 11.093 | \$ 14,561,500 | 7.618 | \$ 13,242,570 | 8.376 | 91 | 17 |
| 1451 | D | Richmond | Dinwiddie County | Route 1 & Courthouse Rd. (Rt. 627) Intersection Realignment | | x | 0.03 | 0.00 | 0.27 | 2.96 | 0.001 | 0.001 | 0.030 | 0.035 | 0.949 | 0.732 | - | - | | 0.691 | \$ 921,876 | 7.495 | \$ 921,876 | 7.495 | 98 | 19 |
| 1307 | B | Richmond | Richmond Regional Transportation Planning Organization | I-95 Auxiliary Lanes (nb & sb) between Rte. 288 and Rte. 10 | x | | 43.09 | 11.02 | 2.80 | 0.21 | 55.829 | 56.562 | - | 10.058 | 31.438 | 17.895 | 21.512 | 0.596 | 4.285 | 21.097 | \$ 28,770,000 | 7.333 | \$ 28,770,000 | 7.333 | 102 | 20 |
| 1318 | B | Richmond | Chesterfield County | Cogbill/Hopkins/Chippenham - Park and Ride Lot | x | x | 0.39 | 0.96 | 1.97 | 0.00 | 0.987 | 1.000 | 1.350 | 4.386 | 3.248 | 0.179 | 0.388 | - | 9.422 | 1.924 | \$ 2,945,000 | 6.535 | \$ 2,945,000 | 6.535 | 114 | 21 |
| 1581 | B | Richmond | New Kent County | State Route 155 Shoulder Wedging and Bicycle Accommodations | x | x | - | 0.00 | 18.64 | 6.15 | 0.044 | 0.043 | - | - | 4.717 | 0.532 | 0.031 | - | 0.185 | 2.807 | \$ 5,702,200 | 4.922 | \$ 4,581,400 | 6.126 | 122 | 22 |
| 1163 | B | Richmond | Richmond Regional Transportation Planning Organization | I-95/I-64 Overlap: Emergency Pull-Offs | x | | - | - | 7.18 | 0.29 | - | - | - | - | 7.119 | 4.709 | - | 4.182 | 27.624 | 4.598 | \$ 7,665,612 | 5.998 | \$ 7,665,612 | 5.998 | 125 | 23 |
| 1016 | B | Richmond | Richmond City | I US360 Hull Street Safety / Operations Improvements Phase I | x | x | 0.39 | - | 58.50 | 8.74 | 0.154 | 0.155 | 1.345 | 1.148 | 15.611 | 0.164 | - | 3.584 | 15.003 | 9.352 | \$ 21,099,700 | 4.432 | \$ 16,084,782 | 5.814 | 127 | 24 |
| 1308 | B | Richmond | Chesterfield County | Arch Road Roundabout | | x | - | 0.16 | - | - | 0.144 | 0.146 | - | - | 1.833 | 1.485 | - | 0.023 | 7.814 | 1.093 | \$ 4,533,650 | 2.411 | \$ 1,943,650 | 5.624 | 130 | 25 |
| 1106 | B | Richmond | Chesterfield County | BBC Ph 1 - Bailey Bridge Connector, Brad McNeer Connector | x | x | 55.61 | 44.66 | 8.04 | 0.11 | 2.077 | 2.116 | 0.417 | 0.356 | 19.439 | 8.412 | 0.381 | 0.206 | 9.312 | 11.728 | \$ 22,960,000 | 5.108 | \$ 21,641,070 | 5.419 | 132 | 26 |
| 1093 | B | Richmond | Chesterfield County | Elkhardt Road - Roadway, Pedestrian, and Bike Improvements | x | x | 0.05 | - | 0.49 | 2.62 | 0.012 | 0.012 | 0.101 | 0.115 | 2.290 | 2.625 | - | - | 6.017 | 1.359 | \$ 4,110,000 | 3.306 | \$ 2,948,480 | 4.609 | 139 | 27 |
| 1096 | B | Richmond | Chesterfield County | Nash Road Extension from Beach Road to Route 10 | x | x | 47.68 | 38.33 | - | - | 1.350 | 1.359 | 0.163 | 0.111 | 13.949 | 4.356 | 0.399 | - | 6.554 | 8.626 | \$ 22,500,000 | 3.834 | \$ 19,080,000 | 4.521 | 141 | 28 |
| 1094 | B | Richmond | Chesterfield County | Ecoff Avenue - Road and Pedestrian Improvements | x | x | 0.03 | 0.00 | 0.18 | 0.53 | 0.036 | 0.038 | 0.027 | 0.031 | 1.665 | 1.217 | 0.024 | - | 7.652 | 1.079 | \$ 3,780,000 | 2.854 | \$ 2,553,620 | 4.225 | 145 | 29 |
| 1254 | B | Richmond | Chesterfield County | Deer Run Sidewalk | | x | 0.05 | - | 1.52 | 1.28 | 0.068 | 0.069 | 0.048 | 0.054 | 1.868 | 1.872 | - | - | 4.873 | 1.107 | \$ 2,871,250 | 3.857 | \$ 2,871,250 | 3.857 | 148 | 30 |
| 1486 | C | Richmond | Tri-Cities Area Metropolitan Planning Organization | I-85 NB to I-95 SB - Tri-Cities MPO HB2 Priority 1 | x | | 29.85 | 26.44 | 2.26 | 0.00 | 1.391 | 1.409 | 1.436 | 4.575 | 4.171 | 6.277 | 0.478 | 0.048 | | 6.260 | \$ 17,414,110 | 3.595 | \$ 17,214,110 | 3.637 | 154 | 31 |
| 1714 | C | Richmond | Petersburg City | I-85 NB to I-95 SB-Tri-Cities MPO HB2 Priority #1 | x | x | 29.85 | 26.44 | 2.26 | 0.00 | 1.391 | 1.409 | 1.436 | 4.575 | 4.171 | 6.277 | 0.478 | 0.048 | | 6.260 | \$ 17,414,110 | 3.595 | \$ 17,214,110 | 3.637 | 154 | 31 |
| 1097 | B | Richmond | Chesterfield County | McRae Road and Rockaway Road - Sidewalk | | x | 0.08 | - | 0.79 | 1.28 | 0.035 | 0.035 | 0.082 | 0.094 | 1.191 | - | - | - | 4.436 | 0.732 | \$ 3,150,000 | 2.325 | \$ 2,124,352 | 3.448 | 164 | 33 |
| 1060 | D | Richmond | Amelia County | Route 38 & 614 Sidewalk and Roundabout Project | | x | 0.05 | 0.05 | 0.97 | 10.72 | 0.242 | 0.239 | 0.053 | 0.060 | 3.313 | 0.019 | - | 0.002 | | 1.963 | \$ 5,747,505 | 3.416 | \$ 5,747,505 | 3.416 | 165 | 34 |
| 1321 | B | Richmond | Henrico County | Richmond-Henrico Turnpike Improvements | x | x | 3.74 | 3.25 | 6.21 | 1.34 | 1.307 | 1.275 | 0.948 | 0.852 | 6.996 | 16.105 | 0.451 | 0.553 | 2.649 | 4.217 | \$ 30,008,000 | 1.405 | \$ 12,387,000 | 3.404 | 166 | 35 |
| 1289 | B | Richmond | Chesterfield County | Woolridge & Otterdale Widening | | x | 0.37 | - | 1.31 | 0.47 | 0.691 | 0.704 | 0.385 | 0.439 | 1.933 | 2.857 | - | - | 3.260 | 1.151 | \$ 30,450,000 | 0.378 | \$ 3,450,000 | 3.338 | 169 | 36 |
