

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
Rt. 1 and Ashcake Intersection	The Route 1 and Ashcake Road signal and pedestrian improvements provide a pedestrian connection from the intersection to the proposed (VDOT Proj. 001-116-286) Route 1 widening improvements north of Ashcake Road. The project proposes high visibility crosswalks and pedestrian push buttons on all legs of the intersection and ADA curb ramps on all corners.	Ashland	Highway	\$ 3,100,332	\$ 1,750,000	\$ 4,375,321	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 4,645,321	\$ 2,622,078
Route 60 (Village of Midlothian) Corridor Enhancements	<p>The Midlothian Community Special Area Plan was adopted in 2019 [attached] and identified transportation improvements to improve the quality of life in Midlothian through the village core on Route 60 between Woolridge Road and Old Otterdale Road. Recommendations were based on information gathered from county departments and the community. The following corridor enhancement improvements are proposed. A corridor study has been conducted to vet operational and safety impacts of the proposed improvements. The study is in draft format and pending VDOT review [attached for reference].</p> <ol style="list-style-type: none"> 1. Construct a shared-use path for pedestrians and bicyclists along the south side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. 2. Construct sidewalk gap improvements along the north side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. 3. Include streetscaping improvements along the corridor. Development of a streetscape schematic design is currently underway. 4. Narrow travel lane widths on Route 60 to 11 feet through the corridor to reduce pedestrian crossing distances and reduce vehicle speeds. 5. Install access management improvements on Route 60 via a raised median. <p>The RT 288 (Powwhite - RT 360) Corridor Study (2023) is currently underway [funded with local and RSTP funds, UPC T28380]. This study is vetting/refining the remaining unfunded recommendations from the RT 288/RT 360 Interchange Study (2016) study. The on-going study is currently analyzing concepts including the extension of the RT 288 SB C-D road from Powwhite to RT 360 and a potential interchange at Genito Road [recommendation from the Genito/RT 288 Special Focus Area Plan, adopted November 2022]. Submitting sections of draft report developed to date and appendix to help with scoring of concept [growth rates, traffic volumes, etc.]. The study is on track to identify a preferred concept by the end of the year.</p> <p>CVTA Regional funds are being requested to fund Phase 1 consisting of the following improvements (see attached sketch). These improvements are consistent with the three concepts currently being vetted as part of the RT 288 Corridor Study.</p> <p>Extend 2-lane SB RT 288 C-D Road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road.</p> <p>The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp</p>	Chesterfield	Highway	\$ 32,617,208	\$ 20,000,000	\$ 33,469,324	Updated per CEWB & TAC direction	\$ 33,469,324	\$ 20,852,116
RT 288 Southbound C-D Road with Genito Ramp	<p>The RT 288 (Powwhite - RT 360) Corridor Study (2023) is currently underway [funded with local and RSTP funds, UPC T28380]. This study is vetting/refining the remaining unfunded recommendations from the RT 288/RT 360 Interchange Study (2016) study. The on-going study is currently analyzing concepts including the extension of the RT 288 SB C-D road from Powwhite to RT 360 and a potential interchange at Genito Road [recommendation from the Genito/RT 288 Special Focus Area Plan, adopted November 2022]. Submitting sections of draft report developed to date and appendix to help with scoring of concept [growth rates, traffic volumes, etc.]. The study is on track to identify a preferred concept by the end of the year.</p> <p>CVTA Regional funds are being requested to fund Phase 1 consisting of the following improvements (see attached sketch). These improvements are consistent with the three concepts currently being vetted as part of the RT 288 Corridor Study.</p> <p>Extend 2-lane SB RT 288 C-D Road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road.</p> <p>The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp</p>	Chesterfield	Highway	\$ 43,311,100	\$ 30,000,000	\$ 55,340,550	Updated per CEWB & TAC direction	\$ 55,340,550	\$ 42,029,450

