



Appendix F

Project Score Sheets

Project Number	1	Project Benefit Score	59.6
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Moorefield Bridge Rd	863	River Ridge Rd/Pinecrest Dr (Rt 873)	Red Bud Ln	2.49

Proposed Improvement	Add shoulders; Install chevron warnings	Est. Cost	\$3,300,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.14	Low	25	20%	5.0
Future Congestion	0.24	Low	25	20%	5.0
Existing Traffic Volume	174	Medium	66.7	20%	13.3
Future Traffic Volume	302	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.04	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				59.6

Benefit-Cost Calculation	Benefit Score	59.6
	Estimated Cost	\$3,300,000
	Estimated Users	3307
	Benefit-Cost Score	59.77

Project Number	2	Project Benefit Score	70.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Mount Cross Rd	750	Dimon Dr.	Danville City Limits	1.75

Proposed Improvement	Improvement Phase II: Improved alignment; additional capacity	Est. Cost	\$16,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.17	Low	25	20%	5.0
Future Congestion	0.19	Low	25	20%	5.0
Existing Traffic Volume	320	High	100	20%	20.0
Future Traffic Volume	365	High	100	20%	20.0
Alternative Transportation Facilities	Two or more facilities	High	100	20%	20.0
Total Mobility and Accessibility Score					70.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.70	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Includes placemaking	High	100	33%	33.3
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	70.0	20%	14.0
	Safety	50.0	30%	15.0
	Economy	77.7	35%	27.2
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				70.1

Benefit-Cost Calculation	Benefit Score	70.1
	Estimated Cost	\$16,000,000
	Estimated Users	10931
	Benefit-Cost Score	47.88

Project Number	6	Project Benefit Score	46.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Vandola Church Rd	872	0.2 mi south of Target Dr (F645)	0.2 mi south of Target Dr (F645)	2.48

Proposed Improvement	Improve horizontal alignment	Est. Cost	\$4,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.01	Low	25	20%	5.0
Future Congestion	0.01	Low	25	20%	5.0
Existing Traffic Volume	15	Low	33.3	20%	6.7
Future Traffic Volume	17	Low	33.3	20%	6.7
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					30.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.96	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	30.0	20%	6.0
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				46.0

Benefit-Cost Calculation	Benefit Score	46.0
	Estimated Cost	\$4,000,000
	Estimated Users	264
	Benefit-Cost Score	3.03

Project Number	7	Project Benefit Score	46.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Vandola Church Rd	872	Davis Farm Rd	Oak Ridge Farms Rd (Rt 1260)	2.48

Proposed Improvement	Improve horizontal alignment	Est. Cost	\$4,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.01	Low	25	20%	5.0
Future Congestion	0.01	Low	25	20%	5.0
Existing Traffic Volume	15	Low	33.3	20%	6.7
Future Traffic Volume	17	Low	33.3	20%	6.7
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					30.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.96	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	30.0	20%	6.0
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				46.0

Benefit-Cost Calculation	Benefit Score	46.0
	Estimated Cost	\$4,000,000
	Estimated Users	264
	Benefit-Cost Score	3.03

Project Number	8	Project Benefit Score	44.3
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Vandola Church Rd	872	Oak Ridge Farms Rd (Rt 1260)	0.5 mi east of Oak Ridge Farms Rd (Rt 1260)	2.48

Proposed Improvement	Improve horizontal alignment	Est. Cost	\$3,300,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.01	Low	25	20%	5.0
Future Congestion	0.01	Low	25	20%	5.0
Existing Traffic Volume	15	Low	33.3	20%	6.7
Future Traffic Volume	17	Low	33.3	20%	6.7
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					30.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.96	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	30.0	20%	6.0
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				44.3

Benefit-Cost Calculation	Benefit Score	44.3
	Estimated Cost	\$3,300,000
	Estimated Users	264
	Benefit-Cost Score	3.54

Project Number	9	Project Benefit Score	59.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Martinsville Hwy	58	Long Circle Rd east (Rt 708)	Grays Park Rd west	4.3

Proposed Improvement	Median modifications, median closures, install turn lanes	Est. Cost	\$35,100,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.33	Low	25	20%	5.0
Existing Traffic Volume	478	High	100	20%	20.0
Future Traffic Volume	728	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.34	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	Some impact	Medium	66.7	50%	33.4
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					100.0

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	100.0	5%	5.0
Total Project Benefit Score				59.1

Benefit-Cost Calculation	Benefit Score	59.1
	Estimated Cost	\$35,100,000
	Estimated Users	21565
	Benefit-Cost Score	36.30

Project Number	12	Project Benefit Score	63.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US 29	29	Dry Fork Rd/Snakepath Rd (Rt 718)	Malmaison Rd (Rt 726)	5.82

Proposed Improvement	Modify median openings, install turn lanes, extend turn lanes	Est. Cost	\$21,800,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.23	Low	25	20%	5.0
Future Congestion	0.30	Low	25	20%	5.0
Existing Traffic Volume	500	High	100	20%	20.0
Future Traffic Volume	635	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.19	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	9.33	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					100.0

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	100.0	5%	5.0
Total Project Benefit Score				63.0

Benefit-Cost Calculation	Benefit Score	63.0
	Estimated Cost	#####
	Estimated Users	22519.33
	Benefit-Cost Score	65.06

Project Number	13	Project Benefit Score	60.7
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Both Localities	Riverside Dr	58 Bus	Westover Dr (Rt 51)	Parkway Dr	5.23

Proposed Improvement	Install right turn lanes, extend left turn lanes	Est. Cost	\$2,400,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					100.0

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	100.0	5%	5.0
Total Project Benefit Score				60.7

Benefit-Cost Calculation	Benefit Score	60.7
	Estimated Cost	\$2,400,000
	Estimated Users	13529
	Benefit-Cost Score	342.45

Project Number	14	Project Benefit Score	60.7
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Parkway Dr	Church Ave	5.23

Proposed Improvement	Extend turn lanes, median closure, install turn lane	Est. Cost	\$2,700,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					100.0

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	100.0	5%	5.0
Total Project Benefit Score				60.7

Benefit-Cost Calculation	Benefit Score	60.7
	Estimated Cost	\$2,700,000
	Estimated Users	13529
	Benefit-Cost Score	304.40

Project Number	15	Project Benefit Score	57.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Church Ave	Radio Ln	5.23

Proposed Improvement	Modify median openings, install turn lanes, extend turn lanes	Est. Cost	\$11,150,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.34	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					100.0

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	100.0	5%	5.0
Total Project Benefit Score				57.4

