Transportation Committee Meeting

December 12th 2019 – 6:00 PM

Economic Development Conference Room
9019 Old Battlefield Blvd. 3rd Floor
Spotsylvania, VA 22553

AGENDA

1. Call to order and confirmation of a quorum
2. Approval of a Chairman pro tem for the meeting
3. Approval of the June 13, 2019 Meeting Minutes
4. Public Comment
5. New Business
   a. Approval of 2020 Transportation Committee Meeting Schedule – Paul Agnello
   b. VDOT Update on UPC 113172: Rte 3 Operational Improvements Project – Lynne Keenan
      i. Review & Comment on Proposed Eastbound project improvements
   c. VDOT Update on Rte 1 – Mine to Market St STARS Corridor Study – Lynne Keenan
      i. Review & Comment on Draft study recommendations
   d. Smart Scale Round 4 Update – Paul Agnello
      i. Summary of Changes for Round 4 and State I-95 Study
      ii. Draft Regional Project Discussion
      iii. Draft Spotsylvania Project Discussion
      iv. Review & Comment on Draft Smart Scale Round 4 projects

6. Informational Items
   a. Update on Spotsylvania Transportation Alternatives Program Application – Paul Agnello

7. Discussion of Potential Agenda Items for Future Meetings – Paul Agnello

   Adjourn: Next Meeting – January 16, 2020

Spotsylvania County
Transportation Committee

Meeting Dates, Times, and Places for 2020

Transportation Committee

Time: 6:00 p.m.
Dates: 2nd Thursday of each month at 6 p.m.

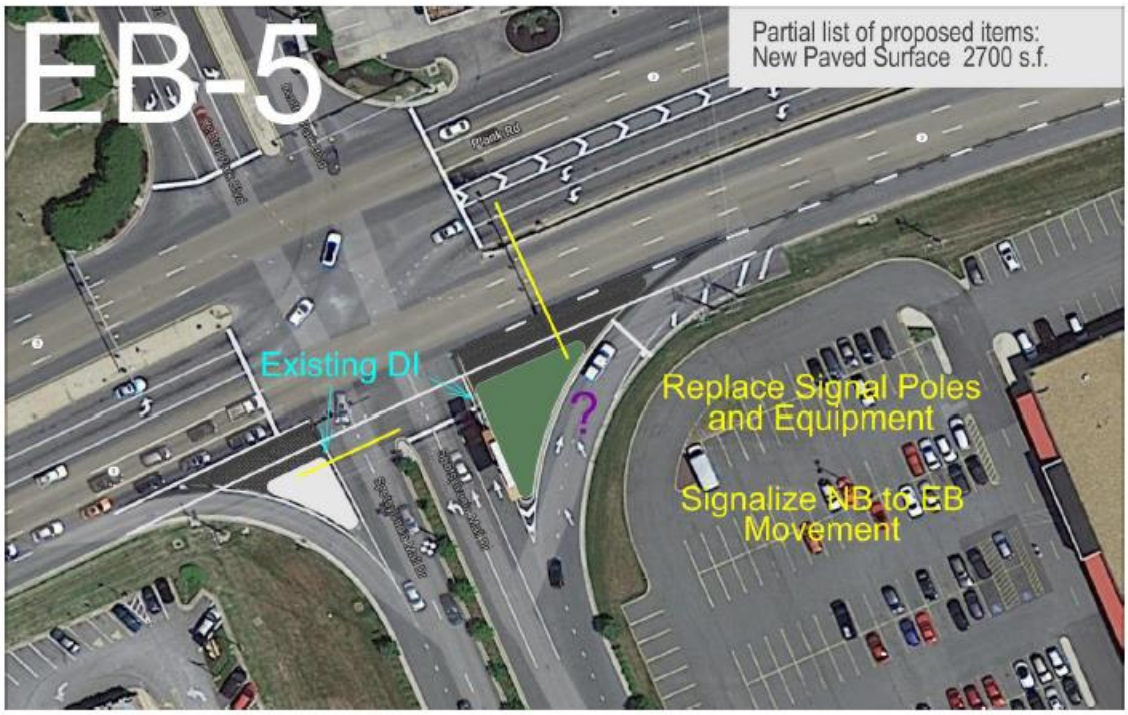
Meetings of the Transportation Committee take place in the Economic Development Conference Room in the Merchant Square Building, 9019 Old Battlefield Blvd., 3rd Floor, Spotsylvania, Va. 22553.

The purpose of the meeting is to discuss transportation projects with the Transportation Committee. Three or more members of the Board of Supervisors may be present.

2020 Month	Day of the week
January	16*
February	13
March	12
April	9
May	14
June	11
July	9
August	13
September	10
October	8
November	19*
December	No Meeting

*Meeting time is on third Thursday

If you have any questions or need additional information, please contact Paul Agnello at 540-507-7398 or Aimee Mann at 540-507-7006.


EB-5
Partial list of proposed items:
New Paved Surface 2700 s.f.
Existing DI
?
Replace Signal Poles
and Equipment
Signalize NB to EB
Movement