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Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Widen Rt 360 to six lanes from Cosby Rd to Otterdale Rd with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr and the addition of a second left turn lane at Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	Chesterfield	Highway	\$ 29,579,134	\$ 10,750,000	\$ -	No change	\$ 29,579,134	\$ 10,750,000
Bellwood Connector - PE Only	Develop 30% plans for a new roadway between Bellwood Road and Willis Road.	Chesterfield	Preliminary Engineering (PE)-Only	\$ 3,000,000	\$ 3,000,000	\$ -	No change	\$ 3,000,000	\$ 3,000,000
Busy Street Extension	Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual left turn lanes and receiving lane on Busy St. Add second left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on Busy St and Courthouse Rd with crosswalks.	Chesterfield	Highway	\$ 11,501,274	\$ 5,000,000	\$ 12,012,829	Updated per CEWB & TAC direction	\$ 12,012,829	\$ 5,511,555
FLT: Route 1 Fill-in-the-Gaps	Construct Fall Line Trail along Route 1: 1) Willis Rd - Gettings Ln 2) Dwight Ave - Elliham Ave 3) Falling Creek Ave - Walmsley Blvd	Chesterfield	Bike/Ped	\$ 23,617,472	\$ 23,617,472	\$ 24,376,529	No revisions received	\$ 24,376,529	\$ 24,376,529
Huguenot Road (Cranbeck Rd - Robious Rd) Congestion and Safety Improvement	Add one eastbound through lane on Huguenot Road from west of Robious Rd to the intersection with Cranbeck Rd and one westbound through lane from west of Promenade Pkwy to west of Robious Rd. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Add sidewalk along the limits of the project as well as pedestrian crossings at Polo Pkwy, Cranbeck and Robious roads. Add bike lane on both sides of Huguenot Rd from Polo Pkwy to Cranbeck Rd.	Chesterfield	Highway	\$ 12,713,148	\$ 10,000,000	\$ 13,925,529	Updated per CEWB & TAC direction	\$ 13,925,529	\$ 11,212,381
Powwhite Parkway Extended, Phase I	Extend Powwhite Parkway, as a four-lane road, to Woolridge Road. A partial-cloverleaf interchange is proposed at Charter Colony Parkway. An at-grade intersection is proposed for Woolridge Road, which can accommodate a future grade-separated interchange. Overpasses proposed at Brandermill Parkway and Watermill Parkway.	Chesterfield	Highway	\$ 199,653,479	\$ 30,000,000	\$ -	No change	\$ 199,653,479	\$ 30,000,000
Fairground Rd/Maidens Rd Intersection Improvements	Install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd	Goochland	Highway	\$ 5,517,144	\$ 5,517,144	\$ 6,685,703	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 6,685,703	\$ 6,685,703
Route 288 Southbound Auxiliary Lane	Install an auxiliary lane along Southbound Route 288 from US 250 to Tuckahoe Creek Pkwy.	Goochland	Highway	\$ 13,785,615	\$ 5,000,000	\$ 17,243,038	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 17,243,038	\$ 7,500,000
Route 250 at Route 288 Interchange Improvements	Widening eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours.	Goochland	Highway	\$ 23,025,668	\$ 10,000,000	\$ -	No revisions received; Smart Scale Rd 5 validated	\$ 23,025,668	\$ 10,000,000
Route 288 Souhtbound Hard Shoulder Running Lane	Install a Hard Shoulder Running Lane, or a Part Time Shoulder Use Lane, along Southbound Route 288 from West Creek Pkwy to Huguenot Trail (Route 711)	Goochland	Highway	\$ 45,852,109	\$ 15,000,000	\$ -	No revisions received; Smart Scale Rd 5 validated	\$ 45,852,109	\$ 15,000,000
Rt. 360/Walnut Grove Rd Intersection Improvement - Alternatives	Conduct an intersection alternatives analysis of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Studies	\$ 300,000	\$ 300,000	\$ 186,000	Concerns addressed	\$ 186,000	\$ 186,000
Rt. 360/Walnut Grove Rd Intersection Improvement - 60%	Conduct an intersection alternatives analysis plus 60% PE-Only Plans of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Preliminary Engineering (PE)-Only	\$ 2,000,000	\$ 2,000,000	\$ 715,000	Concerns addressed	\$ 715,000	\$ 715,000
Rt. 360/Walnut Grove Rd Intersection Improvement	Conduct an intersection alternatives analysis plus 100% Preliminary Engineering, Right-of-Way, and Construction of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Highway	\$ 10,000,000	\$ 10,000,000	\$ 10,540,150	Concerns addressed	\$ 10,540,150	\$ 10,540,150
Atlee Rd/Meadowbridge Rd Intersection Improvement	Intersection alternatives analysis plus 60% PE-Only plans for the Atlee Road and Meadowbridge Road Intersection.	Hanover	Preliminary Engineering (PE)-Only	\$ 2,500,000	\$ 2,500,000	\$ 715,000	Concerns addressed	\$ 715,000	\$ 715,000