Benefit-Cost Calculation	Benefit Score	57.4
	Estimated Cost	\$11,150,000
	Estimated Users	13529
	Benefit-Cost Score	69.66

Project Number	17	Project Benefit Score	60.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Piney Forest Rd	29 Bus	Audubon Dr	Beaver Mill Rd (Rt 724)	1.12

Proposed Improvement	Intersection and circulation improvements	Est. Cost	\$23,300,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.66	Low	25	20%	5.0
Future Congestion	0.79	Medium	50	20%	10.0
Existing Traffic Volume	1106	High	100	20%	20.0
Future Traffic Volume	1324	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					68.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.26	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	1.14	Medium	66.7	33%	22.2
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	68.3	20%	13.7
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				60.9

Benefit-Cost Calculation	Benefit Score	60.9
	Estimated Cost	\$23,300,000
	Estimated Users	30705
	Benefit-Cost Score	80.22

Project Number	18	Project Benefit Score	55.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	VA 41 Extension	41	0.4 miles west of Kentuck Rd (Rt 729)	Danville Expressway (Rt 29)	

Proposed Improvement	Construct roadway on new alignment	Est. Cost	\$32,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.23	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	296	Medium	66.7	20%	13.3
Future Traffic Volume	355	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.16	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.21	Low	33.3	33%	11.1
Freight Volume (%)	13	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				55.5

Benefit-Cost Calculation	Benefit Score	55.5
	Estimated Cost	\$32,000,000
	Estimated Users	13000
	Benefit-Cost Score	22.56

Project Number	19	Project Benefit Score	71.3
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	South Boston Rd	58	Danville Expressway (Rt 29)	ECL Danville	4.12

Proposed Improvement	Safety and access management	Est. Cost	\$8,500,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.3	Low	25	20%	5.0
Future Congestion	0.37	Low	25	20%	5.0
Existing Traffic Volume	620	High	100	20%	20.0
Future Traffic Volume	767	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.77	Low	33.3	50%	16.7
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	1.26	Medium	66.7	33%	22.2
Freight Volume (%)	12	High	100	33%	33.3
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	66.7	30%	20.0
	Economy	77.7	35%	27.2
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				71.3

Benefit-Cost Calculation	Benefit Score	71.3
	Estimated Cost	\$8,500,000
	Estimated Users	26927.33
	Benefit-Cost Score	225.90

Project Number	20	Project Benefit Score	62.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Both Localities	South Boston Rd	58	ECL Danville	Ringgold Depot Rd (Rt 726)	2.37

Proposed Improvement	Safety and access management	Est. Cost	\$6,500,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.165	Low	25	20%	5.0
Future Congestion	0.21	Low	25	20%	5.0
Existing Traffic Volume	359	High	100	20%	20.0
Future Traffic Volume	467	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.10	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	15	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				62.4

Benefit-Cost Calculation	Benefit Score	62.4
	Estimated Cost	\$6,500,000
	Estimated Users	16892.5
	Benefit-Cost Score	162.23

Project Number	22	Project Benefit Score	57.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Both Localities	Piney Forest Parkway	29 Bus	Mount Cross Rd (Rt 750)	Central Blvd (Rt 29 Bus)	

Proposed Improvement	Construct 4-lane parkway on new alignment	Est. Cost	\$175,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.16	Low	25	20%	5.0
Future Congestion	0.16	Low	25	20%	5.0
Existing Traffic Volume	302	High	100	20%	20.0
Future Traffic Volume	308	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.46	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	2	Medium	66.7	33%	22.2
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	33.3	30%	10.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				57.1

Benefit-Cost Calculation	Benefit Score	57.1
	Estimated Cost	\$175,000,000
	Estimated Users	12000
	Benefit-Cost Score	3.91

Project Number	23	Project Benefit Score	52.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Moorefield Bridge Rd	863	US 58	0.8 mi south of Rt 750	2.99

Proposed Improvement	Construct roadway on new alignment	Est. Cost	\$9,200,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.115	Low	25	20%	5.0
Future Congestion	0.205	Low	25	20%	5.0
Existing Traffic Volume	145	Low	33.3	20%	6.7
Future Traffic Volume	256	Medium	66.7	20%	13.3
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					43.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.95	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					44.4

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	43.3	20%	8.7
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	44.4	5%	2.2
Total Project Benefit Score				52.0

Benefit-Cost Calculation	Benefit Score	52.0
	Estimated Cost	\$9,200,000
	Estimated Users	2822
	Benefit-Cost Score	15.94

Project Number	24	Project Benefit Score	54.3		
Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Both Localities	Mount Cross Pkwy	750	Rt 863	US 29 Business	
Proposed Improvement	Construct 2-lane parkway on new alignment (in 4 lane ROW)			Est. Cost	\$165,000,000

Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.27	Low	25	20%	5.0
Future Congestion	0.37	Low	25	20%	5.0
Existing Traffic Volume	378	High	100	20%	20.0
Future Traffic Volume	570	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.67	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	1.42	Medium	66.7	33%	22.2
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	50.0	30%	15.0
	Economy	44.4	35%	15.5
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				54.3

Benefit-Cost Calculation	Benefit Score	54.3
	Estimated Cost	\$165,000,000
	Estimated Users	15000
	Benefit-Cost Score	4.94

Project Number	25	Project Benefit Score	53.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	R and L Smith Rd	863	Franklin Turnpike (Rt 41)	US 29	3.79

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$36,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.11	Low	25	20%	5.0
Future Congestion	0.16	Low	25	20%	5.0
Existing Traffic Volume	138	Low	33.3	20%	6.7
Future Traffic Volume	196	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	2.34	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.04	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				53.4

Benefit-Cost Calculation	Benefit Score	53.4
	Estimated Cost	\$36,000,000
	Estimated Users	1877.33
	Benefit-Cost Score	2.79

Project Number	26	Project Benefit Score	46.6
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Old Richmond Rd	360	CL Danville	Franklin Turnpike (Rt 41 Extension)	2.64

Proposed Improvement	Widen to four lanes	Est. Cost	\$19,700,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.14	Low	25	20%	5.0
Future Congestion	0.33	Low	25	20%	5.0
Existing Traffic Volume	181	Medium	66.7	20%	13.3
Future Traffic Volume	388	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.16	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.06	Low	33.3	33%	11.1
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				46.6

Benefit-Cost Calculation	Benefit Score	46.6
	Estimated Cost	\$19,700,000
	Estimated Users	4453
	Benefit-Cost Score	10.54