Route 1 Corridor Improvement Study

Alternatives Evaluation Workshop

October 3, 2019

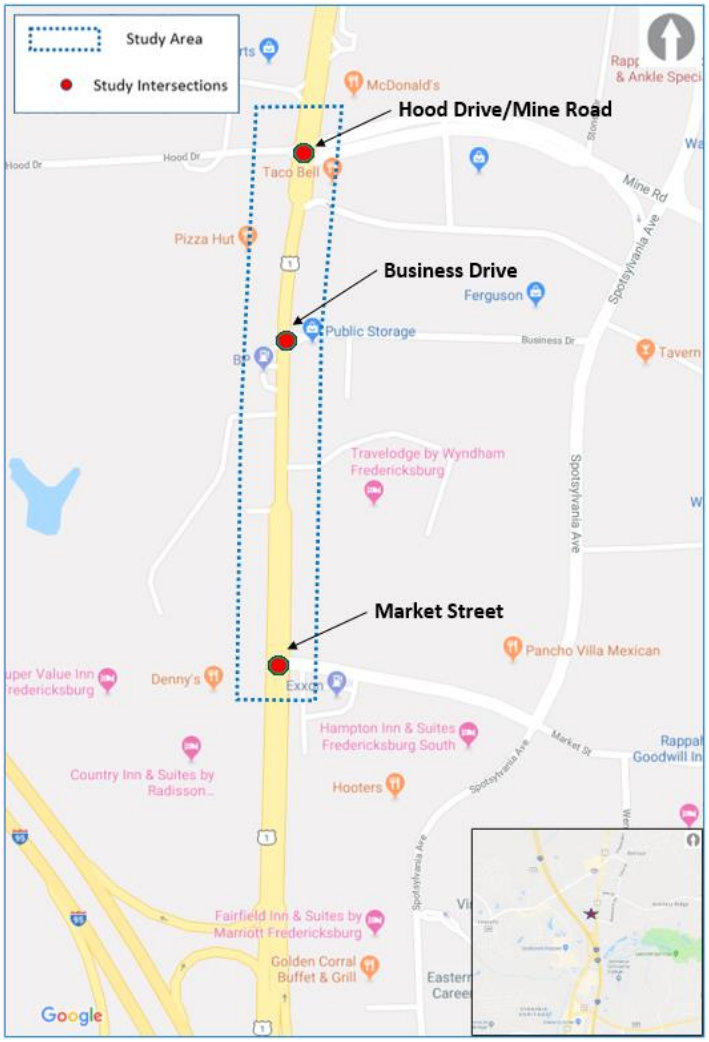
Agenda

- **Workshop Objectives**
- **Future (2035) No-Build Traffic Analysis**
- **Future (2035) Build Alternatives**
- **Selection of Preferred Alternatives**
- **Next Steps**

Workshop Objectives

- **Review Future No-Build Traffic Analysis Results**
- **Review Proposed Improvement Alternatives**
- **Review Future Build Traffic Analysis Results**
- **Select set of Preferred Alternatives**
- **Review Next Steps and Milestones**

PROJECT STUDY AREA



Project Status Update

- Data Collection and Field Review - COMPLETE
- Crash Analysis - COMPLETE
- Existing Conditions Operational Analysis - COMPLETE
- Future No-Build Conditions Operational Analysis - COMPLETE
- Development of Improvement Alternatives – COMPLETE
- Future Build Conditions Operational Analysis – COMPLETE/IN PROGRESS
- Concept Plan Development - COMPLETE/IN PROGRESS
- Planning-Level Cost and Schedule Estimates
- Prioritization of Improvements
- STARS Improvement Summary Sheets
- Citizens Information Meeting
- Reporting

2035 No-Build Operations Analysis Results

Weekday AM and PM Peak

Table 3: Intersection Color Coding based on Intersection Delay

Signalized Intersection Delay Thresholds (sec/veh)	Unsignalized Intersection Delay Thresholds (sec/veh)	Measure of Congestion	Color
< 10	< 10	Slight Delay	
> 10 – 20	> 10 – 15	Slight Delay	
>20 – 35	>15 – 25	Moderate Delay	
>35 – 55	>25 – 35	Moderate Delay	
>55 – 80	>35 – 50	Significant Delay	
>80	>50	Significant Delay	

Source of Delay Thresholds: Highway Capacity Manual 2010

LEGEND

- Intersection Number
- PM Peak Hour Intersection LOS
- AM Peak Hour Intersection LOS
- Refer to Table 3 for Color Coding based on Delay.

STARS VDOT

ROUTE 1
from Mine Road to Market Street, Spotsylvania County, VA

ROUTE 1 2035 NO-BUILD INTERSECTION AM/PM OPERATIONS RESULTS

FIGURE

2035 No-Build Operations Analysis Results

Weekend
(SUN) Peak

Table 3: Intersection Color Coding based on Intersection Delay

Signalized Intersection Delay Thresholds (sec/veh)	Unsignalized Intersection Delay Thresholds (sec/veh)	Measure of Congestion	Color
< 10	< 10	Slight Delay	
> 10 – 20	> 10 – 15	Slight Delay	
>20 – 35	>15 – 25	Moderate Delay	
>35 – 55	>25 – 35	Moderate Delay	
>55 – 80	>35 – 50	Significant Delay	
>80	>50	Significant Delay	

Source of Delay Thresholds: Highway Capacity Manual 2010

LEGEND

0 Intersection Number

Refer to Table 3 for Color Coding based on Delay.

STARS VDOT

ROUTE 1
from Mine Road to Market Street, Spotsylvania County, VA

ROUTE 1 2035 NO-BUILD INTERSECTION SUNDAY OPERATIONS RESULTS

FIGURE

Improvement Alternatives

- **Targeted Improvements**
  - Access Management
  - Congestion Mitigation Measures
  - Innovative Intersection Concepts

Route 1/Mine Road/Hood Drive (Conventional)

Source: JMT Route 1/208 Corridor Study Final Report, December 2018

PROPOSED IMPROVEMENTS*:

Northbound Approach:
- *add second left-turn lane to be ~400'*

Westbound Approach:
- *add second left-turn lane to be ~300'*
- *add second through lane*
- *convert existing shared through/left-turn lane to be exclusive through lane*

Westbound Receiving:
- *add second receiving lane to be ~850'*

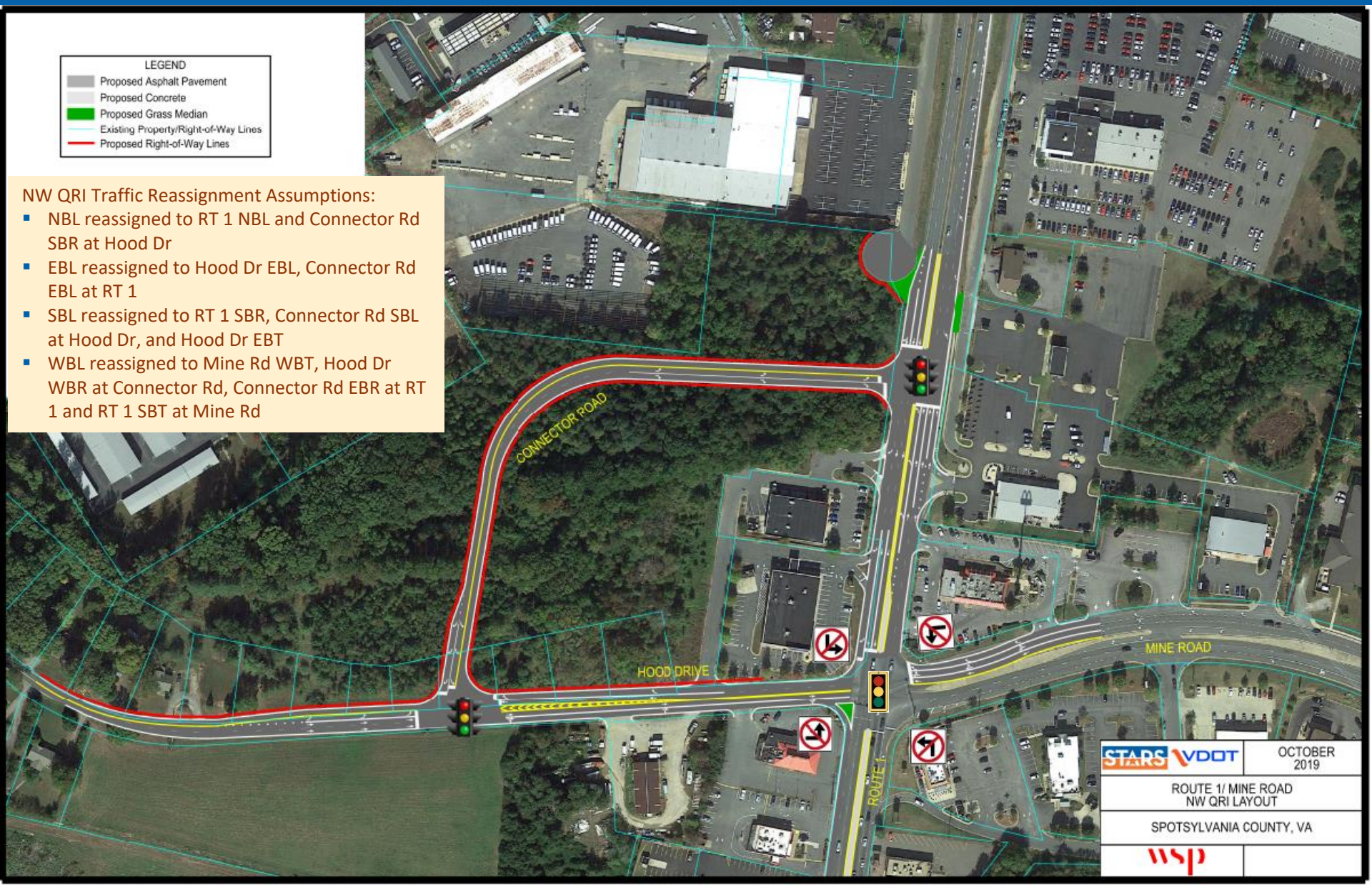
Southbound Approach:
- *add second left-turn lane to be ~600'*