| 1613 | B | Richmond | Henrico County | Richmond-Henrico Turnpike Improvements - Southern Segment | x | x | 0.19 | 0.00 | 2.43 | 0.80 | - | - | 0.667 | 0.592 | 4.844 | 16.105 | - | 0.217 | 2.999 | 2.884 | \$ 18,642,000 | 1.547 | \$ 8,879,000 | 3.248 | 171 | 37 |
| 1071 | B | Richmond | Hanover County | U.S. Route 360/Lee Davis Rd Intersection (UPC 13551) | | x | 3.94 | 5.34 | 7.41 | 1.07 | 3.714 | 3.695 | 0.496 | 0.565 | 4.552 | 1.281 | 1.077 | 2.035 | 3.175 | 3.162 | \$ 24,184,000 | 1.308 | \$ 9,829,100 | 3.217 | 172 | 38 |
| 1077 | B | Richmond | Chesterfield County | Centralia at Old Wrexham and Holly Trace Left Turn Lanes | | x | 0.10 | 0.00 | 1.26 | 1.21 | - | - | 0.198 | 0.225 | 3.129 | 4.182 | - | 0.069 | 10.405 | 1.978 | \$ 6,500,000 | 3.042 | \$ 6,500,000 | 3.042 | 177 | 39 |
| 1011 | B | Richmond | Richmond City | A - Gillies Creek Greenway | x | x | 0.39 | - | 2.19 | 3.04 | 0.123 | 0.123 | 0.816 | 0.929 | 2.889 | - | - | - | 10.899 | 1.899 | \$ 6,318,941 | 3.006 | \$ 6,318,941 | 3.006 | 179 | 40 |
| 1015 | B | Richmond | Richmond City | H US360 Hull Street Phase I and II | x | x | 0.41 | - | 66.18 | 5.76 | - | - | 1.420 | 1.212 | 16.590 | 0.205 | - | 6.154 | 16.489 | 10.106 | \$ 40,198,280 | 2.514 | \$ 35,183,362 | 2.872 | 185 | 41 |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|--|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1164 | B | Richmond | Richmond Regional Transportation Planning Organization | Rte. 288 ITS Improvements - Phase 1 (Goochland and Powhatan) | x | | - | - | 12.10 | 0.13 | - | - | - | - | 3.549 | 4.960 | - | 3.941 | - | 2.153 | \$ 7,610,020 | 2.830 | \$ 7,610,020 | 2.830 | 187 | 42 |
| 1449 | B | Richmond | Chesterfield County | Powhite Parkway Extension (Watermill Pkwy. to Woolridge Rd.) | | x | 50.92 | 41.00 | - | - | - | - | - | - | 15.242 | 12.713 | 0.199 | 1.168 | 8.730 | 10.109 | \$ 36,000,000 | 2.808 | \$ 36,000,000 | 2.808 | 189 | 43 |
| 1290 | B | Richmond | Chesterfield County | Otterdale Rd (Rt 360 to north of Foxcreek Crossing) Widening | | x | 0.03 | 0.74 | 3.65 | 5.59 | 0.750 | 0.773 | 0.028 | 0.032 | 4.140 | 3.962 | 0.089 | 0.068 | 6.358 | 2.460 | \$ 19,220,000 | 1.280 | \$ 9,220,000 | 2.669 | 192 | 44 |
| 1753 | B | Richmond | Chesterfield County | I-95/Willis Road Interchange – Area Roadway Improvements | x | x | - | 0.34 | 0.67 | 0.78 | 0.031 | 0.032 | - | 0.751 | 4.412 | 21.466 | 1.664 | 0.070 | 3.564 | 3.436 | \$ 13,440,000 | 2.557 | \$ 13,440,000 | 2.557 | 197 | 45 |
| 1372 | B | Richmond | Ashland Town | RTE 1 ARBOR OAK TO ASHCAKE | x | x | 0.17 | 0.00 | 0.68 | 0.52 | 0.214 | 0.204 | 0.175 | 0.200 | 3.199 | 10.323 | 1.996 | 0.095 | 2.615 | 1.938 | \$ 8,800,000 | 2.203 | \$ 8,228,528 | 2.356 | 203 | 46 |
| 1313 | B | Richmond | Chesterfield County | I-95/Willis Road Interchange Improvement - Roundabout | x | x | 18.29 | 4.57 | 17.76 | 1.31 | 2.530 | 2.568 | - | 9.969 | 15.078 | 21.588 | 29.890 | 0.700 | 2.980 | 9.493 | \$ 47,621,130 | 1.994 | \$ 42,621,130 | 2.227 | 209 | 47 |
| 1446 | C | Richmond | Chesterfield County | Bessie Lane Realignment and Reconstruction | x | x | 0.01 | 0.00 | 0.06 | 0.11 | - | - | 0.009 | 0.028 | 0.374 | 1.321 | 0.004 | 0.048 | | 0.244 | \$ 1,100,000 | 2.216 | \$ 1,100,000 | 2.216 | 210 | 48 |
| 1314 | B | Richmond | Chesterfield County | Winterpock Rd (Rt 360-0.25 mi S of Royal Birkdale) Widening | x | x | 0.57 | 2.74 | 7.87 | 1.98 | 0.442 | 0.450 | 1.583 | 1.351 | 4.643 | 2.728 | 0.191 | 1.189 | 6.750 | 2.758 | \$ 16,000,000 | 1.724 | \$ 12,581,000 | 2.192 | 211 | 49 |
| 1323 | B | Richmond | Chesterfield County | I-95/10 Interchange - Signalize Ramps, Aux.Lanes,PNR Exit 58 | x | x | 40.85 | 13.83 | 5.17 | 0.01 | 4.197 | 4.280 | 2.043 | 10.719 | 10.721 | 19.823 | 42.103 | 6.622 | 4.614 | 11.425 | \$ 52,543,000 | 2.174 | \$ 52,543,000 | 2.174 | 213 | 50 |
| 1075 | B | Richmond | Chesterfield County | Meadowville Technology Parkway at I-295 Widening | x | x | 16.39 | 5.92 | 0.03 | 0.20 | 1.308 | 1.326 | 0.377 | 0.257 | 7.058 | 12.535 | 0.597 | 0.001 | 3.703 | 4.241 | \$ 20,000,000 | 2.121 | \$ 20,000,000 | 2.121 | 217 | 51 |
| 1513 | B | Richmond | Richmond Regional Transportation Planning Organization | I-64 Widening (Exit 205 Bottoms Bridge to Exit 211 Rte. 106) | x | | 97.71 | 78.70 | 22.61 | 0.32 | 5.569 | 5.593 | - | 23.430 | 32.887 | 15.519 | 7.137 | 10.721 | 0.383 | 22.069 | \$ 107,490,000 | 2.053 | \$ 107,490,000 | 2.053 | 221 | 52 |
| 1058 | B | Richmond | Henrico County | Magellan Parkway Extension Project - Original Application | | x | 39.99 | 32.18 | - | - | 0.076 | 0.076 | 0.216 | 0.185 | 7.309 | 2.709 | 0.169 | 0.057 | 14.517 | 7.599 | \$ 37,784,000 | 2.011 | \$ 37,784,000 | 2.011 | 226 | 53 |