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Short Pump Area Improvements	The objective of this study is to identify the needs and to develop and evaluate potential solutions to address those needs of the transportation network in the Short Pump area (in Henrico County just west of Richmond), which includes sections of I-64, I-295, and US 250. The purpose for the project is to address and improve upon the identified needs of the transportation network.	Henrico	Highway	\$ 274,640,336	\$ 75,000,000	\$ 274,640,336	Complexity level (moderate) not supported by documentation per consultant	\$ 274,640,336	\$ 75,000,000
Rt. 5/New Osborne Turnpike Improvements	The purpose of the Route 5/New Osborne Turnpike Improvements Study is to evaluate necessary improvements along the New Osborne Turnpike and Route 5 corridors in eastern Henrico County to support future traffic growth and transportation needs in the area.	Henrico	Highway	\$ 170,825,600	\$ 40,000,000	\$ 176,722,100	Concerns addressed	\$ 176,722,100	\$ 41,380,706
Pulse Extension West (GRTC)	The proposed project includes the design, right-of-way acquisition, and construction of the extension of GRTC's "The Pulse" Bus Rapid Transit route to the intersection of Parham Road and West Broad Street. The project will include a minimum of 1.25 bidirectional miles of dedicated shared bus and bike lanes, signal modifications and communication, eight (8) bus stations with level boarding, and a turnaround loop at the end of the line.	Henrico	Transit	\$ 55,559,540	\$ 14,000,000	\$ 59,419,540	GRTC submitted 1/8	\$ 59,419,540	\$ 14,972,650
I-95 and Parham Rd Interchange	This study is to examine the existing capacity and safety issues at the I-95 at Parham Road Full Cloverleaf interchange and the concerns regarding the additional traffic that will be generated from developments and overall growth in the area, which will potentially cause the interchange to be overcapacity causing even more safety issues. Project will also look at possible geometric deficiencies and bridge height improvements.	Henrico	Preliminary Engineering (PE)-Only	\$ 3,000,000	\$ 2,500,000	\$ 4,875,000	Risk level (low) not supported by documentation per consultant	\$ 5,705,000	\$ 4,754,167
E. Parham Road and Woodman Road Intersection Improvements	County proposes to provide a shared use path and sidewalk extension along Woodman Road from Hungary Road to E. Parham Road.	Henrico	Highway	\$ 14,822,968	\$ 10,000,000	\$ -	Concerns addressed	\$ 14,822,968	\$ 10,000,000
E. Parham Road Improvements	The project will add one through lane (three total) westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. & Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail; Provide new pedestrian curb ramps on west side of Brook Road at Concord Avenue; Provide new traffic signal poles with luminaires for improved pedestrian safety.	Henrico	Highway	\$ 11,855,754	\$ 2,500,000	\$ -	Concerns addressed	\$ 11,855,754	\$ 2,500,000
Parham Road Improvements Holly Hill to Three Chopt Rd	This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.	Henrico	Highway	\$ 10,081,556	\$ 2,500,000	\$ -	Concerns addressed	\$ 10,081,556	\$ 2,500,000