Eastbound Approach:
- *add second through lane to be ~850'*
- *convert shared through/left-turn lane to be exclusive through lane*
- *add a left-turn lane to be ~450'*

*In addition

Route 1/Mine Road/Hood Drive

- **Option 2 – NW Quadrant Roadway Intersection (QRI)**
  - Improvement Layout
  - Traffic Operations Analysis
  - Crash Reduction Analysis



NW QRI Traffic Reassignment Assumptions:

- NBL reassigned to RT 1 NBL and Connector Rd SBR at Hood Dr
- EBL reassigned to Hood Dr EBL, Connector Rd EBL at RT 1
- SBL reassigned to RT 1 SBR, Connector Rd SBL at Hood Dr, and Hood Dr EBT
- WBL reassigned to Mine Rd WBT, Hood Dr WBR at Connector Rd, Connector Rd EBR at RT 1 and RT 1 SBT at Mine Rd

Traffic Operations Analysis Results

- **Route 1/Mine Road/Hood Drive (NW QRI Layout)**

Intersection Number and Description	Type of Contro	Approach	2035 No-Build			Conventional			NW QRI		
			AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay
1 Route 1 and Mine Rd	Signal	EB	1370.2	1215.3	45.4	202.3	50.4	43.5	31.0	34.5	41.4
		WB	2003.0	573.8	56.6	69.0	49.9	47.4	39.5	31.9	54.5
		NB	35.9	116.3	28.8	35.4	45.5	24.0	8.8	17.0	6.5
		SB	178.1	555.0	21.8	69.6	463.6	20.7	10.6	15.9	8.9
		Overall	844.5	544.7	31.1	92.3	213.2	27.1	20.6	22.3	15.9
4 Hood Drive and Connector Road	Signal	EB	--	--	--	--	--	--	12.0	14.4	7.1
		WB	--	--	--	--	--	--	10.5	12.3	15.6
		NB	--	--	--	--	--	--	--	--	--
		SB	--	--	--	--	--	--	38.8	15.5	13.7
		All	--	--	--	--	--	--	14.5	13.7	12.8
5 Route 1 and Connector Road	Signal	EB	--	--	--	--	--	--	24.8	26.4	37.5
		WB	--	--	--	--	--	--	--	--	--
		NB	--	--	--	--	--	--	7.4	11.9	7.4
		SB	--	--	--	--	--	--	13.0	29.7	11.4
		All	--	--	--	--	--	--	10.7	22.5	10.6

- Overall Intersection Delay (sec/veh) values are an average of 10 SimTraffic runs
- Secondary intersections are signalized

Route 1/Mine Road NW QRI Simulation Video

Traffic Operations Analysis Results

- **Route 1/Business Dr**

Intersection Number and Description	Type of Control	Approach	2035 No-Build			Conventional			NW QRI		
			AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay
2 Route 1 and Business Dr	Two way stop/ Signal	EB	--	0.1	--	--	131.1	--	--	46.9	--
		WB	1.4	1.4	1.3	1.4	1.5	1.4	1.4	1.5	1.3
		NB	5.8	103.4	5.6	5.4	11.9	5.5	4.4	10.6	7.3
		SB	28.8	5.8	3.0	23.1	17.3	3.1	4.7	10.5	2.0
		All	15.2	50.3	4.6	13.9	14.9	4.5	4.5	10.5	5.0

Route 1/Mine Road/Hood Drive NW QRI

▪ Crash Reduction

Countermeasure	Crash Reduction Factor (FHWA or Clearinghouse)	Types of Crashes Considered for Application of CRF Values	Percent of Applicable Crashes to Apply CRF Value	Notes
Alternative 1: Route 1 at Mine Road/Hood Drive Alternatives				
1. Remove all left-turns (install signs) at the intersection of Route 1 at Mine Road/Hood Drive	90%	Left-turn related crashes at the intersection	30%	Total crashes applicable to the improvement (14 of 47)
2. Install new signal at Route 1 at Connector Road Location	N/A	-	-	-
3. Install new signal at Hood Drive at Connector Road Location	N/A	-	-	-
4. Install raised concrete median between Hood Drive/Mine Road intersection and new Connector Road intersection.	100%	Left-turn related crashes from side streets and private driveways	7%	Total crashes applicable to the improvement (2 of 28)
5. Install raised concrete median between Hood Drive/Mine Road intersection and Business Drive.	100%	Left-turn related crashes from side streets and private driveways	32%	Total crashes applicable to the improvement (12 of 37)
6. Install retroreflective backplates to existing signal heads.	15%	All crashes at the intersection	100%	Total crashes applicable to the improvement (47 of 47)
7. Optimize signal timing.	8%	All crashes at the intersection	100%	Total crashes applicable to the improvement (47 of 47)
8. Remove Southbound frontage road access to/from Route 1 .	N/A	-	-	-
9. Remove Northbound frontage road access to/from Route 1	N/A	-	-	-
10. Extend 2nd lane along westbound Hood Drive to new intersection.	23%	Crashes related to side access point	13%	Total crashes applicable to the improvement (2 of 15)
11. Provide taper merge lane along north leg of Connector Road at Route 1 intersection	N/A	-	-	-
12. Install channelized right turn raised median and use existing south leg right lane as free-flow lane.	N/A	-	-	-