| 1614 | B | Richmond | Henrico County | Magellan Parkway Extension Project - Alternate Application | | x | 36.40 | 29.25 | - | - | 2.242 | 2.262 | 0.216 | 0.185 | 7.267 | 2.709 | 0.178 | 0.360 | 14.517 | 7.555 | \$ 38,628,000 | 1.956 | \$ 38,628,000 | 1.956 | 230 | 54 |
| 1095 | C | Richmond | Chesterfield County | North Enon Church Road Widening | x | x | 0.06 | 0.01 | 4.75 | 2.98 | 0.061 | 0.061 | 0.059 | 0.833 | 4.382 | 10.569 | 1.343 | - | | 2.899 | \$ 15,000,000 | 1.933 | \$ 15,000,000 | 1.933 | 232 | 55 |
| 1018 | B | Richmond | Richmond City | L James River Branch - Rail to Trail Greenway | x | x | 0.31 | - | - | - | 0.049 | 0.050 | 0.654 | 0.837 | 2.312 | - | - | - | 11.515 | 1.375 | \$ 8,127,122 | 1.692 | \$ 8,127,122 | 1.692 | 241 | 56 |
| 1102 | B | Richmond | Chesterfield County | BBC Ph 2 - NB288Ramp, BBC, Brad McNeer Connector, SB288Ramp | x | x | 61.96 | 49.89 | - | - | 2.077 | 2.116 | 0.042 | 0.036 | 19.364 | 9.336 | 1.815 | 0.086 | 10.853 | 12.060 | \$ 72,670,000 | 1.660 | \$ 71,351,070 | 1.690 | 242 | 57 |
| 1282 | B | Richmond | Chesterfield County | Bailey Bridge Rd (Sunday Silence-Spring Run) Realignment | x | x | - | - | - | - | 0.003 | 0.003 | - | - | 0.809 | - | - | - | 4.382 | 0.479 | \$ 3,500,000 | 1.369 | \$ 2,884,793 | 1.661 | 244 | 58 |
| 1258 | D | Richmond | Blackstone Town | South Main Street- 10th to Fair Street | | x | 0.08 | - | 1.22 | 1.19 | 0.001 | 0.001 | 0.283 | 0.145 | 0.903 | 0.336 | 0.485 | 0.067 | | 0.535 | \$ 3,437,224 | 1.557 | \$ 3,427,278 | 1.561 | 250 | 59 |
| 1288 | B | Richmond | Chesterfield County | Robious Road (James River Rd. to county line) Widening | | x | 0.21 | 0.06 | 0.91 | 0.42 | 0.273 | 0.271 | 0.429 | 0.488 | 1.061 | 0.106 | - | 0.074 | 3.316 | 0.654 | \$ 7,617,550 | 0.859 | \$ 4,327,350 | 1.511 | 254 | 60 |
| 1479 | C | Richmond | Hopewell City | Courthouse Road Improvements | | x | 0.10 | 0.00 | 6.33 | 3.17 | 0.102 | 0.104 | 0.350 | 0.299 | 2.431 | 0.596 | 0.139 | 0.237 | | 1.478 | \$ 11,930,100 | 1.239 | \$ 11,930,100 | 1.239 | 268 | 61 |
| 1401 | B | Richmond | New Kent County | Route 106 at I-64 Overpass and Intersection Improvements | x | x | 1.82 | 2.81 | - | - | 0.011 | 0.011 | - | - | 2.379 | 6.888 | 0.204 | 0.008 | 1.076 | 1.410 | \$ 11,630,600 | 1.213 | \$ 11,630,600 | 1.213 | 270 | 62 |
| 1740 | C | Richmond | Petersburg City | I-95 and South Crater Road-MPO HB2 Priority #2 | x | x | - | 0.07 | 0.24 | 0.21 | - | - | - | - | 1.460 | 6.211 | 0.298 | 0.023 | | 1.084 | \$ 10,492,110 | 1.033 | \$ 10,292,110 | 1.053 | 278 | 63 |
| 1472 | C | Richmond | Tri-Cities Area Metropolitan Planning Organization | I-95 and South Crater Road - MPO HB2 Priority 2 | x | | - | 0.07 | 0.24 | 0.21 | - | - | - | - | 1.460 | 6.211 | 0.298 | 0.023 | | 1.084 | \$ 10,492,110 | 1.033 | \$ 10,492,110 | 1.033 | 279 | 64 |
| 1017 | B | Richmond | Richmond City | J US1/US301 Freight Corridor Improvements | x | x | 0.28 | 1.07 | 8.76 | 1.84 | 0.454 | 0.463 | 0.960 | 0.655 | 6.301 | 6.048 | 0.560 | 1.809 | 15.308 | 3.999 | \$ 52,742,100 | 0.758 | \$ 44,849,725 | 0.892 | 289 | 65 |
| 1076 | B | Richmond | Chesterfield County | Rt. 360 (Woodlake to Otterdale) Widening | | x | 0.25 | 1.14 | 2.15 | 0.30 | 0.509 | 0.516 | 0.439 | 0.300 | 4.167 | 5.654 | 3.637 | 0.531 | 9.503 | 2.492 | \$ 35,000,000 | 0.712 | \$ 35,000,000 | 0.712 | 311 | 66 |
| 1659 | D | Richmond | South Hill Town | Raleigh Avenue Extension | | x | 3.04 | 3.94 | - | - | 0.000 | 0.000 | 0.010 | 0.012 | 0.669 | - | 0.192 | 0.053 | | 0.400 | \$ 8,441,660 | 0.474 | \$ 8,441,660 | 0.474 | 340 | 67 |
| 1508 | D | Richmond | Amelia County | Pedestrian Improvements on Route 38 & 614 | | x | 0.05 | - | 0.12 | 0.27 | 0.242 | 0.234 | 0.052 | 0.059 | 0.176 | 0.005 | - | - | | 0.104 | \$ 2,435,306 | 0.429 | \$ 2,435,306 | 0.429 | 344 | 68 |
| 1475 | C | Richmond | Colonial Heights City | Boulevard Modernization Project | x | x | 0.36 | 0.00 | 12.17 | 0.97 | 1.002 | 1.020 | 1.248 | 0.852 | 3.471 | 0.528 | 0.140 | 3.285 | | 2.400 | \$ 62,989,630 | 0.381 | \$ 62,989,630 | 0.381 | 349 | 69 |
| 1262 | C | Richmond | Chesterfield County | Chesterfield Avenue Reconstruction | x | x | 0.02 | - | 0.37 | 0.34 | 0.028 | 0.028 | 0.037 | 0.042 | 0.662 | 2.112 | - | - | | 0.449 | \$ 15,000,000 | 0.299 | \$ 15,000,000 | 0.299 | 362 | 70 |
| 1458 | C | Richmond | Hopewell City | Cedar Level Road Southern Segment | | x | 0.10 | 0.00 | 0.79 | 0.85 | 0.039 | 0.040 | 0.217 | 0.247 | 0.489 | 0.261 | 0.035 | 0.060 | | 0.313 | \$ 11,914,430 | 0.263 | \$ 11,914,430 | 0.263 | 368 | 71 |
| 1485 | C | Richmond | Tri-Cities Area Metropolitan Planning Organization | I-95 NB to I-85 SB Flyover Ramp - Tri-Cities MPO Priority 3 | x | | - | - | 1.55 | 0.65 | - | - | - | - | 0.744 | 0.717 | 6.337 | 0.088 | | 0.741 | \$ 118,892,210 | 0.062 | \$ 118,892,210 | 0.062 | 391 | 72 |