Project Number	27	Project Benefit Score	48.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Barker Rd	733	Rt 41 Extension	0.1 mi south of railroad tracks on Rt 733	

Proposed Improvement	Reconstruct to current two-lane standards; improve intersection at Rt 730	Est. Cost	\$32,343,747
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.04	Low	25	20%	5.0
Future Congestion	0.1	Low	25	20%	5.0
Existing Traffic Volume	68	Low	33.3	20%	6.7
Future Traffic Volume	165	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.44	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.21	Low	33.3	33%	11.1
Freight Volume (%)	13	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				48.4

Benefit-Cost Calculation	Benefit Score	48.4
	Estimated Cost	\$32,343,747
	Estimated Users	825.5
	Benefit-Cost Score	1.24

Project Number	28	Project Benefit Score	75.8
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	South Boston Rd	58	Danville Expressway (Rt 29)	Kentuck Rd (Rt 729)	2.14

Proposed Improvement	Widen to six lanes	Est. Cost	\$33,503,021
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.3	Low	25	20%	5.0
Future Congestion	0.4	Low	25	20%	5.0
Existing Traffic Volume	612.5	High	100	20%	20.0
Future Traffic Volume	815.5	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.93	Medium	66.7	50%	33.4
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	1.26	Medium	66.7	33%	22.2
Freight Volume (%)	10.5	High	100	33%	33.3
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	83.4	30%	25.0
	Economy	77.7	35%	27.2
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				75.8

Benefit-Cost Calculation	Benefit Score	75.8
	Estimated Cost	\$33,503,021
	Estimated Users	28694
	Benefit-Cost Score	64.89

Project Number	29	Project Benefit Score	46.3
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Franklin Turnpike	41	Golf Club Rd (Rt 719 West)	R and L Smith Rd (Rt 863)	1.84

Proposed Improvement	Widen from 2 to 5 lanes	Est. Cost	\$52,515,116
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.245	Low	25	20%	5.0
Future Congestion	0.325	Low	25	20%	5.0
Existing Traffic Volume	439	High	100	20%	20.0
Future Traffic Volume	578.5	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.68	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0	Low	33.3	33%	11.1
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	Some impact	Medium	66.7	50%	33.4
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	44.4	35%	15.5
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				46.3

Benefit-Cost Calculation	Benefit Score	46.3
	Estimated Cost	\$52,515,116
	Estimated Users	10007.5
	Benefit-Cost Score	8.82

Project Number	30	Project Benefit Score	39.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Old Richmond Rd	360	Franklin Turnpike (Rt 41 Extension)	Study area boundary	9.86

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$64,107,856
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.11	Low	25	20%	5.0
Future Congestion	0.19	Low	25	20%	5.0
Existing Traffic Volume	145.33	Low	33.3	20%	6.7
Future Traffic Volume	230.33	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.75	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.06	Low	33.3	33%	11.1
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	33.3	30%	10.0
	Economy	33.3	35%	11.6
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				39.5

Benefit-Cost Calculation	Benefit Score	39.5
	Estimated Cost	\$64,107,856
	Estimated Users	2399.67
	Benefit-Cost Score	1.48

Project Number	31	Project Benefit Score	46.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Ringgold Depot Rd	726	South Boston Hwy (Rt 58)	Tom Fork Rd/Shawnee Rd (Rt 655)	1.38

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$14,606,853
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.11	Low	25	20%	5.0
Future Congestion	0.18	Low	25	20%	5.0
Existing Traffic Volume	139	Low	33.3	20%	6.7
Future Traffic Volume	231	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.00	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	33.3	30%	10.0
	Economy	44.4	35%	15.5
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				46.2

Benefit-Cost Calculation	Benefit Score	46.2
	Estimated Cost	\$14,606,853
	Estimated Users	2375
	Benefit-Cost Score	7.51

Project Number	32	Project Benefit Score	65.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Both Localities	Kentuck Rd	729	South Boston Rd (Rt 58)	Eagle Springs Rd (Rt 730)	1.47

Proposed Improvement	Widen to four lanes	Est. Cost	\$34,778,222
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.32	Low	25	20%	5.0
Future Congestion	0.445	Low	25	20%	5.0
Existing Traffic Volume	514	High	100	20%	20.0
Future Traffic Volume	753.5	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.23	Medium	66.7	50%	33.4
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	1.26	Medium	66.7	33%	22.2
Freight Volume (%)	7	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					44.4

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	66.7	30%	20.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	44.4	5%	2.2
Total Project Benefit Score				65.2

Benefit-Cost Calculation	Benefit Score	65.2
	Estimated Cost	\$34,778,222
	Estimated Users	11351.5
	Benefit-Cost Score	21.28

Project Number	33	Project Benefit Score	44.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Mount Cross Rd	750	Moorefield Bridge Rd (Rt 863)	Campview Rd (Rt 883)	2.07

Proposed Improvement	Widen to four lanes	Est. Cost	\$20,866,933
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.31	Low	25	20%	5.0
Future Congestion	0.29	Low	25	20%	5.0
Existing Traffic Volume	406	High	100	20%	20.0
Future Traffic Volume	463	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.40	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	33.3	35%	11.6
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				44.1

Benefit-Cost Calculation	Benefit Score	44.1
	Estimated Cost	\$20,866,933
	Estimated Users	6080
	Benefit-Cost Score	12.84

Project Number	34	Project Benefit Score	53.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Berry Hill Rd	311	NC State Line	Martinsville Hwy (Rt 58 Bus)	7.63

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$35,241,932
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.116	Low	25	20%	5.0
Future Congestion	0.166	Low	25	20%	5.0
Existing Traffic Volume	147.4	Low	33.3	20%	6.7
Future Traffic Volume	239	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.24	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				53.4

Benefit-Cost Calculation	Benefit Score	53.4
	Estimated Cost	\$35,241,932
	Estimated Users	2904.8
	Benefit-Cost Score	4.40

Project Number	35	Project Benefit Score	58.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Elizabeth St/Edgewood Dr	1128	Danville Expressway (Rt 58/29)	West Main St (Rt 29 Bus)	1.74

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$16,925,401
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.07	Low	25	20%	5.0
Future Congestion	0.08	Low	25	20%	5.0
Existing Traffic Volume	88	Low	33.3	20%	6.7
Future Traffic Volume	100.5	Low	33.3	20%	6.7
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	3.82	Medium	66.7	50%	33.4
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.39	Low	33.3	33%	11.1
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	66.7	30%	20.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				58.4