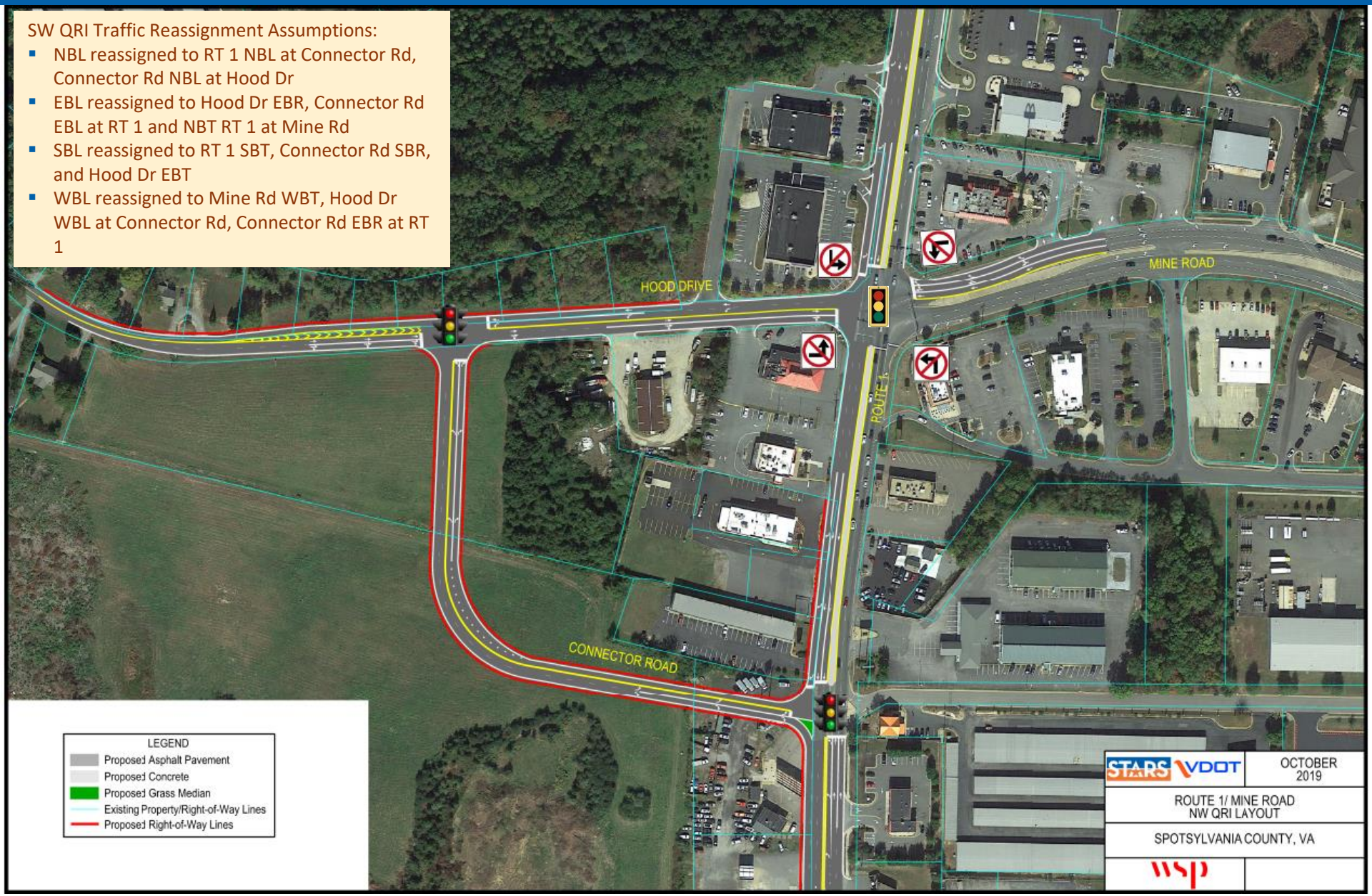
N/A: Means that no applicable CMF could be found in CMF Clearinghouse/FHWA Desktop Reference
AA: Means that the improvement was already accounted for in another CMF
Values listed are based upon CMF Clearing House CRF values and FHWA Desktop Reference values..
Crashes are expected to increase at adjacent intersections as a result of existing movements being diverted to these adjacent intersections.

Route 1/Mine Road/Hood Drive

- **Option 3 – SW Quadrant Roadway Intersection (QRI)**
  - Improvement Layout
  - Traffic Operations Analysis

SW QRI Traffic Reassignment Assumptions:

- NBL reassigned to RT 1 NBL at Connector Rd, Connector Rd NBL at Hood Dr
- EBL reassigned to Hood Dr EBR, Connector Rd EBL at RT 1 and NBT RT 1 at Mine Rd
- SBL reassigned to RT 1 SBT, Connector Rd SBR, and Hood Dr EBT
- WBL reassigned to Mine Rd WBT, Hood Dr WBL at Connector Rd, Connector Rd EBR at RT 1



Traffic Operations Analysis Results

- **Route 1/Mine Road/Hood Drive (SW QRI Layout)**

Intersection Number and Description	Type of Control	Approach	2035 No-Build			SW Quad		
			AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay
1 Route 1 and Mine Rd	Signal	EB	1370.2	1215.3	45.4	46.7	37.7	40.2
		WB	2003.0	573.8	56.6	45.9	33.7	48.8
		NB	35.9	116.3	28.8	8.1	9.5	11.2
		SB	178.1	555.0	21.8	10.5	14.5	9.5
		Overall	844.5	544.7	31.1	22.6	20.2	20.0
2 Route 1 and Business Dr	Two way stop (No-Build) / Signal (Build)	EB	--	0.1	--	34.0	16.4	3.2
		WB	1.4	1.4	1.3	1.1	1.6	1.1
		NB	5.8	103.4	5.6	9.1	22.4	14.5
		SB	28.8	5.8	3.0	12.1	11.1	7.4
		All	15.2	50.3	4.6	19.3	16.4	10.5
4 Hood Drive and Connector Road	Signal	EB	--	--	--	9.8	17.9	9.4
		WB	--	--	--	16.0	14.8	35.4
		NB	--	--	--	12.3	27.8	16.3
		SB	--	--	--	--	--	--
		All	--	--	--	12.4	19.1	23.3