| 1301 | B | Salem | Greater Roanoke Transit Company | Smart Way Vehicle Expansion Project | x | | 0.32 | 0.32 | 3.24 | - | - | - | 1.094 | 5.058 | 11.205 | 0.478 | 100.000 | 0.018 | 7.090 | 6.331 | \$ 618,000 | 102.447 | \$ 618,000 | 102.447 | 5 | 1 |
| 1243 | B | Salem | Roanoke County | Route 419 and Route 221 Adaptive Traffic Control | x | x | - | 0.37 | 8.20 | 0.81 | - | - | - | - | 5.889 | 6.003 | - | 1.081 | 13.400 | 3.328 | \$ 663,457 | 50.155 | \$ 663,457 | 50.155 | 16 | 2 |
| 1184 | C | Salem | Bedford County | Patriot Place Roundabout | x | x | - | - | - | - | - | - | - | - | 27.534 | 100.000 | - | - | | 16.377 | \$ 3,512,243 | 46.628 | \$ 3,512,243 | 46.628 | 18 | 3 |
| 1426 | D | Salem | Franklin County | Southway Regional Business Park Project | | x | 7.41 | 9.17 | 0.17 | 0.00 | 1.043 | 1.057 | 1.272 | 2.758 | 22.335 | 54.584 | 0.140 | 0.033 | | 13.748 | \$ 22,056,050 | 6.233 | \$ 3,750,050 | 36.661 | 25 | 4 |
| 1410 | B | Salem | Roanoke City | Franklin Rd Sidewalk Improvements from 3100 block to Rt. 220 | | x | 0.15 | - | 5.98 | 2.13 | 0.469 | 0.460 | 0.513 | 0.263 | 5.615 | - | - | - | 20.902 | 3.325 | \$ 1,116,310 | 29.784 | \$ 1,116,310 | 29.784 | 35 | 5 |
| 1052 | D | Salem | Henry County | Virginia Avenue (US220 Bus) Pedestrian Safety Accommodation | | x | 0.15 | - | 5.36 | 5.39 | - | - | 0.155 | 0.176 | 3.170 | - | - | - | | 1.791 | \$ 639,915 | 27.986 | \$ 639,915 | 27.986 | 38 | 6 |
| 1312 | B | Salem | Roanoke County | West Main Street Sidewalk | x | x | 0.31 | - | 1.13 | 0.19 | 0.409 | 0.394 | 0.324 | 0.369 | 2.824 | 10.952 | - | - | 2.279 | 1.954 | \$ 1,036,699 | 18.846 | \$ 902,699 | 21.643 | 44 | 7 |

SMART SCALE 2016
Project Scores

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| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|---|--|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1339 | D | Salem | Franklin County | Safety Improvements to Route 670 and Route 834 | | x | - | 0.10 | 4.87 | 37.17 | - | - | - | - | 13.763 | 5.475 | - | - | | 8.149 | \$ 3,940,161 | 20.683 | \$ 3,940,161 | 20.683 | 47 | 8 |
| 1209 | C | Salem | Bedford County | Right turn lane northbound Route 811 at Route 622. | | x | - | 0.13 | 0.50 | 1.92 | 0.087 | 0.089 | - | - | 1.096 | 1.684 | 0.320 | - | | 0.654 | \$ 321,404 | 20.339 | \$ 321,404 | 20.339 | 48 | 9 |
| 1305 | B | Salem | Greater Roanoke Transit Company | Valley Metro's Route 91/92 Vehicle Expansion Project | x | | 0.41 | 0.00 | 2.93 | - | - | - | 1.436 | 0.735 | 4.360 | - | 3.298 | - | 13.878 | 2.463 | \$ 1,700,000 | 14.491 | \$ 1,700,000 | 14.491 | 60 | 10 |
| 1310 | B | Salem | Roanoke County | Plantation Road Bicycle, Pedestrian and Streetscape Phase II | x | x | 0.15 | - | 0.18 | 0.30 | 0.006 | 0.005 | 0.154 | 0.176 | 3.617 | 11.013 | - | 0.061 | 5.764 | 2.159 | \$ 1,752,213 | 12.319 | \$ 1,752,213 | 12.319 | 62 | 11 |
| 1394 | C | Salem | Blacksburg Town | Expansion Bus Purchase (2 60' Articulated) | x | x | 3.49 | 0.01 | 4.35 | - | - | - | 12.103 | 2.066 | 4.109 | - | 1.177 | - | | 2.322 | \$ 1,928,250 | 12.041 | \$ 1,928,250 | 12.041 | 63 | 12 |
| 1343 | B | Salem | Salem City | Mason Creek Greenway Phase 3 - 419 Multimodal Improvements | x | x | 0.33 | - | 4.03 | 1.35 | 0.192 | 0.198 | 1.127 | 0.577 | 4.500 | 6.417 | - | - | 9.887 | 2.671 | \$ 2,610,310 | 10.231 | \$ 2,610,310 | 10.231 | 75 | 13 |
| 1053 | D | Salem | Henry County | Intersection Rte 609 and Rte 683 Safety Improvements | | x | - | - | 0.20 | 2.43 | - | - | - | - | 0.719 | - | - | - | | 0.431 | \$ 430,877 | 9.992 | \$ 430,877 | 9.992 | 77 | 14 |
| 1332 | D | Salem | Rocky Mount Town | Intersection Realignment/Improvement: US 220 Business/SR 40 | x | x | - | - | 0.64 | 1.45 | - | - | - | - | 6.779 | 18.896 | - | - | | 4.621 | \$ 4,936,472 | 9.361 | \$ 4,926,472 | 9.380 | 80 | 15 |
| 1424 | B | Salem | Roanoke City | Hollins Road and Orange Avenue Intersection Improvements | x | x | 1.16 | 6.76 | 1.70 | 1.54 | 2.080 | 2.048 | 4.022 | 3.401 | 5.473 | 3.391 | 3.321 | - | 7.791 | 3.296 | \$ 3,552,247 | 9.280 | \$ 3,552,247 | 9.280 | 82 | 16 |
| 1049 | B | Salem | Roanoke Valley Transportation Planning Organization | 220 Expressway Acceleration Lane Improvement | x | | - | - | 0.06 | 0.11 | 0.042 | 0.043 | - | - | 3.114 | 0.875 | 6.070 | 0.021 | 13.177 | 1.847 | \$ 2,020,286 | 9.143 | \$ 2,020,286 | 9.143 | 83 | 17 |
| 1341 | B | Salem | Salem City | Downtown Salem Intersection and Streetscape Improvements | x | x | 0.41 | 0.04 | 2.28 | 3.66 | 0.057 | 0.054 | 1.435 | 0.858 | 4.946 | 9.378 | - | 0.053 | 11.890 | 3.318 | \$ 3,629,869 | 9.140 | \$ 3,629,869 | 9.140 | 84 | 18 |
| 1047 | B | Salem | Roanoke Valley Transportation Planning Organization | I-81 Southbound Auxiliary Lane between Exit 141 and 140 | x | | 18.30 | 2.33 | 1.28 | 0.15 | 29.958 | 31.525 | - | 13.979 | 17.689 | 1.161 | 17.424 | 0.145 | 2.980 | 10.483 | \$ 14,802,784 | 7.082 | \$ 14,802,784 | 7.082 | 105 | 19 |