Benefit-Cost Calculation	Benefit Score	58.4
	Estimated Cost	\$16,925,401
	Estimated Users	1254.5
	Benefit-Cost Score	4.33

Project Number	36	Project Benefit Score	50.3
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Robertson Ln/Golf Club Dr	863	Franklin Turnpike (Rt 41)	0.5 mi south Golf Club Rd (Rt 719)	1.89

Proposed Improvement	Construct roadway on new alignment	Est. Cost	\$17,505,039
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.155	Low	25	20%	5.0
Future Congestion	0.155	Low	25	20%	5.0
Existing Traffic Volume	193.5	Medium	66.7	20%	13.3
Future Traffic Volume	230.5	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					43.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.35	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.03	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					44.4

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	43.3	20%	8.7
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	44.4	5%	2.2
Total Project Benefit Score				50.3

Benefit-Cost Calculation	Benefit Score	50.3
	Estimated Cost	\$17,505,039
	Estimated Users	2600
	Benefit-Cost Score	7.47

Project Number	37	Project Benefit Score	51.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Moorefield Bridge Rd/Laniers Mill Rd	863	0.8 mi south Mount Cross Rd (Rt 750)	0.5 mi south Golf Club Rd (Rt 719)	6.18

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$42,777,213
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.2	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	253.67	Medium	66.7	20%	13.3
Future Traffic Volume	318.67	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.43	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.03	Low	33.3	33%	11.1
Freight Volume (%)	5	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				51.1

Benefit-Cost Calculation	Benefit Score	51.1
	Estimated Cost	\$42,777,213
	Estimated Users	3087.33
	Benefit-Cost Score	3.69

Project Number	38	Project Benefit Score	50.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Kentuck Church Rd	726	0.7 mi north Kentuck Rd (Rt 729)	Old Richmond Rd (Rt 360)	2.04

Proposed Improvement	Improve 2 lane facility	Est. Cost	\$27,358,868
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.28	Low	25	20%	5.0
Future Congestion	0.33	Low	25	20%	5.0
Existing Traffic Volume	363	High	100	20%	20.0
Future Traffic Volume	423	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.09	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.06	Low	33.3	33%	11.1
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	44.4	35%	15.5
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				50.2

Benefit-Cost Calculation	Benefit Score	50.2
	Estimated Cost	\$27,358,868
	Estimated Users	3499
	Benefit-Cost Score	6.42

Project Number	39	Project Benefit Score	62.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US 29	29	E Witt Rd	Dry Fork Rd	5.82

Proposed Improvement	Modify median openings, install turn lanes, extend turn lanes	Est. Cost	\$19,080,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.23	Low	25	20%	5.0
Future Congestion	0.30	Low	25	20%	5.0
Existing Traffic Volume	500	High	100	20%	20.0
Future Traffic Volume	635.33	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.19	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.04	Low	33.3	33%	11.1
Freight Volume (%)	9.33	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				62.4

Benefit-Cost Calculation	Benefit Score	62.4
	Estimated Cost	\$19,080,000
	Estimated Users	22519.33
	Benefit-Cost Score	73.67

Project Number	40	Project Benefit Score	79.3
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Park Avenue	Westover Dr (Rt 51)	0.67

Proposed Improvement	Two RCUTS, construct sidewalks, access management	Est. Cost	\$10,272,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.235	Low	25	20%	5.0
Future Congestion	0.26	Low	25	20%	5.0
Existing Traffic Volume	512	High	100	20%	20.0
Future Traffic Volume	564	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.82	Medium	66.7	50%	33.4
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					88.8

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	83.4	30%	25.0
	Economy	88.8	35%	31.1
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				79.3

Benefit-Cost Calculation	Benefit Score	79.3
	Estimated Cost	\$10,272,000
	Estimated Users	15764.5
	Benefit-Cost Score	121.72

Project Number	41	Project Benefit Score	82.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Westover Dr (Rt 51)	Mount Cross Rd (Rt 750)	0.38

Proposed Improvement	RCUT, construct new sidewalks, median opening modifications, access management	Est. Cost	\$15,653,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.38	Low	25	20%	5.0
Future Congestion	0.4	Low	25	20%	5.0
Existing Traffic Volume	914	High	100	20%	20.0
Future Traffic Volume	924	High	100	20%	20.0
Alternative Transportation Facilities	Two or more facilities	High	100	20%	20.0
Total Mobility and Accessibility Score					70.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.42	Medium	66.7	50%	33.4
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					88.8

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	70.0	20%	14.0
	Safety	83.4	30%	25.0
	Economy	88.8	35%	31.1
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				82.9

Benefit-Cost Calculation	Benefit Score	82.9
	Estimated Cost	\$15,653,000
	Estimated Users	24629
	Benefit-Cost Score	130.39

Project Number	42	Project Benefit Score	79.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Mount Cross Rd (Rt 750)	Piney Forest Dr	0.37

Proposed Improvement	Construct sidewalks, realign ramp, pedestrian safety features	Est. Cost	\$3,442,260
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.615	Low	25	20%	5.0
Future Congestion	0.675	Low	25	20%	5.0
Existing Traffic Volume	981.5	High	100	20%	20.0
Future Traffic Volume	1074.5	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.15	Medium	66.7	50%	33.4
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					88.8

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	High impact	Low	33.3	50%	16.7
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	83.4	30%	25.0
	Economy	88.8	35%	31.1
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				79.9

Benefit-Cost Calculation	Benefit Score	79.9
	Estimated Cost	\$3,442,260
	Estimated Users	27120.5
	Benefit-Cost Score	629.25

Project Number	43	Project Benefit Score	66.8
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Piney Forest Rd	Audubon Dr	0.92

Proposed Improvement	Median opening modifications, construct sidewalks, access management	Est. Cost	\$16,013,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.57	Low	25	20%	5.0
Future Congestion	0.6	Low	25	20%	5.0
Existing Traffic Volume	900	High	100	20%	20.0
Future Traffic Volume	950	High	100	20%	20.0
Alternative Transportation Facilities	Two or more facilities	High	100	20%	20.0
Total Mobility and Accessibility Score					70.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.05	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	3	Medium	66.7	33%	22.2
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	Some impact	Medium	66.7	50%	33.4
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	70.0	20%	14.0
	Safety	50.0	30%	15.0
	Economy	77.7	35%	27.2
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				66.8

Benefit-Cost Calculation	Benefit Score	66.8
	Estimated Cost	\$16,013,000
	Estimated Users	23863
	Benefit-Cost Score	99.49

Project Number	44	Project Benefit Score	66.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Audubon Dr	Arnett Blvd	0.92