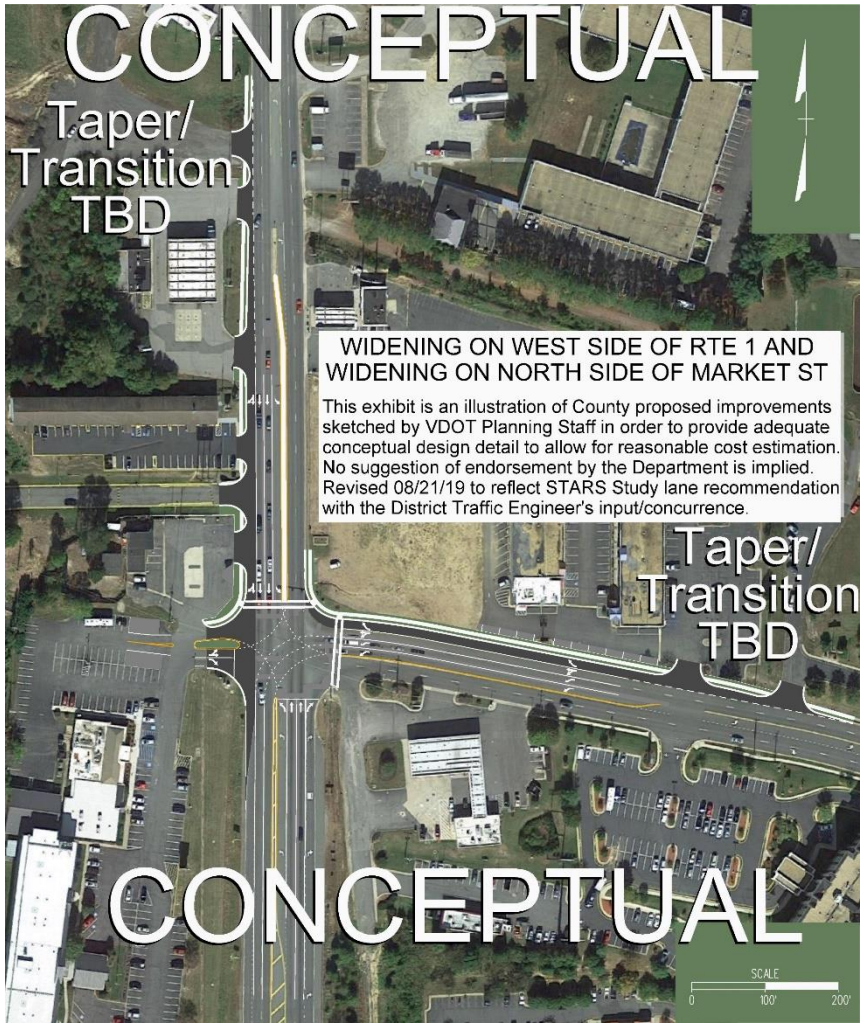
Route 1/Mine Road SW QRI Simulation Video

Traffic Operations Analysis Results

- **Route 1/Mine Road/Hood Drive: NW QRI Vs. SW QRI**

Intersection Number and Description	Type of Control	Approach	2035 No-Build			SW Quad			NW QRI		
			AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay	AM Delay	PM Delay	Wknd Delay
1 Route 1 and Mine Rd	Signal	EB	1370.2	1215.3	45.4	46.7	37.7	40.2	31.0	34.5	41.4
		WB	2003.0	573.8	56.6	45.9	33.7	48.8	39.5	31.9	54.5
		NB	35.9	116.3	28.8	8.1	9.5	11.2	8.8	17.0	6.5
		SB	178.1	555.0	21.8	10.5	14.5	9.5	10.6	15.9	8.9
		Overall	844.5	544.7	31.1	22.6	20.2	20.0	20.6	22.3	15.9
2 Route 1 and Business Dr	Two way stop (No-Build) / Signal (Build)	EB	--	0.1	--	34.0	16.4	3.2	--	46.9	--
		WB	1.4	1.4	1.3	1.1	1.6	1.1	1.4	1.5	1.3
		NB	5.8	103.4	5.6	9.1	22.4	14.5	4.4	10.6	7.3
		SB	28.8	5.8	3.0	12.1	11.1	7.4	4.7	10.5	2.0
		All	15.2	50.3	4.6	19.3	16.4	10.5	4.5	10.5	5.0
4 Hood Drive and Connector Road	Signal	EB	--	--	--	9.8	17.9	9.4	12.0	14.4	7.1
		WB	--	--	--	16.0	14.8	35.4	10.5	12.3	15.6
		NB	--	--	--	12.3	27.8	16.3	--	--	--
		SB	--	--	--	--	--	--	38.8	15.5	13.7
		All	--	--	--	12.4	19.1	23.3	14.5	13.7	12.8
5 Route 1 and Connector Road	Signal	EB	--	--	--	--	--	--	24.8	26.4	37.5
		WB	--	--	--	--	--	--	--	--	--
		NB	--	--	--	--	--	--	7.4	11.9	7.4
		SB	--	--	--	--	--	--	13.0	29.7	11.4
		All	--	--	--	--	--	--	10.7	22.5	10.6

Route 1/Market Street



- "Planned Improvement" for 2035 No-Build Analysis for STARS Study.
- FAMPO/County proposed improvements.
- Funded through RSTP/CMAQ.
- Endorsed by VDOT.
- "Optional – TBD" lane configurations tested by WSP.

Traffic Operations Analysis Results

- **Route 1/Market Street**

Intersection Number and Description	Type of Control	Approach	2035 No-Build			SW QRI			NW QRI		
			AM	PM	Wknd	AM	PM	Wknd	AM	PM	Wknd
			Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay
3 Route 1 and Market St	Signal	EB	444.2	49.0	22.8	105.7	37.7	26.1	119.7	37.6	53.2
		WB	157.8	55.0	38.7	108.7	335.1	33.6	78.3	61.4	56.3
		NB	18.1	105.9	16.1	17.8	126.3	21.3	18.1	128.7	31.6
		SB	91.6	55.3	11.8	50.3	28.2	19.9	29.2	67.7	19.0
		All	69.9	75.4	17.1	42.7	137.1	22.1	32.0	88.2	30.4

Alternatives Selection

- **Preferred Improvements**
  - Detailed traffic operations and crash reduction analysis
  - Cost estimates
- **Packaging of Improvements**
  - Potential SMART SCALE applications

Next Steps

- **Detailed Analysis of Preferred Alternatives**
- **Cost Estimates and Benefit-Cost Ratios**
- **Project Summary Sheets**
- **Citizen Information Meeting**
- **Final Deliverables**

STARS

STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS

ROUTE 1 CORRIDOR IMPROVEMENT STUDY

Thank you!