| 1039 | B | Salem | Roanoke Valley Transportation Planning Organization | I-81 Northbound Auxiliary Lane between Exit 140 and 141 | x | | 16.41 | 3.33 | 1.89 | 0.20 | 31.701 | 33.312 | - | 13.559 | 18.666 | 0.849 | 25.350 | 0.027 | 2.822 | 11.120 | \$ 15,984,146 | 6.957 | \$ 15,984,146 | 6.957 | 106 | 20 |
| 1556 | B | Salem | Greater Roanoke Transit Company | GRTC's Automatic Vehicle Locator/Real-Time Project | x | | 0.70 | 2.72 | - | - | - | - | 2.410 | 1.235 | 1.718 | - | - | - | 4.462 | 0.971 | \$ 1,904,000 | 5.098 | \$ 1,604,000 | 6.052 | 123 | 21 |
| 1169 | B | Salem | Vinton Town | Walnut Avenue Improvement Project | | x | 0.18 | - | 0.50 | 0.90 | 0.038 | 0.038 | 0.381 | 0.434 | 2.043 | 0.128 | - | - | 10.826 | 1.402 | \$ 2,796,828 | 5.013 | \$ 2,796,828 | 5.013 | 136 | 22 |
| 1129 | D | Salem | Galax City | E. Stuart Drive Sidewalk Project | x | x | 0.16 | - | 3.06 | 0.44 | - | - | 0.164 | 0.186 | 1.457 | 1.161 | - | - | | 0.863 | \$ 2,542,939 | 3.393 | \$ 2,542,939 | 3.393 | 168 | 23 |
| 1068 | D | Salem | Roanoke Valley-Alleghany Regional Commission | I-81 Southbound Safety Improvements MM167.4 to MM169.5 | x | | - | - | 12.81 | 1.64 | - | - | - | - | 5.653 | - | 16.655 | 0.078 | | 3.621 | \$ 11,506,900 | 3.147 | \$ 11,506,900 | 3.147 | 175 | 24 |
| 1242 | B | Salem | Roanoke County | McVitty Road and Old Cave Spring Road Improvements | | x | - | 2.79 | 9.19 | 3.45 | 0.301 | 0.311 | - | - | 5.645 | 2.342 | - | 0.698 | 12.217 | 3.347 | \$ 20,093,190 | 1.666 | \$ 13,055,148 | 2.564 | 196 | 25 |
| 1027 | B | Salem | Roanoke Valley Transportation Planning Organization | I-81 Southbound Auxiliary Lane between Exit 143 and 141 | x | | 20.31 | 5.17 | 9.43 | 0.57 | 10.486 | 10.500 | - | 13.641 | 13.677 | 1.132 | 33.682 | 0.263 | 2.888 | 8.158 | \$ 32,168,111 | 2.536 | \$ 32,168,111 | 2.536 | 198 | 26 |
| 1544 | C | Salem | Christiansburg Town | Parkway Drive Extension to S. Franklin Street | x | x | 0.67 | 0.49 | - | - | 2.158 | 2.206 | - | - | 5.093 | 14.902 | 0.237 | - | | 3.023 | \$ 11,949,310 | 2.530 | \$ 11,949,310 | 2.530 | 200 | 27 |
| 1461 | C | Salem | Christiansburg Town | N. Franklin Street - Depot Street Intersection Upgrade | x | x | 0.24 | 0.53 | 1.93 | 1.07 | 0.098 | 0.101 | 0.253 | 0.288 | 1.185 | 1.096 | 0.097 | 0.269 | | 0.722 | \$ 2,887,319 | 2.499 | \$ 2,887,319 | 2.499 | 201 | 28 |
| 1429 | C | Salem | Christiansburg Town | N. Franklin Street - Peppers Ferry Road Connector Route | x | x | 21.70 | 15.63 | - | - | 1.841 | 1.804 | 0.486 | 0.457 | 9.122 | 10.936 | 0.607 | 1.587 | | 5.419 | \$ 24,075,750 | 2.251 | \$ 24,075,750 | 2.251 | 206 | 29 |
| 1338 | B | Salem | Greater Roanoke Transit Company | Valley Metro's Maintenance Expansion Facility Project | x | | 0.92 | 0.00 | - | - | - | - | 3.179 | 1.900 | 0.604 | - | 1.025 | - | - | 0.394 | \$ 2,377,560 | 1.658 | \$ 1,877,560 | 2.099 | 218 | 30 |
| 1407 | D | Salem | Carroll County | Interstate 77, Exit 1 and Route 620 Improvements | x | x | 3.63 | 0.08 | 0.62 | 1.04 | 0.028 | 0.028 | - | 9.479 | 3.990 | 2.080 | 11.640 | 0.027 | | 2.365 | \$ 11,608,130 | 2.037 | \$ 11,608,130 | 2.037 | 224 | 31 |
| 1157 | C | Salem | Pulaski County | Route 11 Traffic Improvements Project - Pulaski County | x | x | 0.17 | 0.30 | 2.94 | 0.78 | - | - | 0.596 | 0.305 | 1.186 | 1.533 | - | 1.012 | | 0.885 | \$ 4,485,698 | 1.974 | \$ 4,485,698 | 1.974 | 229 | 32 |
| 1002 | B | Salem | Roanoke Valley Transportation Planning Organization | I-81 Southbound Auxiliary Lane Exit 150 to Weigh Station | x | | 10.82 | 1.16 | 2.13 | 0.40 | 3.406 | 3.155 | - | 12.063 | 6.110 | - | 22.284 | 0.172 | - | 3.627 | \$ 21,531,520 | 1.685 | \$ 21,531,520 | 1.685 | 243 | 33 |
| 1342 | B | Salem | Salem City | UPC 106710 - East Main Street Route 460 Phase II | x | x | 0.08 | - | 0.46 | 0.68 | 0.012 | 0.013 | 0.266 | 0.227 | 2.997 | 4.347 | 0.582 | 0.020 | 9.404 | 1.782 | \$ 11,509,779 | 1.548 | \$ 11,509,779 | 1.548 | 252 | 34 |
| 1511 | C | Salem | Montgomery County | Prices Fork/ Peppers Ferry Intersection | x | x | 0.09 | 0.97 | 1.06 | 1.61 | 0.402 | 0.397 | 0.096 | 0.110 | 0.975 | 0.145 | 0.027 | 0.042 | | 0.579 | \$ 3,990,163 | 1.450 | \$ 3,990,163 | 1.450 | 259 | 35 |
| 1684 | C | Salem | Montgomery County | Route 8 Widening and Pedestrian Improvements | x | x | 0.07 | 0.01 | 0.38 | 1.43 | 0.037 | 0.040 | 0.069 | 0.078 | 0.453 | - | 0.192 | 0.025 | | 0.280 | \$ 2,089,778 | 1.341 | \$ 2,089,778 | 1.341 | 264 | 36 |
| 1291 | B | Salem | Botetourt County | Exit 150 Park and Ride | x | x | 0.38 | 0.42 | 1.07 | 0.00 | 1.266 | 1.282 | 1.313 | 6.082 | 1.680 | 0.429 | 0.173 | - | 0.683 | 1.001 | \$ 7,731,926 | 1.295 | \$ 7,731,926 | 1.295 | 266 | 37 |
| 1423 | B | Salem | Roanoke City | 13th Street/ Hollins Road Improvements | x | x | 0.56 | 15.64 | 3.68 | 3.29 | 1.230 | 1.281 | 1.161 | 2.750 | 5.871 | 3.391 | - | - | 6.844 | 3.741 | \$ 59,912,120 | 0.624 | \$ 37,554,391 | 0.996 | 283 | 38 |