Proposed Improvement	RCUT, construct new sidewalks, median opening modifications, access management	Est. Cost	\$5,041,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.57	Low	25	20%	5.0
Future Congestion	0.6	Low	25	20%	5.0
Existing Traffic Volume	900	High	100	20%	20.0
Future Traffic Volume	950	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.05	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	3	Medium	66.7	33%	22.2
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	Some impact	Medium	66.7	50%	33.4
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	50.0	30%	15.0
	Economy	77.7	35%	27.2
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				66.0

Benefit-Cost Calculation	Benefit Score	66.0
	Estimated Cost	\$5,041,000
	Estimated Users	23863
	Benefit-Cost Score	312.36

Project Number	45	Project Benefit Score	62.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Arnett Blvd	Main St	0.82

Proposed Improvement	Median opening modifications, construct sidewalks, access management	Est. Cost	\$12,611,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.35	Low	25	20%	5.0
Future Congestion	0.41	Low	25	20%	5.0
Existing Traffic Volume	556	High	100	20%	20.0
Future Traffic Volume	646	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.19	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	3	Medium	66.7	33%	22.2
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				62.4

Benefit-Cost Calculation	Benefit Score	62.4
	Estimated Cost	\$12,611,000
	Estimated Users	16693
	Benefit-Cost Score	82.63

Project Number	49	Project Benefit Score	47.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Berry Hill Rd	311	New Connector Rd	Oak Hill	4.45

Proposed Improvement	Capacity improvements, 2 new lanes	Est. Cost	\$54,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.08	Low	25	20%	5.0
Future Congestion	0.09	Low	25	20%	5.0
Existing Traffic Volume	103	Low	33.3	20%	6.7
Future Traffic Volume	117	Low	33.3	20%	6.7
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					30.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.61	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires lots of ROW	Low	33.3	33%	11.1
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Two localities		0	33%	0.0
Total Operational Efficiency Score					33.3

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	30.0	20%	6.0
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	33.3	5%	1.7
Total Project Benefit Score				47.1

Benefit-Cost Calculation	Benefit Score	47.1
	Estimated Cost	\$54,000,000
	Estimated Users	16693
	Benefit-Cost Score	14.55

Project Number	50	Project Benefit Score	50.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Berry Hill Rd	311	Oak Hill	NC State Line	1.97

Proposed Improvement	Geometric improvements on existing 2 lane road	Est. Cost	\$52,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.14	Low	25	20%	5.0
Future Congestion	0.16	Low	25	20%	5.0
Existing Traffic Volume	173	Medium	66.7	20%	13.3
Future Traffic Volume	197	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					43.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.15	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Two localities		0	33%	0.0
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	43.3	20%	8.7
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				50.9

Benefit-Cost Calculation	Benefit Score	50.9
	Estimated Cost	\$52,000,000
	Estimated Users	16693
	Benefit-Cost Score	16.32

Project Number	51	Project Benefit Score	60.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58 Bus	Avalon Dr	Kayewood Ln	0.56

Proposed Improvement	Restricted crossing u-turns, access management	Est. Cost	\$9,450,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				60.2

Benefit-Cost Calculation	Benefit Score	60.2
	Estimated Cost	\$9,450,000
	Estimated Users	13529
	Benefit-Cost Score	86.18

Project Number	32	Project Benefit Score	53.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Kentuck Rd	729	Eagle Springs Rd (Rt 730)	0.46 miles north	0.46

Proposed Improvement	Widen existing lanes, add shoulders and add turn lanes at intersection with Ringgold Dr	Est. Cost	\$7,428,972
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.26	Low	25	20%	5.0
Future Congestion	0.24	Low	25	20%	5.0
Existing Traffic Volume	334	High	100	20%	20.0
Future Traffic Volume	372	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.64	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.2	Low	33.3	33%	11.1
Freight Volume (%)	4	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				53.5

Benefit-Cost Calculation	Benefit Score	53.5
	Estimated Cost	\$7,428,972
	Estimated Users	11351.5
	Benefit-Cost Score	81.78

Project Number	53	Project Benefit Score	58.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	River St	58 Bus	Main St	Old Halifax Rd	0.67

Proposed Improvement	Raise the road to reduce flooding potential, straighten the alignment, and improve horizontal clearance under the railroad bridge	Est. Cost	\$35,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.23	Low	25	20%	5.0
Future Congestion	0.27	Low	25	20%	5.0
Existing Traffic Volume	444	High	100	20%	20.0
Future Traffic Volume	512	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.83	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.4	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				58.0

Benefit-Cost Calculation	Benefit Score	58.0
	Estimated Cost	\$35,000,000
	Estimated Users	
	Benefit-Cost Score	0.00

Project Number	I-1	Project Benefit Score	63.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Moorefield Bridge Rd	863	Mount Cross Rd (Rt 750)	-	

Proposed Improvement	Intersection improvements and alternative design considerations	Est. Cost	\$2,400,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.31	Low	25	20%	5.0
Future Congestion	0.29	Low	25	20%	5.0
Existing Traffic Volume	406	High	100	20%	20.0
Future Traffic Volume	463	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.04	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.03	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				63.5

Benefit-Cost Calculation	Benefit Score	63.5
	Estimated Cost	\$2,400,000
	Estimated Users	6080
	Benefit-Cost Score	160.95

Project Number	I-2	Project Benefit Score	56.6
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Moorefield Bridge Rd	863	Westover Dr (Rt 51)	-	

Proposed Improvement	Addition of southbound left turn lane	Est. Cost	\$700,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.11	Low	25	20%	5.0
Future Congestion	0.22	Low	25	20%	5.0
Existing Traffic Volume	180	Medium	66.7	20%	13.3
Future Traffic Volume	371	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.56	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.03	Low	33.3	33%	11.1
Freight Volume (%)	4	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				56.6

Benefit-Cost Calculation	Benefit Score	56.6
	Estimated Cost	\$700,000
	Estimated Users	2507
	Benefit-Cost Score	202.86

Project Number	I-3	Project Benefit Score	71.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Kentuck Rd	729	Halifax Rd (Rt 655)	-	

Proposed Improvement	Construction of single lane roundabout	Est. Cost	\$3,500,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.29	Low	25	20%	5.0
Future Congestion	0.35	Low	25	20%	5.0
Existing Traffic Volume	483	High	100	20%	20.0
Future Traffic Volume	592	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	2.79	Medium	66.7	50%	33.4
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	1.26	Medium	66.7	33%	22.2
Freight Volume (%)	7	High	100	33%	33.3
Total Economy Score					77.7