VDOT

Smart Scale Round 4 Update

Summary of Changes for Round 4 and State I-95 Study
Draft Regional Project Discussion
Draft Spotsylvania Project Discussion

SMART SCALE

Funding the Right Transportation Projects in Virginia

Draft Smart Scale Round 4 Schedule

Now to February: Candidate project development

- *VDOT meetings with applicants*

February: Applicant approval/concurrence on Pre-Applications

March: Pre-Application period

- *Maximum of 5 pre-applications per applicant*
- *A valid pre-application is required all candidate projects*

June 1st to August 1st: Application period

- *Maximum of 4 applications per applicant**
- *Any scope change to a pre-application will require VDOT approval*
- *FAMPO/GWRC and Locality resolutions of support*
- *FAMPO approval of all applications within region for all applicants*

* One of the 5 pre-applications will not advance to application stage

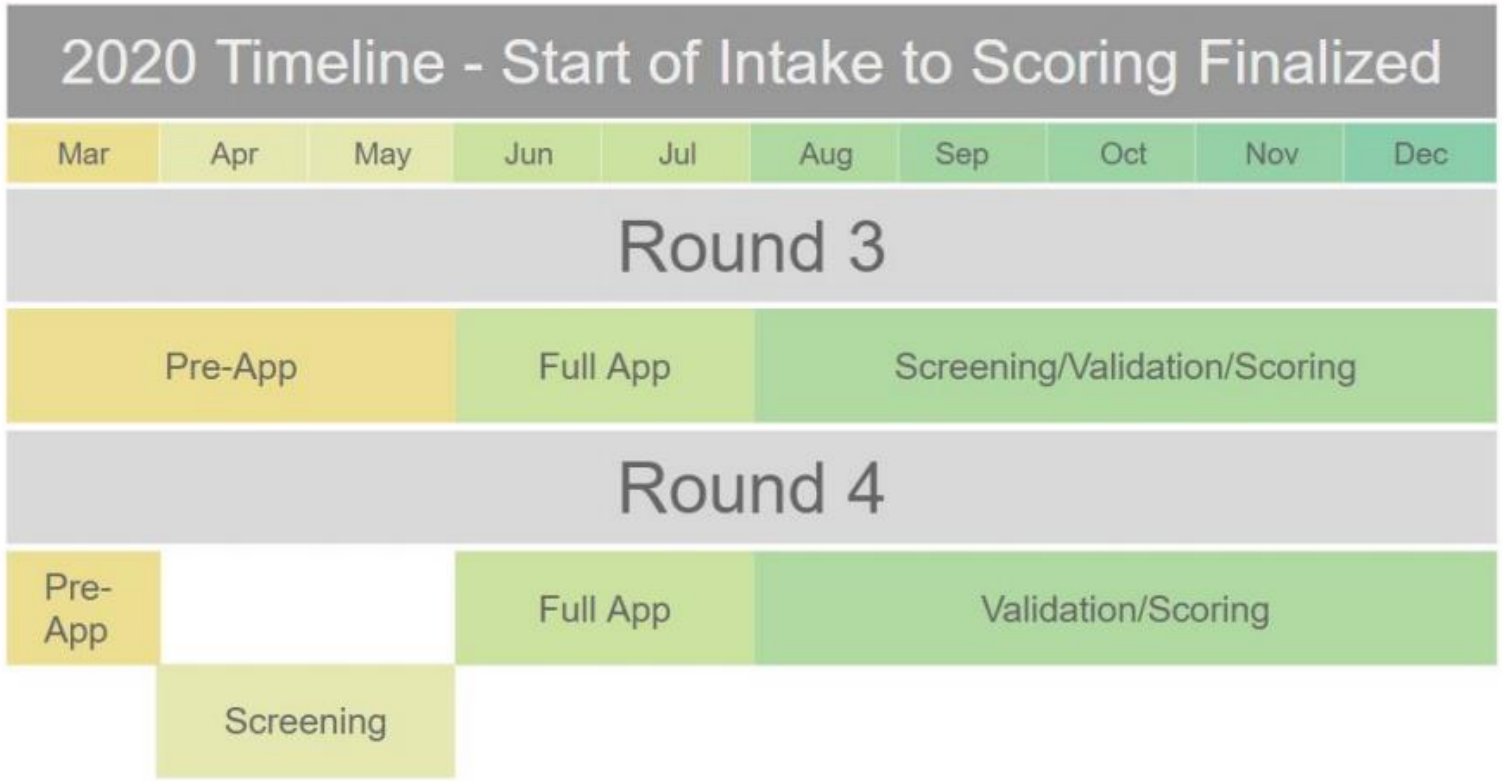
August 1st: Application Submission Deadline

Smart Scale Project Decisions Needed by February

SMART SCALE

Funding the Right Transportation Projects in Virginia

Differences in timeline from Round 3



Office of the SECRETARY *of* TRANSPORTATION

State Summary on Changes to Smart Scale Timeline

SMART SCALE
Funding the Right Transportation Projects in Virginia

Changes to Timeline

- Pre-App
  - Intake window reduced from **3 months to 1 month**
  - NEW - Pre-apps that can be submitted will be based on cap limits
    - Cap limit of 10: will be allowed to submit 12 pre-apps (10+2)
    - Cap limit of 4: will be allowed to submit 5 pre-apps (4+1)
  - Pre-application cap limits prevent VDOT/DRPT staff from reviewing applications that will not be submitted while providing cushion in case a project screens out

Localities	MPOs/PDCs/Transit Agencies	Pre-Application Cap	Final Application Cap
Less than 200K	**Less than 500K**	**5**	**4**
Greater than 200K	**Greater than 500K**	**12**	**10**

Office of the SECRETARY *of* TRANSPORTATION

Summary of State I-95 Study

Major State Study focusing on I-95 Mainline Improvements: Maryland to North Carolina

- Report due for consideration by 2020 General Assembly
- More information likely to be available in January

Will be used to prioritize future I-95 funding from new I-81 Bill program monies

State/regional discussion on possibly shifting Interstate mainline projects out of Smart Scale to I-81 Bill program monies

How this could impact Spotsylvania and FAMPO:

- New way to fund I-95 mainline improvements outside of Smart Scale
- Do not have to use scarce Smart Scale application slots for I-95 Mainline improvements providing more opportunity for non-Interstate projects to receive Smart Scale funding
- Likely best option for funding I-95 General Purpose lane widening of 6 to 8 lanes between Exit 130 and Exit 126

November Draft Top 10 FAMPO/GWRC Regional Projects for Review and Discussion

(Next Update in January)