| 1688 | C | Salem | Montgomery County | Intersection Improvements at Route 460/637 | x | x | - | 0.01 | 0.42 | 1.47 | 0.006 | 0.006 | - | - | 0.361 | - | - | 0.011 | | 0.256 | \$ 2,940,528 | 0.872 | \$ 2,940,528 | 0.872 | 292 | 39 |
| 1452 | C | Salem | Radford City | Tyler Avenue (Rt. 177) - East Main St. (Rt. 11) Connector | x | x | 11.94 | 8.49 | - | - | 0.011 | 0.010 | 0.499 | 0.568 | 2.418 | 0.299 | 0.197 | - | | 1.764 | \$ 26,493,490 | 0.666 | \$ 23,006,300 | 0.767 | 300 | 40 |
| 1051 | C | Salem | Giles County | RTE 100 ENHANCEMENT | | x | - | 0.00 | 36.32 | 20.82 | 0.060 | 0.055 | - | - | 12.804 | - | - | 0.236 | | 7.806 | \$ 114,001,800 | 0.685 | \$ 114,001,800 | 0.685 | 315 | 41 |
| 1232 | B | Salem | Roanoke City | Valley View Boulevard Extension | x | x | 3.67 | 1.97 | - | - | - | - | 0.104 | 0.118 | 4.686 | 3.551 | - | 0.001 | 17.718 | 2.866 | \$ 46,017,000 | 0.623 | \$ 46,017,000 | 0.623 | 323 | 42 |

SMART SCALE 2016
Project Scores

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| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|--|---|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1457 | C | Salem | New River Valley Metropolitan Planning Organization | I-81/Route 8 (Exit 114) Interchange Reconstruction | x | | 2.43 | 3.61 | 0.79 | 0.00 | 0.069 | 0.073 | 1.327 | 5.917 | 1.763 | - | 0.409 | 0.313 | | 1.053 | \$ 17,399,720 | 0.605 | \$ 17,399,720 | 0.605 | 325 | 43 |
| 1287 | D | Salem | Botetourt County | Fincastle Bypass | x | x | 3.42 | 4.43 | - | - | 0.670 | 0.699 | - | - | 0.834 | - | - | 0.000 | | 0.516 | \$ 10,221,990 | 0.504 | \$ 10,221,990 | 0.504 | 336 | 44 |
| 1309 | B | Salem | Roanoke County | Roanoke River Greenway - Explore Park to Rutrough Road | x | x | 0.05 | - | - | - | - | - | 0.105 | 0.119 | 0.149 | 0.507 | - | - | 0.345 | 0.118 | \$ 3,263,161 | 0.361 | \$ 3,263,161 | 0.361 | 352 | 45 |
| 1501 | C | Salem | New River Valley Metropolitan Planning Organization | Extension of the Smart Road to I 81 | x | | 7.91 | 5.72 | - | - | 13.582 | 14.444 | - | - | 5.986 | 0.998 | - | - | | 4.231 | \$ 215,376,240 | 0.196 | \$ 215,376,240 | 0.196 | 380 | 46 |
| 1628 | C | Salem | Floyd County | Route 653 Shawsville Pike Safety Improvement | | x | - | 0.00 | - | - | 0.001 | 0.001 | - | - | 0.000 | - | - | - | | 0.000 | \$ 2,505,449 | 0.001 | \$ 1,342,596 | 0.001 | 399 | 47 |
| 1430 | D | Salem | Patrick County | Squirrel Spur | | x | - | 0.00 | - | - | 0.000 | 0.000 | - | - | 0.000 | - | - | - | | 0.000 | \$ 3,715,674 | 0.000 | \$ 3,715,674 | 0.000 | 401 | 48 |
| 1396 | C | Salem | Blacksburg Town | Bus Stop Shelters and Improvements | x | x | - | - | - | - | - | - | - | - | - | - | - | - | | - | \$ 152,106 | - | \$ 152,106 | - | 402 | 49 |
| 1690 | D | Salem | Botetourt County | Route 696 and Route 220 Intersection Realignment Project | x | x | - | - | - | - | - | - | - | - | - | - | - | - | | - | \$ 3,218,986 | - | \$ 3,218,986 | - | 402 | 49 |
| 1656 | D | Staunton | Northern Shenandoah Valley Regional Commission | I-81 Exit 296 Accel/Decel Lane Extensions | x | | 11.59 | 0.07 | 0.12 | 0.05 | 0.032 | 0.030 | - | 14.074 | 12.159 | 2.002 | 69.351 | 0.030 | | 7.201 | \$ 997,481 | 72.192 | \$ 997,481 | 72.192 | 12 | 1 |
| 1245 | D | Staunton | Rockbridge County | Raphine Exit 205/Raphine Road (Route 606) | | x | - | 0.48 | 0.78 | 9.97 | - | - | - | 1.437 | 5.436 | 5.948 | - | 0.015 | | 3.230 | \$ 2,440,100 | 13.238 | \$ 500,100 | 64.593 | 13 | 2 |
| 1275 | C | Staunton | Augusta County | Mill Place Parkway Improvements | x | x | 0.04 | 0.08 | 0.13 | 0.00 | 0.009 | 0.009 | 0.123 | 7.973 | 8.766 | 25.082 | 1.309 | 9.983 | | 5.196 | \$ 1,789,041 | 29.046 | \$ 1,189,041 | 43.703 | 22 | 3 |
| 1112 | C | Staunton | Staunton City | Richmond Avenue-Statler Boulevard Intersection Improvements | x | x | - | 0.29 | 5.29 | 3.44 | 0.065 | 0.065 | - | - | 4.053 | 7.013 | 0.548 | 0.235 | | 2.420 | \$ 573,278 | 42.221 | \$ 573,278 | 42.221 | 24 | 4 |
| 1610 | C | Staunton | Win-Fred Metropolitan Planning Organization | I-81 Exit 315 Northbound Deceleration Lane Extension | x | | - | 0.17 | - | - | 0.031 | 0.031 | - | 12.781 | 2.904 | - | 26.152 | - | | 2.111 | \$ 643,134 | 32.820 | \$ 643,134 | 32.820 | 30 | 5 |
| 1268 | D | Staunton | Augusta County | Interstate 81 Exit 235 Access Improvements | x | x | - | - | 0.73 | 1.28 | - | - | - | - | 3.883 | 8.575 | - | 0.049 | | 2.300 | \$ 1,787,244 | 12.869 | \$ 787,244 | 29.216 | 36 | 6 |
| 1379 | C | Staunton | Rockingham County | Rt. 704 Realignment | x | x | 1.89 | 2.09 | 0.37 | 0.96 | - | - | - | - | 5.569 | 17.086 | - | 0.031 | | 3.307 | \$ 3,475,108 | 9.515 | \$ 1,475,108 | 22.416 | 42 | 7 |
