

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization Policy Board
From: Taylor Lowery, Director of Transportation
Date: September 1, 2026
Subject: SMART SCALE Round 7 Project Cost Estimates

Background:

At the August 26, 2026, Policy Board meeting, Board members requested additional information about the changes in project cost estimates between pre-application and full applications submitted by the CA-MPO.

Discussion:

Table 1 below provides a comparison of (1) total cost estimate change between pre-application and full application and (2) cost estimate change by phase for **Preliminary Engineering (PE)**, **Right of Way (ROW)**, and **Construction (CN)** by project. All estimates utilize a start date of 09/2029 and include inflation and contingency. In Table 1, values are rounded and shown in millions for readability.

Table 1. SMART SCALE Pre-Application and Full-Application Cost Estimate Comparison

Project Name	Pre-App Total Cost	Full App Total Cost	Total Cost Change	PE Change	ROW Change	CN Change
1-64/5th St Interchange	\$44.71 M	\$39.42 M	-\$5.29 M	-\$0.92 M	\$0.15 M	-\$4.53 M
US 29 NB/US 250 EB Barracks Rd Ramp Extension and Sidewalk Improvements	\$21.39 M	\$46.25 M	\$24.86 M	\$1.00 M	\$9.67 M	\$14.20 M
US29/250 Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane	\$17.18 M	\$20.58 M	\$3.40 M	-\$0.06 M	\$0.10 M	\$3.35 M
US 29/250 SB Off-Ramp Extension to Old Ivy Rd	\$10.66 M	\$11.41 M	\$0.75 M	-\$0.15 M	-\$0.18 M	\$1.07 M

At the pre-application stage, cost estimates provide an initial planning-level estimate based on the project concept and high level information available at the time. Between submission of the pre-application and full application, VDOT staff further evaluate and refine project assumptions including the costs for implementing projects with site-specific considerations (e.g., topography and property impacts).

Of the four projects, the Barracks Road ramp extension and sidewalk improvements project experienced the largest overall increase, with right of way and construction phases accounting for most of the change. The Ivy Road on- and off-ramp projects experienced more moderate cost increases, driven primarily by updated construction cost estimates. The I-64/5th Street Interchange project experienced an overall decrease, primarily resulting from a reduction in the estimated construction cost.

Unabbreviated values for each phase at pre-application and full application are shown in Table 2.

Table 2. SMART SCALE Cost Estimates by Phase at Pre-Application and Full Application

Project Name	PE Pre App	PE Full App	PE Change	ROW Pre App	ROW Full App	ROW Change	CN Pre App	CN Full App	CN Change
1-64/5th St Interchange	\$5,400,241	\$4,480,070	-\$920,171	\$858,677	\$1,013,439	\$154,762	\$38,446,113	\$33,924,800	-\$4,521,313
US 29 NB/US 250 EB Barracks Rd Ramp Extension & Sidewalk Improvements	\$2,718,082	\$3,715,180	\$997,098	\$1,552,330	\$11,224,540	\$9,672,210	\$17,119,535	\$31,315,200	\$14,195,665
US29/250 Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane	\$2,566,140	\$2,513,210	-\$52,930	\$1,009,014	\$1,106,910	\$97,896	\$13,605,432	\$16,962,400	\$3,356,968
US 29/250 SB Off-Ramp Extension to Old Ivy Rd	\$2,228,490	\$2,076,130	-\$152,360	\$776,165	\$597,050	-\$179,115	\$7,659,706	\$8,732,290	\$1,072,584