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Route 60/33/Beulah Roundabout	This project is for the design and construction of a single-lane roundabout at the intersection of Route 60 (E Williamsburg Rd), Route 33 (E Nine Mile Rd), and Beulah Rd. The project includes sidewalk connections along the north side of Rout 60 and east and west sides of Nine Mile Road to link to existing sidewalk network and will relocate a GRTC bus stop (Stop ID 2312) to E. Nine Mile Road from West Street.	Henrico	Highway	\$ 10,695,803	\$ 7,500,000	\$ 11,469,987	Concerns addressed	\$ 11,469,987	\$ 8,042,865
Route 106 Diverging Diamond Interchange Project	The proposed Diverging Diamond Interchange (DDI) configuration requires the construction of a new two-lane northbound bridge along Route 106 with a shared-use path separated by railing. The existing two-lane bridge will be repurposed to carry southbound traffic. Right-of-way will need to be acquired from properties in the SW and NW quadrants of the interchange in addition to the land dedicated by the Buc-ee's parcel for construction of new road/ramp infrastructure to support the movement of vehicular traffic through the Diverging Diamond Interchange. Following are specific improvements that may be viewed on the Full DDI Build Drawings: Reconstruct Route 106 to construct a multi-lane diverging diamond interchange at I-64 and Route 106: <ul style="list-style-type: none"> ▪ Widen southbound Route 106 between City Center Court and Jimmy Burrell Lane to provide two continuous thru lanes ▪ Re-stripe northbound Route 106, between Jimmy Burrell Lane and City Center Court, to provide two continuous through lanes ▪ Widen southbound Route 106 from City Center Court to Jimmy Burrell Lane to provide median separation ▪ Widen southbound and northbound Route 106 between the proposed DDI crossover at the I-64 westbound ramp termini to City Center Court to provide two through lanes in each direction ▪ Construct a new two-lane bridge carrying northbound Route 106 over I-64 with shared-use path facilities 	New Kent	Highway	\$ 86,357,966	\$ 25,000,000	\$ -	Concerns addressed	\$ 86,357,966	\$ 25,000,000
US 60/VA13 Intersection Improvement	This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes.	Powhatan	Highway	\$ 7,217,798	\$ 7,217,798	\$ -	No revisions; VDOT estimate and administration	\$ 13,237,074	\$ 13,237,074
US 60 and Dorset Road Intersection Improvement	Reconfigure the intersection of U.S. Route 60 and Dorset Road to a RCUT with two northbound right-turn lanes. Reconfigure the minor approaches at the intersection of U.S. Route 60 and Batterson Road to only allow right-in/right-out and reconfigure the crossover at this intersection to allow eastbound U-turns. Construct a westbound U-turn area approximately 400 feet west of the intersection of U.S. Route 60 and Dorset Road.	Powhatan	Highway	\$ 7,014,006	\$ 7,014,006	\$ -	No revisions; VDOT estimate and administration	\$ 12,731,563	\$ 12,731,563

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North South BRT	This project will introduce a new bus rapid transit line that connects Northside and Southside Richmond with high-capacity, high-frequency bus service. The North-South BRT will improve travel times, deliver better frequency, and provide enhanced transit amenities to passengers. This project application is for funding for construction of stops and other roadway, signal, and pedestrian safety improvements for the 2.5-mile section along Chamberlayne Avenue from the Henrico County line (Azalea/Wilmer) to Lombardy Street. The improvements will include up to 14 BRT stop locations (anticipated as seven curbside stations north of Lombardy Street [one on each side of the roadway] [if Chamberlayne Avenue is selected]), traffic signal improvements including queue jumps and transit signal priority, sidewalk and ADA accessible ramp improvements, pedestrian crossing improvements, access management, and streetscape to collectively improve transportation, land use, and health together to make an active public street. GRTC is currently studying the proposed alignment for this new service for the section through downtown and south of Broad Street to traverse either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside. The North-South BRT is a top recommendation from the Richmond Connects Plan. The City and GRTC are seeking funds in FY25-FY28 for corridor study planning, NEPA, design, right-of-way, and construction. The requested CVTA funds will position the project to advance construction in FY29.	Richmond	Transit	\$ 109,717,250	\$ 15,000,000	\$ 114,953,422	Consultant review of revisions underway	\$ 114,953,422	\$ 15,715,864
Downtown Transit Hub	This project will provide for a permanent brick-and-mortar Downtown Transit Hub facility. GRTC implemented a system redesign, inclusive of the Pulse BRT line in June 2018. The redesign created several major local route and BRT transfer nodes through the design of consolidated and walking proximity of BRT stations and five or more fixed route bus stops (Convention Center Station, Willow Lawn Station, Shockoe Bottom Station, and Science Museum Station). In absence of a main transfer station in the downtown area, the redesign structured the system to have two major transfer areas for local routes utilizing on street right-of-way and sprawling several City blocks due to current right-of-way use, existing street design, pedestrian safety, lighting, and routing efficiency. Between these two transfer sprawl areas, upwards of 7,500 connections and/or final destinations are made per weekday. GRTC is studying the location and conceptual design of a Downtown Transit Hub to support this transfer activity, inclusive of Transit Oriented Development (TOD). The Downtown Transit Hub will provide regional transfer service with the extension of the Pulse BRT into Henrico County and Chesterfield County. The	Richmond	Transit	\$ 32,400,000	\$ 12,400,000	\$ -	No revisions; Project estimate is not refined and funding is for leverage/match only	\$ 32,400,000	\$ 12,400,000
C Commerce Road - FLT Phase II	This project will provide multimodal transportation improvements and streetscape to the 2-mile stretch of Commerce Road from Decatur Street to Bellemeade Road, including providing the Fall Line Trail. This project will provide a new typical section to support access to port-related freight movements including 10' sidewalk with 5' buffers, two travel lanes in each direction, dedicated left turn lanes, crossing improvements, and other streetscape and trail amenities.	Richmond	Bike/Ped	\$ 56,205,594	\$ 10,000,000	\$ 57,942,759	Consultant review of revisions underway	\$ 57,942,759	\$ 10,309,073