| 1397 | D | Staunton | Rockingham County | Rt. 682 Friedens Church Road Intersection Realignment | | x | - | 0.00 | 0.78 | 10.44 | 0.000 | 0.000 | - | - | 3.094 | - | 0.062 | - | | 1.842 | \$ 1,616,434 | 11.395 | \$ 1,116,434 | 16.498 | 55 | 8 |
| 1103 | C | Staunton | Staunton City | Richmond Avenue Road Diet and Roundabout | x | x | 0.14 | - | 7.30 | 5.57 | 0.002 | 0.002 | 0.484 | 0.413 | 5.651 | 9.421 | 0.250 | 0.132 | | 3.380 | \$ 2,245,805 | 15.049 | \$ 2,245,805 | 15.049 | 57 | 9 |
| 1643 | D | Staunton | Northern Shenandoah Valley Regional Commission | I-81 Exit 300 Southbound Acceleration Lane Extension | x | | 10.57 | 0.32 | 1.17 | 0.81 | 0.205 | 0.203 | - | 15.196 | 4.720 | - | 28.081 | - | | 3.828 | \$ 3,437,422 | 11.137 | \$ 3,437,422 | 11.137 | 69 | 10 |
| 1503 | C | Staunton | Frederick County | Sulphur Springs Road Intersection Improvements | | x | - | 0.06 | 5.34 | 12.26 | 0.012 | 0.011 | - | - | 4.160 | - | 0.913 | 0.076 | | 2.464 | \$ 3,443,255 | 7.157 | \$ 2,812,610 | 8.762 | 85 | 11 |
| 1434 | C | Staunton | Winchester City | Green Circle Trail - Final Phases | x | x | 0.28 | - | 11.50 | 5.04 | - | - | 0.574 | 0.654 | 3.242 | 0.303 | - | - | | 2.357 | \$ 5,754,500 | 4.097 | \$ 3,092,000 | 7.624 | 96 | 12 |
| 1444 | C | Staunton | Frederick County | Papermill Road Turn Lane | x | x | - | 1.30 | 0.11 | 0.18 | 0.286 | 0.274 | - | 1.118 | 0.644 | - | 2.010 | 0.080 | | 0.384 | \$ 507,262 | 7.561 | \$ 507,262 | 7.561 | 97 | 13 |
| 1297 | C | Staunton | Staunton-Augusta-Waynesboro Metropolitan Planning Organization | Waynesboro Towne Center Park & Ride | x | | 0.15 | 0.23 | 0.88 | 0.00 | 0.661 | 0.645 | 0.533 | 4.869 | 2.724 | 6.182 | 0.215 | - | | 1.614 | \$ 2,197,261 | 7.347 | \$ 2,197,261 | 7.347 | 101 | 14 |
| 1247 | D | Staunton | Lexington City | Lexington North Main Street Complete Streets Entry Corridor | | x | 0.14 | - | 0.49 | 0.38 | - | - | 0.294 | 0.334 | 2.650 | 7.880 | - | - | | 1.949 | \$ 2,845,557 | 6.850 | \$ 2,845,557 | 6.850 | 110 | 15 |
| 1113 | C | Staunton | Staunton City | Staunton Crossing Street Extension | x | x | 10.65 | 14.23 | 0.81 | 0.00 | 0.695 | 0.704 | 0.960 | 9.150 | 5.257 | 9.349 | 0.511 | 0.018 | | 4.304 | \$ 8,764,970 | 4.911 | \$ 6,807,590 | 6.323 | 117 | 16 |
| 1510 | D | Staunton | Luray Town | West Main Street Intersection Improvements | | x | 1.16 | 2.31 | 0.90 | 2.44 | - | - | 0.060 | 0.069 | 1.287 | 0.225 | - | 0.019 | | 0.792 | \$ 2,871,596 | 2.759 | \$ 1,338,559 | 5.919 | 126 | 17 |
| 1474 | C | Staunton | Frederick County | Intersection of Senseny Road and Crestleigh Drive | | x | - | 0.06 | 0.09 | 0.27 | 6.024 | 6.216 | - | - | 1.863 | - | - | - | | 1.357 | \$ 2,548,579 | 5.325 | \$ 2,548,579 | 5.325 | 134 | 18 |
| 1270 | C | Staunton | Waynesboro City | Lew Dewitt - Rosser Connector | x | x | 7.49 | 9.63 | 2.23 | 0.17 | 0.137 | 0.097 | 0.224 | 0.191 | 7.790 | 19.663 | 0.144 | 0.122 | | 4.983 | \$ 11,911,912 | 4.183 | \$ 11,626,912 | 4.285 | 142 | 19 |
| 1473 | C | Staunton | Frederick County | Exit 317 and Redbud Road | x | x | 0.05 | 0.32 | 6.30 | 6.77 | 0.257 | 0.246 | 0.110 | 0.125 | 2.022 | 12.423 | 1.402 | 0.312 | | 3.775 | \$ 11,239,132 | 3.359 | \$ 10,726,952 | 3.519 | 160 | 20 |
| 1445 | D | Staunton | Warren County | Rte. 658/Rockland Rd. NS Railway Bridge | x | x | - | 0.52 | 1.07 | 24.02 | - | - | - | 0.004 | 6.659 | - | 0.021 | - | | 4.123 | \$ 12,979,380 | 3.177 | \$ 12,979,380 | 3.177 | 174 | 21 |
| 1480 | C | Staunton | Frederick County | Intersection of Route 277 and Warrior Drive | x | x | 0.49 | - | 0.11 | 0.17 | - | - | 0.513 | 0.584 | 0.227 | - | - | - | | 0.138 | \$ 476,644 | 2.887 | \$ 476,644 | 2.887 | 184 | 22 |
| 1158 | C | Staunton | Harrisonburg City | Mt. Clinton Pike Road Improvements | x | x | 0.15 | 0.34 | 4.58 | 5.70 | 0.035 | 0.033 | 0.534 | 0.455 | 3.527 | 3.552 | - | 0.055 | | 2.091 | \$ 9,761,750 | 2.142 | \$ 8,261,750 | 2.530 | 199 | 23 |
| 1272 | C | Staunton | Augusta County | Wilson Complex Roundabout | x | x | - | - | 0.97 | 1.12 | 0.002 | 0.002 | - | - | 0.493 | 0.428 | - | - | | 0.351 | \$ 1,727,222 | 2.034 | \$ 1,527,222 | 2.301 | 204 | 24 |
| 1269 | D | Staunton | Augusta County | Weyers Cave Road (Rt. 256) Widening Project | x | x | 0.23 | 0.32 | 1.41 | 0.00 | 0.067 | 0.067 | 0.800 | 12.837 | 6.665 | 12.137 | 1.515 | 0.648 | | 3.947 | \$ 17,308,670 | 2.281 | \$ 17,308,670 | 2.281 | 205 | 25 |
| 1471 | C | Staunton | Frederick County | Route 11 North Widening | x | x | 4.26 | 6.13 | 16.89 | 5.54 | 1.305 | 1.253 | 0.278 | 0.317 | 8.775 | 13.532 | 0.404 | 0.398 | | 6.379 | \$ 28,346,120 | 2.250 | \$ 28,346,120 | 2.250 | 207 | 26 |
| 1578 | D | Staunton | Central Shenandoah Planning District Commission | Interstate 81 Exit 235 Weyers Cave - Truck Climbing Lanes | x | | 11.62 | 5.95 | 18.74 | 0.53 | 13.543 | 13.090 | - | 14.851 | 22.375 | 7.518 | 56.350 | 9.828 | | 13.453 | \$ 60,220,000 | 2.234 | \$ 60,220,000 | 2.234 | 208 | 27 |