Red = Projects in Spotsylvania County

FAMPO:

1. **I-95 Exit 130 to Exit 126 (Combination of Two Previous)**
2. **Exit 126 STARS (Previous)**
3. **US 1 North Stafford STARS Study improvements (Option 1: Lower Cost)**
4. **US 1 North Stafford STARS Study improvements (Option 2: Higher Cost)**
5. **US 1 City STARS Study Improvements**

GWRC:

1. **US 17 Bus STARS Study Improvements and Commuter Lot (Previous)**
2. **Lafayette Blvd Study Multimodal improvements (City/Spotsylvania)**
3. **US 1 Mine/Market Street STARS Study improvements**
4. **US 1 Massaponax Area Study Improvements**
5. **US 301/Rte 207 Study improvement in either Caroline or King George**

Draft Spotsylvania Local Smart Scale Project Possibilities

We need 5 for Pre-Application Process beginning on March 1st

For larger projects, significant leveraged funding is generally needed for project to have a high chance of being selected

From Smart Scale Round 3: Ranked by Smart Scale Score

1. **Rte 2/17 corridor study improvements**
2. **Rte 1/Lafayette Blvd intersection improvement**
3. **Germanna Pointe Drive/Spotsylvania Avenue Extension**

Potential New Project Possibilities:

1. **Rte 1/Market St intersection improvements:**
   - Needs to move forward to eliminate risk of losing about $5 Million in FAMPO CMAQ/RSTP funding
2. **Rte 1/Mine Rd intersection improvements**
   - Improvements needed, but decision needs to be made on Conventional Intersection vs. Quadrant Intersection improvement
3. **Rte 1/Exit 126 intersection improvements:**
   - Rte 1 improvements from Exit 126 STARS Study: Double lefts onto NB and SB I-95
4. **Harrison Rd/VCR Trail Bike/Ped Improvements:**
   - Could use leverage from existing TAP Application
5. **Other?**

Rte 2/17 and Rte 1/Lafayette Blvd Projects were not that far away from being selected in Round 3

Final Smart Scale Round 3 Results for Fredericksburg District Projects

No.	App Id	Organization Name	Project Title	Project Benefit Score	Total Project $	Score Divided by Total Cost	SMART SCALE Request $	SMART SCALE Score	State Rank	District Rank
1	3488	King George County	Route 301 University Drive/Market Ctr Double RCUT	3.667	$ 3,500,000	10.477	$ 3,500,000	10.477	32	1
2	3685	Fredericksburg Regional Transit	FRED Transit-Shelters and Benches	0.200	$ 256,000	7.823	$ 218,500	9.166	42	2
3	3620	Fredericksburg City	Lafayette Blvd/Kenmore Ave/Charles St Roundabouts	1.167	$ 5,800,000	2.012	$ 1,978,826	5.896	78	3
4	3486	King George County	Route 301 and Route 3 Median U-Turn Intersection	1.758	$ 3,300,000	5.328	$ 3,300,000	5.328	86	4
5	4555	Fredericksburg Regional Transit	New Commuter Parking Lot on Route 3	2.581	$ 7,455,000	3.462	$ 5,055,000	5.105	91	5
6	3580	Gloucester County	Bicycle/Pedestrian Improvements on Rte 17B -Main St	2.906	$ 7,300,000	3.981	$ 7,300,000	3.981	118	6
7	3622	Fredericksburg City	Dixon Street/Lansdowne Road Intersection Improvements	0.866	$ 2,200,000	3.935	$ 2,200,000	3.935	119	7
8	3878	George Washington Regional Commission	Route 3 STARS Study Improvements	1.724	$ 7,420,000	2.323	$ 6,374,139	2.704	163	8
9	3880	George Washington Regional Commission	Rt 3 STARS Study and I-95 off-ramp imp.	2.474	$ 11,500,000	2.151	$ 9,454,139	2.617	167	9
10	3881	George Washington Regional Commission	US 17 Bus. STARS Study Improvements and New PNR Lot	5.274	$ 21,835,000	2.415	$ 21,835,000	2.415	174	10
11	3621	Fredericksburg City	U.S. Route 1/Fall Hill Avenue Intersection Improvements	1.636	$ 7,200,000	2.273	$ 7,200,000	2.273	185	11
12	3651	Stafford County	Stefaniga and Mountain View Road Intersection Improvement	0.560	$ 3,700,000	1.514	$ 2,700,000	2.075	200	12
13	3489	King George County	Route 206 and Route 218 Right Turn Lane	0.352	$ 2,000,000	1.759	$ 2,000,000	1.759	227	13
14	3816	Spotsylvania County	Harrison Rd & Salem Church	1.041	$ 6,100,000	1.706	$ 6,100,000	1.706	232	14
15	4630	Lancaster County	Kilmarnock Right Turn Lane	0.159	$ 1,100,000	1.449	$ 1,100,000	1.449	247	15
16	3824	Spotsylvania County	Rt 2 & 17 from Lansdowne Rd past Shannon Airport	2.550	$ 19,500,000	1.308	$ 19,500,000	1.308	260	16
17	3494	Westmoreland County	Expanded Turn Lane for Flat Iron Road	0.117	$ 1,000,000	1.170	$ 1,000,000	1.170	274	17
18	3819	Spotsylvania County	Rt 1 and Rt 208/Lafayette Blvd	1.097	$ 10,300,000	1.065	$ 10,300,000	1.065	284	18
19	3851	Fredericksburg Area Metropolitan Planning Organization	I-95 Exit 126 STARS Study Improvements	2.896	$ 28,320,000	1.023	$ 28,320,000	1.023	293	19
20	3709	King George County	Route 301 and Route 206 Median U-Turn Intersection	0.664	$ 6,800,000	0.976	$ 6,800,000	0.976	295	20
21	3648	Stafford County	Stafford - Route 1/Enon Road Intersection and Roadway IMP	0.394	$ 10,600,000	0.372	$ 4,452,461	0.885	303	21
22	3852	Fredericksburg Area Metropolitan Planning Organization	I-95 NB Widening & Exit 126 STARS Improvements	4.648	$ 61,000,000	0.762	$ 61,000,000	0.762	316	22
23	3927	Richmond County	SMART SCALE: Route 360/619 - Richmond County	0.091	$ 1,300,000	0.701	$ 1,300,000	0.701	329	23
24	3612	Fredericksburg Area Metropolitan Planning Organization	I-95 SB Widening: Exit 130 to Exit 126	2.386	$ 34,320,000	0.695	$ 34,320,000	0.695	331	24
25	5013	Fredericksburg Area Metropolitan Planning Organization	I-95 SB Widening with Exit 126 SB Aux. Deceleration Lane	2.454	$ 35,820,000	0.685	$ 35,820,000	0.685	333	25
26	4267	George Washington Regional Commission	I-95 Exit 136, Centreport Pkwy, US 1 & Enon Rd Improvements	0.660	$ 22,015,000	0.300	$ 17,417,461	0.379	370	26
27	3492	Westmoreland County	Passing Lanes on Route 3 near Lerty	0.489	$ 15,300,000	0.320	$ 15,300,000	0.320	378	27
28	3649	Stafford County	Winding Creek Road Widening	0.259	$ 15,700,000	0.165	$ 12,230,500	0.212	396	28
29	3813	Spotsylvania County	Germanna Point Dr & Spotsylvania Avenue	0.674	$ 33,100,000	0.204	$ 33,100,000	0.204	397	29
30	4080	Caroline County	I-95/207Safety Improvements	0.157	$ 9,900,000	0.158	$ 9,900,000	0.158	410	30