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D Hull Street Shared Use Path	This project (UPC T27853) will improve the 0.7 mile stretch of Hull Street between Arizona Drive and McGuire Drive and along the 0.15 mile stretch of Belt Boulevard between Hull Street and Southside Plaza. This project will provide a 10 shared use path with 8 buffer along the north side of Hull Street and along the west side of Belt Boulevard to complete the missing link between the funded improvements along Hull Street at Arizona Drive (UPC 115200), at the intersection of Hull Street and Belt Boulevard(UPC 113813), and the James River Branch Trail (UPC 118943). This project will also provide access management improvements, bike, pedestrian, and transit improvements at three transit stops including a transit pullover bay, and safety improvements including pulling in the existing westbound channelized right turn and southbound channelized right turn into the intersection at Belt Boulevard, and removing the westbound auxiliary lane along Hull Street from Belt Boulevard to Arizona Drive.	Richmond	Bike/Ped	\$ 8,275,517	\$ 3,000,000	\$ 8,696,822	Consultant review of revisions underway	\$ 8,696,822	\$ 3,152,729
E Richmond Highway Fall Line Trail Improvements	This existing 2.1 mile Fall Line Trail project (UPC 119598) will provide multimodal transportation improvements along US Route 1 between Walmsley Boulevard to Bellemeade Road, including a shared-use path, curb and gutter, crossing improvements, signal modifications, transit stop improvements, and other streetscape amenities, following the preferred corridor as identified in VDOT's Ashland to Petersburg trail study.	Richmond	Bike/Ped	\$ 33,548,713	\$ 17,377,713	\$ 34,671,598	Consultant review of revisions underway	\$ 34,671,598	\$ 18,000,000
F Port of Virginia Gateway Interchange and Streetscape Improvements	This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard by providing a 5 sidewalk with 4 buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing 2 entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard.	Richmond	Highway	\$ 17,430,812	\$ 8,000,000	\$ 18,500,631	Consultant review of revisions underway	\$ 18,500,631	\$ 8,491,001
A Hull Street Phase II (US360)	This project will improve the typical section of Hull Street from Chippenham Parkway to Hey Road by providing two through travel lanes in each direction, a raised median, and dedicated turn lanes along the mile corridor. The project will reduce the number of entrances and median crossings (access management), provide safer accommodations for people who walk and bike including streetscape, 10 shared-use path, and 5 sidewalk, and bike, pedestrian & access improvements to high frequency transit service. Previous Smart Scale Round 4 and Round 5 submittal vetted by COR and VDOT.	Richmond	Highway	\$ 19,627,409	\$ 4,305,227	\$ 20,783,292	Consultant review of revisions underway	\$ 20,783,292	\$ 4,558,767

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B Forest Hill Avenue Phase II	The Forest Hill Avenue Phase II project will improve multimodal safety and operations along the one mile section of Forest Hill Avenue from Powwhite Parkway to Dorchester Road. The project will provide a raised median for access management and dedicated turn lanes, buffered bike lanes in each direction, sidewalk along the corridor where there is none today, crossing improvements at three intersections and other streetscape amenities including lighting.. The project also improves access for people who walk and bike to high frequency transit to ten transit stops.	Richmond	Highway	\$ 32,348,043	\$ 10,000,000	\$ 34,110,892	Consultant review of revisions underway	\$ 34,110,892	\$ 10,544,963

Full funding requested

\$ 1,480,068,622 \$ 494,987,385