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	66.7	30%	20.0
	Economy	77.7	35%	27.2
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				71.9

Benefit-Cost Calculation	Benefit Score	71.9
	Estimated Cost	\$3,500,000
	Estimated Users	9083
	Benefit-Cost Score	186.53

Project Number	I-4	Project Benefit Score	59.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Kentuck Rd	729	Eagle Springs Rd (Rt 730)	-	

Proposed Improvement	Remove northbound channelization; install right turn lanes	Est. Cost	\$1,100,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.35	Low	25	20%	5.0
Future Congestion	0.54	Low	25	20%	5.0
Existing Traffic Volume	545	High	100	20%	20.0
Future Traffic Volume	915	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.54	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.21	Low	33.3	33%	11.1
Freight Volume (%)	13	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				59.1

Benefit-Cost Calculation	Benefit Score	59.1
	Estimated Cost	\$1,100,000
	Estimated Users	13620
	Benefit-Cost Score	731.55

Project Number	I-5	Project Benefit Score	63.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Kentuck Rd	729	Little Creek Rd/Fall Creek Rd (Rt 732)	-	

Proposed Improvement	Intersection improvements and alternative design considerations	Est. Cost	\$4,700,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.31	Low	25	20%	5.0
Future Congestion	0.44	Low	25	20%	5.0
Existing Traffic Volume	484	High	100	20%	20.0
Future Traffic Volume	740	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.99	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.21	Low	33.3	33%	11.1
Freight Volume (%)	4	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	Two or more plans	High	100	33%	33.3
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				63.5

Benefit-Cost Calculation	Benefit Score	63.5
	Estimated Cost	\$4,700,000
	Estimated Users	7903
	Benefit-Cost Score	106.83

Project Number	I-7	Project Benefit Score	61.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Berry Hill Rd	311	Vandola Church Rd (Rt 872)	-	

Proposed Improvement	Construct new intersection	Est. Cost	\$1,800,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.07	Low	25	20%	5.0
Future Congestion	0.24	Low	25	20%	5.0
Existing Traffic Volume	93	Low	33.3	20%	6.7
Future Traffic Volume	377	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					43.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	5.45	High	100	50%	50.0
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	43.3	20%	8.7
	Safety	66.7	30%	20.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				61.4

Benefit-Cost Calculation	Benefit Score	61.4
	Estimated Cost	\$1,800,000
	Estimated Users	5556
	Benefit-Cost Score	189.55

Project Number	I-8	Project Benefit Score	45.4
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Vandola Rd	870	Vandola Church Rd (Rt 872)	-	

Proposed Improvement	Improve horizontal alignment; improve intersection	Est. Cost	\$1,750,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.01	Low	25	20%	5.0
Future Congestion	0.01	Low	25	20%	5.0
Existing Traffic Volume	15	Low	33.3	20%	6.7
Future Traffic Volume	17	Low	33.3	20%	6.7
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					30.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.96	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					55.5

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	30.0	20%	6.0
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	55.5	5%	2.8
Total Project Benefit Score				45.4

Benefit-Cost Calculation	Benefit Score	45.4
	Estimated Cost	\$1,750,000
	Estimated Users	264
	Benefit-Cost Score	6.85

Project Number	1-9	Project Benefit Score	52.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US 29 Business	29 Bus	Malmaison Rd (Rt 726)	-	

Proposed Improvement	Short-term: Reconfigure WB approach	Est. Cost	\$442,900
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.16	Low	25	20%	5.0
Future Congestion	0.18	Low	25	20%	5.0
Existing Traffic Volume	302	High	100	20%	20.0
Future Traffic Volume	331	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.15	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	33.3	30%	10.0
	Economy	44.4	35%	15.5
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				52.1

Benefit-Cost Calculation	Benefit Score	52.1
	Estimated Cost	\$442,900
	Estimated Users	12041
	Benefit-Cost Score	1415.95

Project Number	I-10	Project Benefit Score	55.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US 29	29	Toy Ln	-	

Proposed Improvement	Access management with potential intersection redesign	Est. Cost	\$7,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.29	Low	25	20%	5.0
Future Congestion	0.33	Low	25	20%	5.0
Existing Traffic Volume	639	High	100	20%	20.0
Future Traffic Volume	727	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.19	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.04	Low	33.3	33%	11.1
Freight Volume (%)	13	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				55.2

Benefit-Cost Calculation	Benefit Score	55.2
	Estimated Cost	\$7,000,000
	Estimated Users	24792
	Benefit-Cost Score	195.45

Project Number	I-11	Project Benefit Score	60.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Danville Expressway	29/58	US 29 Business	-	

Proposed Improvement	Create park and ride location for future I-785 corridor	Est. Cost	\$3,500,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.15	Low	25	20%	5.0
Future Congestion	0.15	Low	25	20%	5.0
Existing Traffic Volume	276	Medium	66.7	20%	13.3
Future Traffic Volume	290	Medium	66.7	20%	13.3
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.85	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	2.07	Medium	66.7	33%	22.2
Freight Volume (%)	16	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				60.0

Benefit-Cost Calculation	Benefit Score	60.0
	Estimated Cost	\$3,500,000
	Estimated Users	11547
	Benefit-Cost Score	197.89

Project Number	I-12	Project Benefit Score	63.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Mount Cross Rd	750	Dimon Dr	-	

Proposed Improvement	Construct roundabout, add pedestrian features/sidewalks	Est. Cost	\$7,392,448
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.17	Low	25	20%	5.0
Future Congestion	0.19	Low	25	20%	5.0
Existing Traffic Volume	320	High	100	20%	20.0
Future Traffic Volume	365	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.70	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Jurisdiction-wide benefits	Medium	66.7	33%	22.2
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				63.2

Benefit-Cost Calculation	Benefit Score	63.2
	Estimated Cost	\$7,392,448
	Estimated Users	10931
	Benefit-Cost Score	93.46

Project Number	I-13	Project Benefit Score	57.2
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Danville Expressway	58	Berry Hill Rd (Rt 311)	-	

Proposed Improvement	Interchange Proposal	Est. Cost	\$60,710,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.26	Low	25	20%	5.0
Existing Traffic Volume	275	Medium	66.7	20%	13.3
Future Traffic Volume	399	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					50.0

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.10	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	May accommodate placemaking	Medium	66.7	33%	22.2
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	50.0	20%	10.0
	Safety	33.3	30%	10.0
	Economy	66.6	35%	23.3
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				57.2

