

PROJECTS ARE SCORED ACCORDING TO HIGHWAY PROJECT PRIORITIZATION METHODOLOGY

Jurisdiction	Project Name	Route Number	From	To	Type of Improvement	Length Miles	Expected Completion	Cost (2018) Adjusted from scoring in 2045 L RTP	Total Cost (CMAQ/RSTP Request)	Projected Cost (2026)	Projected Cost (2038)
Stafford County	Onville Rd	641	Intersection with Worth Avenue (Private)	Intersection with Hulvey Drive (Rt. 1480)	Widening	1 Mile	*	\$18,734,860	\$18,734,860	*	*

Project Description	Project seeks to reduce congestion along Onville Road through intersection improvements while providing for pedestrian accommodations and transit-related improvements. Improvements consist of widening approximately 1.12 miles of Onville Road to provide dedicated turn lanes at intersections where warranted, along with a two-way left-turn lane (TWLTL) down the center of the roadway between intersections, creating a refuge area for turning vehicles outside of the through lane. 5-foot sidewalks will be provided along both sides of the roadway to connect with the existing pedestrian network along Garrisonville Road, and a bus shelter will be installed at the existing FRED bus stop at the intersection with Garrison Woods Drive, improving access to area transit
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Scoring Notes/Explanations listed below each score	Category 1: Congestion Relief										
	Existing V/C (24hr Non-Interstate; AM/PM Interstate)	24hr Volume (2010)	Existing Congestion	Future V/C (24hr Non-Interstate; AM/PM Interstate) No Build	24hr Volume (No Build)	Future Congestion (No Build)	Continuity Connectivity	Major Users	Freight Use	Group Total	
	0.92	-	2	1.32	-	2	4	4	3	15	
	V/C from the VDOT Level of Service Dataset (2018)		The V/C was 0.92 for existing and will receive a score of 2 based upon the FAMPO highway prioritization methodology. A V/C of >0.9 and <1.0 will receive a score of 2/7	V/C from the VDOT Level of Service Dataset (2045)		The V/C was 1.32 for existing and will receive a score of 2 based upon the FAMPO highway prioritization methodology. A V/C of >1.0 and <1.5 will receive a score of 2/7	Project has multijurisdictional significance and provides benefit to a multijurisdictional area and received a 4/7.	Project provides improvements in access to an existing regional major activity center –OR project reduces single-occupant vehicle travel to, between, and within activity centers and received a 4/4	Project may provide some freight movement and received a 3/5.		
	2. Safety and Security								3. Environmental Impacts		
	Geometric Impact	# of Crashes (2012-2016)	Project Length	Crash Rate	Crash Reduction	Bike/ Pedestrian Safety	Homeland Security	Group Total	Natural Environment	Neighborhood	Group Total
	18	19	1.5962	22.550	6	4	2	30	4	8	12
	Project will address 100% of current deficiencies and will receive an 18/18	Crashes between 2012 and 2016	Segment length		This is based on the project's comparison to other projects. As there are no other projects in this section, this project receives a full score. 6/6	Project will provide benefit to pedestrian and bike safety and received a score of 4/4	Project does support evacuation or indecent management purposes and received a score of 2/2		Projects impact on the natural environment is neutral and received a score of 4/8	No significant impact to community elements, positive impact to community. Project received an 8/8	
	4. Public/Community Support			5. Funding/Implementation				6. Smart Growth			Total
	Existing Plans	Community Support	Group Total	Feasibility	Project Ready	Interagency Cooperation	Group Total	Growth Areas	Intermodal	Group Total	
4	4	8	3	3	1	7	1	4	5	77	
Part of Local Regional Plan	Project may have some community support and support of the local jurisdiction and received a score of 4/4		Project has undergone a concept plan and received a 3/3	Project is well defined and partially funded and received a 3/4	Project has interagency cooperation and received a 1/1		Project neither promotes nor discourages sustainable patterns of growth and received a score of 1/4	Project enhances intermodal access in the area and received a score of 4/4			