| 1327 | C | Staunton | Harrisonburg City | I-81 Exit 247 Interchange Improvements | x | x | - | - | 0.09 | 0.05 | 0.035 | 0.036 | - | - | 2.475 | 3.007 | 17.120 | 0.196 | | 1.466 | \$ 6,708,146 | 2.185 | \$ 6,708,146 | 2.185 | 212 | 28 |
| 1455 | C | Staunton | Winchester City | Middle Road Improvements Project | x | x | 0.06 | - | 0.91 | 0.78 | 0.032 | 0.034 | 0.129 | 0.147 | 0.573 | 1.033 | - | 0.105 | | 0.425 | \$ 3,526,670 | 1.205 | \$ 2,026,670 | 2.096 | 219 | 29 |
| 1159 | C | Staunton | Harrisonburg City | Erickson Avenue Phase 4 | x | x | 0.13 | 1.04 | 2.68 | 1.28 | 0.392 | 0.292 | 0.435 | 0.371 | 2.459 | 4.196 | 0.188 | - | | 1.458 | \$ 9,099,543 | 1.602 | \$ 7,064,517 | 2.063 | 220 | 30 |
| 1454 | C | Staunton | Winchester City | Museum of the Shenandoah Valley Trails | x | x | 0.53 | - | - | - | - | - | 1.107 | 1.260 | 0.352 | 0.713 | - | - | | 0.283 | \$ 3,167,770 | 0.893 | \$ 1,495,270 | 1.892 | 234 | 31 |

SMART SCALE 2016
Project Scores

February 2017

| App Id | Area Type | District | Organization Name | Project Title | Statewide High Priority | District Grant | Throughput Score | Delay Score | Crash Frequency Score | Crash Rate Score | Access to Jobs | Disadvantaged Access to Jobs | Multimodal Access Score | Air Quality Score | Enviro Impact Score | Econ Dev Support Score | Intermodal Access Score | Travel Time Reliability Score | Land Use Score | Project Benefit Score | Total Project \$ | Score Divided by Total Cost | SMART SCALE Request \$ | SMART SCALE Score | State Rank | District Rank |
|--------|-----------|----------|--|---|-------------------------|----------------|------------------|-------------|-----------------------|------------------|----------------|------------------------------|-------------------------|-------------------|---------------------|------------------------|-------------------------|-------------------------------|----------------|-----------------------|------------------|-----------------------------|------------------------|-------------------|------------|---------------|
| 1409 | C | Staunton | Win-Fred Metropolitan Planning Organization | Valley Pike/Shawnee Drive Intersection Improvements | x | | 0.15 | - | 0.50 | 0.74 | - | - | 0.158 | 0.179 | 0.976 | 3.265 | - | 0.063 | | 0.725 | \$ 4,227,098 | 1.714 | \$ 4,141,789 | 1.749 | 238 | 32 |
| 1476 | C | Staunton | Frederick County | Route 37 and Warrior Drive | x | x | 31.92 | 29.19 | - | - | 0.307 | 0.303 | - | - | 10.903 | 11.896 | 2.862 | 9.690 | | 7.601 | \$ 49,510,800 | 1.535 | \$ 49,510,800 | 1.535 | 253 | 33 |
| 1326 | C | Staunton | Harrisonburg City | I-81 Exit 247 Bridge and Interchange Improvements | x | x | 1.49 | - | 1.19 | 0.48 | - | - | 5.177 | 2.652 | 3.921 | 3.548 | 17.426 | 0.192 | | 2.322 | \$ 49,094,850 | 0.473 | \$ 30,767,472 | 0.755 | 302 | 34 |
| 1402 | D | Staunton | Page County | Aylor Grubbs Improvement Project | | x | 0.01 | 0.00 | 0.18 | 1.25 | - | - | 0.008 | 0.010 | 0.398 | - | - | 0.006 | | 0.236 | \$ 4,394,563 | 0.537 | \$ 3,139,023 | 0.752 | 303 | 35 |
| 1352 | D | Staunton | Page County | Hwy 340 Improvement - Left Turn Lane | x | x | - | 0.00 | 0.14 | 0.99 | - | - | - | - | 0.254 | - | - | 0.006 | | 0.182 | \$ 2,631,002 | 0.693 | \$ 2,631,002 | 0.693 | 314 | 36 |
| 1438 | C | Staunton | Frederick County | Route 37 Extension I-81 Exit 310 to Route 522 | x | x | 30.73 | 28.12 | - | - | 0.888 | 0.800 | - | 2.635 | 9.255 | 8.319 | 2.273 | 5.534 | | 6.819 | \$ 102,187,440 | 0.667 | \$ 102,187,440 | 0.667 | 316 | 37 |
| 1625 | C | Staunton | Win-Fred Metropolitan Planning Organization | I-81 Exit 313 Interchange Improvement | x | | 0.13 | 1.50 | 2.72 | 0.85 | 0.410 | 0.403 | 0.277 | 1.778 | 1.099 | 4.382 | 1.645 | 0.408 | | 1.568 | \$ 39,371,000 | 0.398 | \$ 37,342,969 | 0.420 | 346 | 38 |
| 1433 | D | Staunton | Warren County | Rte. 55 East/John Marshall Highway | x | x | 0.04 | - | 3.93 | 0.74 | 0.134 | 0.134 | 0.037 | 0.042 | 1.124 | - | 0.303 | 0.265 | | 0.817 | \$ 31,577,870 | 0.259 | \$ 31,577,870 | 0.259 | 369 | 39 |
| 1391 | C | Staunton | Staunton-Augusta-Waynesboro Metropolitan Planning Organization | VA 613/ VA 262 Diamond Interchange | x | | - | 0.05 | 3.80 | 4.91 | - | - | - | - | 1.994 | - | - | 0.062 | | 1.196 | \$ 54,445,260 | 0.220 | \$ 50,091,633 | 0.239 | 372 | 40 |
| 1374 | D | Staunton | Rockingham County | VA 259 Mayland Road | x | x | 0.08 | 0.04 | 1.19 | 0.88 | 0.070 | 0.073 | 0.167 | 0.190 | 0.746 | 0.040 | 0.746 | 0.069 | | 0.442 | \$ 21,675,090 | 0.204 | \$ 21,675,090 | 0.204 | 378 | 41 |
| 1478 | C | Staunton | Frederick County | Route 277 widening and access management | x | x | 0.17 | 0.06 | 1.58 | 0.75 | 0.012 | 0.012 | 0.364 | 0.414 | 0.728 | - | 0.807 | 0.245 | | 0.440 | \$ 25,428,550 | 0.173 | \$ 25,428,550 | 0.173 | 381 | 42 |