Benefit-Cost Calculation	Benefit Score	57.2
	Estimated Cost	\$60,710,000
	Estimated Users	9116
	Benefit-Cost Score	8.59

Project Number	I-15	Project Benefit Score	72.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Piney Forest Road and Central Boulevard (US 29 Bus.) – Piney Forest Road to Parker	29 Bus	Parker Rd (Rt 1529)	-	

Proposed Improvement	Intersection and circulation improvements	Est. Cost	\$12,400,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.66	Low	25	20%	5.0
Future Congestion	0.79	Medium	50	20%	10.0
Existing Traffic Volume	1197	High	100	20%	20.0
Future Traffic Volume	1324	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					68.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.26	Medium	66.7	50%	33.4
PSI Locations	Top 20 PSI location present	High	100	50%	50.0
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	1	Low	33.3	33%	11.1
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	68.3	20%	13.7
	Safety	83.4	30%	25.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				72.0

Benefit-Cost Calculation	Benefit Score	72.0
	Estimated Cost	\$12,400,000
	Estimated Users	30705
	Benefit-Cost Score	178.23

Project Number	I-16	Project Benefit Score	63.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Danville Expressway	58	Oak Ridge Farms Rd (Rt 1260)	-	

Proposed Improvement	Interchange improvements	Est. Cost	\$17,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.08	Low	25	20%	5.0
Future Congestion	0.13	Low	25	20%	5.0
Existing Traffic Volume	197	Medium	66.7	20%	13.3
Future Traffic Volume	302	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	4.14	High	100	50%	50.0
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					66.7

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	66.7	30%	20.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				63.0

Benefit-Cost Calculation	Benefit Score	63.0
	Estimated Cost	\$17,000,000
	Estimated Users	9325
	Benefit-Cost Score	34.54

Project Number	I-17	Project Benefit Score	62.9
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Central Blvd	29 Bus	Riverside Dr (US 58 Bus)	-	

Proposed Improvement	Reconstruct Interchange	Est. Cost	\$98,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.66	Low	25	20%	5.0
Future Congestion	0.76	Medium	50	20%	10.0
Existing Traffic Volume	1197	High	100	20%	20.0
Future Traffic Volume	1261	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					61.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.64	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	5.29	High	100	33%	33.3
Freight Volume (%)	2	Medium	66.7	33%	22.2
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	61.7	20%	12.3
	Safety	50.0	30%	15.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				62.9

Benefit-Cost Calculation	Benefit Score	62.9
	Estimated Cost	\$98,000,000
	Estimated Users	34049
	Benefit-Cost Score	21.84

Project Number	I-18	Project Benefit Score	54.6
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Martinsville Hwy	58 Bus	Berry Hill Rd (Rt 311)	-	

Proposed Improvement	Add eastbound and northbound turn lanes; modify signal	Est. Cost	\$3,800,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.23	Low	25	20%	5.0
Future Congestion	0.33	Low	25	20%	5.0
Existing Traffic Volume	513	High	100	20%	20.0
Future Traffic Volume	732	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.12	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				54.6

Benefit-Cost Calculation	Benefit Score	54.6
	Estimated Cost	\$3,800,000
	Estimated Users	18558
	Benefit-Cost Score	266.78

Project Number	I-19	Project Benefit Score	45.1
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	Countryside Dr	730	Sandy Creek	-	

Proposed Improvement	Replace bridge	Est. Cost	\$2,400,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.11	Low	25	20%	5.0
Future Congestion	0.15	Low	25	20%	5.0
Existing Traffic Volume	128	Low	33.3	20%	6.7
Future Traffic Volume	183	Medium	66.7	20%	13.3
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					36.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.20	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.02	Low	33.3	33%	11.1
Freight Volume (%)	0	Low	33.3	33%	11.1
Total Economy Score					33.3

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Localized benefits	Low	33.3	33%	11.1
Total Operational Efficiency Score					55.5

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	36.7	20%	7.3
	Safety	50.0	30%	15.0
	Economy	33.3	35%	11.6
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.5	5%	2.8
Total Project Benefit Score				45.1

Benefit-Cost Calculation	Benefit Score	45.1
	Estimated Cost	\$2,400,000
	Estimated Users	1193
	Benefit-Cost Score	22.41

Project Number	I-20	Project Benefit Score	57.7
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Central Blvd	29 Bus	Memorial Dr (Rt 413)	-	

Proposed Improvement	Improve alignment of southbound to westbound ramp	Est. Cost	\$19,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.38	Low	25	20%	5.0
Future Congestion	0.67	Low	25	20%	5.0
Existing Traffic Volume	1085	High	100	20%	20.0
Future Traffic Volume	1141	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.92	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	2.28	Medium	66.7	33%	22.2
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	Some impact	Medium	66.7	50%	33.4
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					66.7

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					77.8

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	66.7	10%	6.7
	Operational Efficiency	77.8	5%	3.9
Total Project Benefit Score				57.7

Benefit-Cost Calculation	Benefit Score	57.7
	Estimated Cost	\$19,000,000
	Estimated Users	24587
	Benefit-Cost Score	74.61

Project Number	I-21	Project Benefit Score	67.7
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Piney Forest Rd	29 Bus	North Main St (Rt 293)	-	

Proposed Improvement	Intersection improvements and alternative design considerations	Est. Cost	\$3,400,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.34	Low	25	20%	5.0
Future Congestion	0.48	Low	25	20%	5.0
Existing Traffic Volume	563	High	100	20%	20.0
Future Traffic Volume	799	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	4.56	High	100	50%	50.0
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					83.4

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.95	Low	33.3	33%	11.1
Freight Volume (%)	2	Medium	66.7	33%	22.2
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	83.4	30%	25.0
	Economy	44.4	35%	15.5
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				67.7

Benefit-Cost Calculation	Benefit Score	67.7
	Estimated Cost	\$3,400,000
	Estimated Users	15479
	Benefit-Cost Score	308.01

Project Number	I-22	Project Benefit Score	58.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58	Cambridge Rd	-	

Proposed Improvement	Restricted Crossing U-Turn	Est. Cost	\$7,003,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				58.5

Benefit-Cost Calculation	Benefit Score	58.5
	Estimated Cost	\$7,003,000
	Estimated Users	13529
	Benefit-Cost Score	113.07

Project Number	I-23	Project Benefit Score	58.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58	James St	-	

Proposed Improvement	Restricted Crossing U-Turn	Est. Cost	\$7,767,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				58.5

Benefit-Cost Calculation	Benefit Score	58.5
	Estimated Cost	\$7,767,000
	Estimated Users	13529
	Benefit-Cost Score	101.95