INTERSECTION IMPROVEMENTS PROJECT RANKINGS

Project Name	UPC	Locality	Reduction of Congestion - Greatest positive change to overall LOS=15. Lowest positive change to LOS=0 (2 point sliding scale)				Air Quality		
			LOS	Points	Is project located in CMP Corridor? (yes=5, no=0)	Group Total	Reduces NOx (0-15)	Reduces VOC (0-15)	Group Total
			Route 208/Lafayette Blvd & Route 1	N/A	Spotsylvania County	Total intersection Delay Reduction: 131.6 hours	15	5	20
Scoring Notes:			Calculated per Air Quality Tool	Change in LOS is greatest	Route 1 is a CMP corrdior		Daily Total 0.122	Daily Total 0.064	

Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)	Project Readiness			Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)	Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)	TOTAL	
	Projects with detailed design & cost estimates that are ready to be undertaken (0-10).	Projects with additional committed funding (0-10 on sliding scale of 2 pts each)	Group Total				
25	18	10	5	15	5	5	93
AATD 9678, Seg Length 1.5962, Number of Crashes --- Overall crash rate 1.108445204	The crash rate is less than the Route 1 and Telegraph Inersection giving this a score of 18	Project has a detailed design and cost estimate.	This project has 4.12 million commited local funds. The total cost is 12.16 million - this project has less committed fund		Project will provide access to areas of efficient compact land use	Project will promote improved interconnectivity between adjacent developments	

INTERSECTION IMPROVEMENTS PROJECT RANKINGS

Project Name	UPC	Locality	Reduction of Congestion - Greatest positive change to overall LOS=15. Lowest positive change to LOS=0 (2 point sliding scale)				Air Quality		
			LOS	Points	Is project located in CMP Corridor? (yes=5, no=0)	Group Total	Reduces NOx (0-15)	Reduces VOC (0-15)	Group Total
			Route 1 & Telegraph Road/Woodstock Lane Intersection Improvements	N/A	Stafford County	Total intersection Delay Reduction: 39.6 hours	0	5	5
Scoring Notes:			Calculated per Air Quality Tool	Change in LOS is lowest	Route 1 is a CMP Corridor		Daily Total 0.123	Daily Total 0.032	

Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)		Project Readiness			Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)	Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)	TOTAL
		Projects with detailed design & cost estimates that are ready to be undertaken (0-10).	Projects with additional committed funding (0-10 on sliding scale of 2 pts each)	Group Total			
Crashes 99	20	10	10	20	0	5	80
Crashes 99 , Segment length 1.4, AADT 26336 --- Overall crash rate 1.83909638	Telegraph and Route 1 has a higher crash rate than Route 208 & Route 1 intersection giving the highest possible score	Project has a detailed design and cost estimate.	This project has 8.5 million committed local funds. The total cost is 9.1 million		The project will not provide access to areas of walkable, tranist friendly , mixed use development	The project does connect between adjacent developments	

Project Name	UPC	Locality	Number of people the project will benefit. The highest user base will receive 20 points and the lowest user base will receive 0.	Projects will address existing need				Group Total
				Completion of a missing link as part of phased construction or extend/link existing facilities (0-10)	Provides access to transit, commercial/employment centers, recreational facilities from residential areas (0-10)	Eliminates a barrier to major destinations (0-10)	Improves bicycle/pedestrian safety (0-10)	
Idlewild Boulevard/VCR Trail Connector	N/A	Fredericksburg	20	10	10	0	10	30
Scoring Notes:			Serves the highest user base	Adds link from Idlewild Blvd to VCR Trail	Yes	Building a bridge does remove a barrier to a major destination, but there is another way to access the trail in this neighborhood.	Adds designated bike/ped multi use lane	

Transportation Function			Additional committed funds (0-10)	Project readiness (0-10)	TOTAL
Serves trips to work/school (0-10)	Serves other trips (personal business, shopping, recreation, etc.) (0-10)	Group Total			
5	10	15	0	10	75
Trail does not connect to the closest school (Hugh Mercer Elementary School). Trial does provide access to downtown and therefore potential to work.	Yes		No current committed funding, however, it is a SMART SCALE Round 4 application	Project comes from a completed study.	

Project	Total Score
Route 208/Lafayette Blvd & Route 1	93
Route 1 & Telegraph Road/Woodstock Lane Intersection Improvements	80
Onville Rd	77
Idlewild Boulevard/VCR Trail Connector	75