Project Number	I-24	Project Benefit Score	58.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Riverside Dr	58	Barrett St	-	

Proposed Improvement	Restricted Crossing U-Turn	Est. Cost	\$10,242,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.22	Low	25	20%	5.0
Future Congestion	0.23	Low	25	20%	5.0
Existing Traffic Volume	491	High	100	20%	20.0
Future Traffic Volume	511	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.48	Low	33.3	50%	16.7
PSI Locations	PSI locations present	Medium	66.7	50%	33.4
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.1	Low	33.3	33%	11.1
Freight Volume (%)	6	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					88.9

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	88.9	5%	4.4
Total Project Benefit Score				58.5

Benefit-Cost Calculation	Benefit Score	58.5
	Estimated Cost	\$10,242,000
	Estimated Users	13529
	Benefit-Cost Score	77.31

Project Number	1-9	Project Benefit Score	51.5
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US 29 Business	29 Bus	Malmaison Rd (Rt 726)	-	

Proposed Improvement	Long term: roundabout	Est. Cost	\$4,624,700
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.16	Low	25	20%	5.0
Future Congestion	0.18	Low	25	20%	5.0
Existing Traffic Volume	302	High	100	20%	20.0
Future Traffic Volume	331	High	100	20%	20.0
Alternative Transportation Facilities	One facility	Medium	66.7	20%	13.3
Total Mobility and Accessibility Score					63.3

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.15	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.01	Low	33.3	33%	11.1
Freight Volume (%)	3	Medium	66.7	33%	22.2
Total Economy Score					44.4

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires some ROW	Medium	66.7	33%	22.2
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Significant regional benefits	High	100	33%	33.3
Total Operational Efficiency Score					66.7

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	63.3	20%	12.7
	Safety	33.3	30%	10.0
	Economy	44.4	35%	15.5
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	66.7	5%	3.3
Total Project Benefit Score				51.5

Benefit-Cost Calculation	Benefit Score	51.5
	Estimated Cost	\$4,624,700
	Estimated Users	12041
	Benefit-Cost Score	134.16

Project Number	I-26	Project Benefit Score	58.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US Route 29	29	Lawless Creek Road	-	

Proposed Improvement	Short term: Restricted Crossing U-Turn	Est. Cost	\$6,449,300
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.15	Low	25	20%	5.0
Future Congestion	0.18	Low	25	20%	5.0
Existing Traffic Volume	368	High	100	20%	20.0
Future Traffic Volume	427	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.10	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.14	Low	33.3	33%	11.1
Freight Volume (%)	16	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Three or more localities		0	33%	0.0
Total Operational Efficiency Score					44.4

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	44.4	5%	2.2
Total Project Benefit Score				58.0

Benefit-Cost Calculation	Benefit Score	58.0
	Estimated Cost	\$6,449,300
	Estimated Users	12548
	Benefit-Cost Score	112.79

Project Number	I-27	Project Benefit Score	58.0
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
Pittsylvania County	US Route 29	29	Lawless Creek Road	-	

Proposed Improvement	Long term: roundabout	Est. Cost	\$4,604,100
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.15	Low	25	20%	5.0
Future Congestion	0.18	Low	25	20%	5.0
Existing Traffic Volume	368	High	100	20%	20.0
Future Traffic Volume	427	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	1.10	Medium	66.7	50%	33.4
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					50.0

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	0.14	Low	33.3	33%	11.1
Freight Volume (%)	16	High	100	33%	33.3
Total Economy Score					55.5

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	No impact	High	100	50%	50.0
Total Community and Nature Score					100.0

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	No plans	Low	33.3	33%	11.1
Distribution of Benefits	Three or more localities		0	33%	0.0
Total Operational Efficiency Score					44.4

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	50.0	30%	15.0
	Economy	55.5	35%	19.4
	Community and Nature	100.0	10%	10.0
	Operational Efficiency	44.4	5%	2.2
Total Project Benefit Score				58.0

Benefit-Cost Calculation	Benefit Score	58.0
	Estimated Cost	\$4,604,100
	Estimated Users	12548
	Benefit-Cost Score	157.99

Project Number	I-28	Project Benefit Score	55.7
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Jurisdiction	Route Name	Route Number	From	To	Length (mi)
City of Danville	Goodyear Blvd	737	Pumpkin Creek	-	

Proposed Improvement	Bridge replacement	Est. Cost	\$20,000,000
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Benefit Score Calculation

Goal: Mobility and Accessibility

Performance Measure	Result	Rating	Points	Weight	Score
Existing Congestion	0.37	Low	25	20%	5.0
Future Congestion	0.34	Low	25	20%	5.0
Existing Traffic Volume	461	High	100	20%	20.0
Future Traffic Volume	526	High	100	20%	20.0
Alternative Transportation Facilities	No facilities	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					56.7

Goal: Safety

Performance Measure	Result	Rating	Points	Weight	Score
Fatal and Injury Crash Rate	0.56	Low	33.3	50%	16.7
PSI Locations	No PSI locations	Low	33.3	50%	16.7
Total Safety Score					33.3

Goal: Economy

Performance Measure	Result	Rating	Points	Weight	Score
Placemaking	Doesn't include placemaking	Low	33.3	33%	11.1
Surrounding Employment Density	1.21	Medium	66.7	33%	22.2
Freight Volume (%)	7	High	100	33%	33.3
Total Economy Score					66.6

Goal: Community and Nature

Performance Measure	Result	Rating	Points	Weight	Score
Social Resources	No impact	High	100	50%	50.0
Environmental Resources	Some impact	Medium	66.7	50%	33.4
Total Community and Nature Score					83.4

Goal: Operational Efficiency

Performance Measure	Result	Rating	Points	Weight	Score
Right-of-Way Sufficiency	Requires no ROW	High	100	33%	33.3
Plan Coordination	One plan	Medium	66.7	33%	22.2
Distribution of Benefits	One locality		0	33%	0.0
Total Operational Efficiency Score					55.6

Total Benefit Score	Vision Theme	Points	Weight	Score
	Mobility and Accessibility	56.7	20%	11.3
	Safety	33.3	30%	10.0
	Economy	66.6	35%	23.3
	Community and Nature	83.4	10%	8.3
	Operational Efficiency	55.6	5%	2.8
Total Project Benefit Score				55.7

Benefit-Cost Calculation	Benefit Score	55.7
	Estimated Cost	\$20,000,000
	Estimated Users	12548
	Benefit-Cost Score	34.97