Green - Selected in January 2019

Pink - Projects dropped from January 2019 (2 projects)

Blue - Projects added from January 2019 (April/May changes)

Yellow - 5 Top Projects not selected

White - Lower scoring projects not selected

Additional Smart Scale Funding for FAMPO/GWRC from Changes: $11.5 Million

Number of Additional Projects: 4 Added and 2 Removed

Total FAMPO/GWRC region Smart Scale Round 3 funding increased from about $32.5 to about $44 Million

Top 5 Not Selected

1. Rte 17 East PNR Lot and STARS improvements (GWRC)
2. **Rte 2/17 Improvements (Spotsylvania)**
3. **Rte1/Lafayette Blvd (Spotsylvania)**
4. I-95 @ Exit 126 NB Ramp (FAMPO)
5. Rte 301/Rte 206 Intersection (King George)

Final from June, 2019

Board of Supervisors

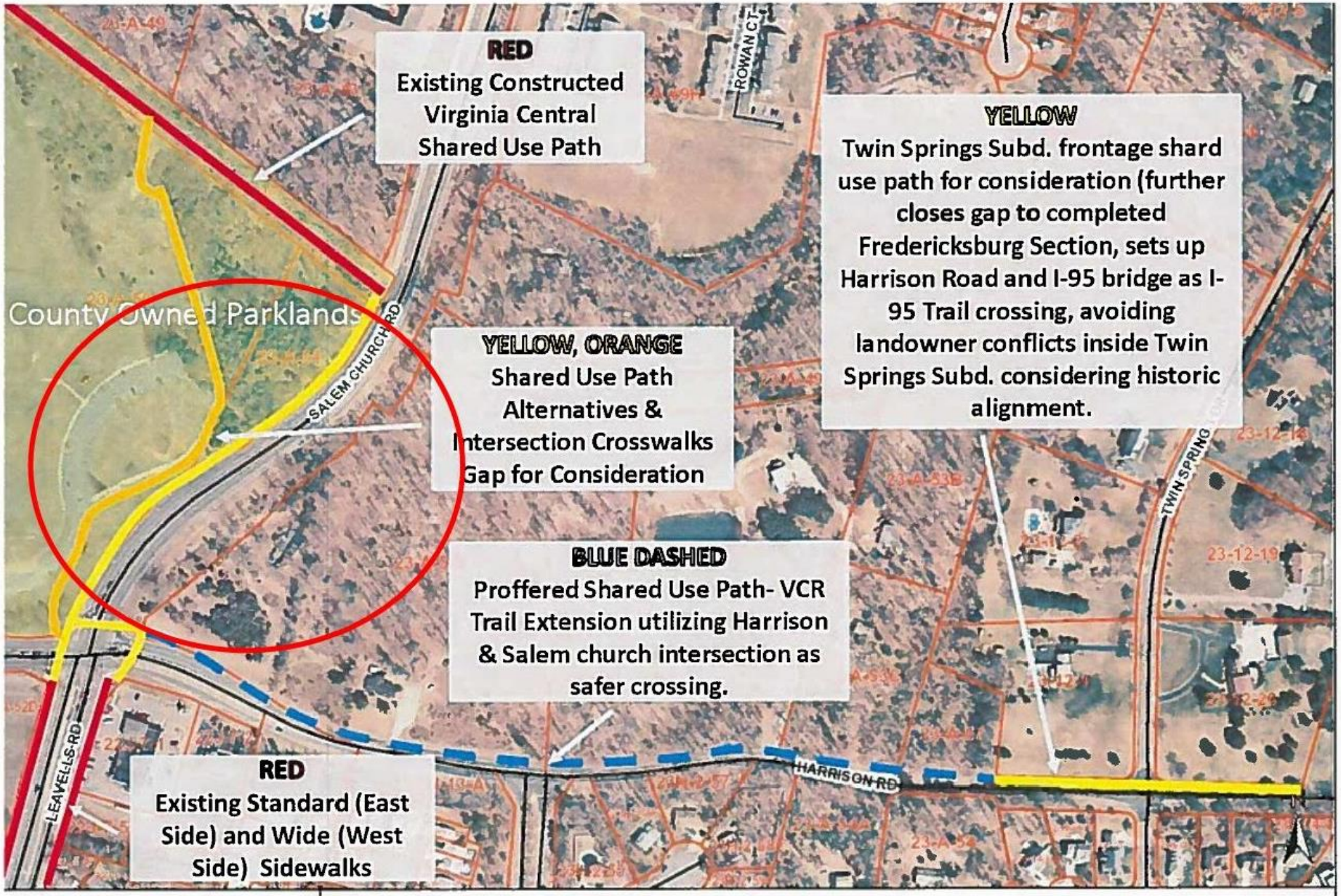
October 29, 2019

Grant Application for VCR Trail Extension to Harrison Road

Request

- The Planning Department is making a request to the Board of Supervisors to approve a grant application under the Transportation Alternatives Set-Aside Program.

- The grant is for a Multiuse Trail that would extend from the existing Virginia Central Railroad (VCR) Trail to the intersection of Harrison Road & Salem Church/Leavells Road.



Title: Virginia Central Trail Related Improvements **Date: 8/8/2017**

Feet
0 100 200 300 400
1:4,514 / 1"=293 Feet

DISCLAIMER: The geographic data you are about to access are electronic public records as defined by the Code of Virginia,1950, Section 2.2-3704. This information is made available as a public service. Spotsylvania County assumes no responsibilityfor any action or actions taken by users of this information. Spotsylvania County shall not be liable to the user or to any other person for the use or misuse of this data. This information is for general information only and shall not be used for thedesign, modification, or construction of improvements to real property or for flood plain determination. If you believe anydata provided is inaccurate, please inform the GIS Division by e-mail at gis@spotsylvania.va.us

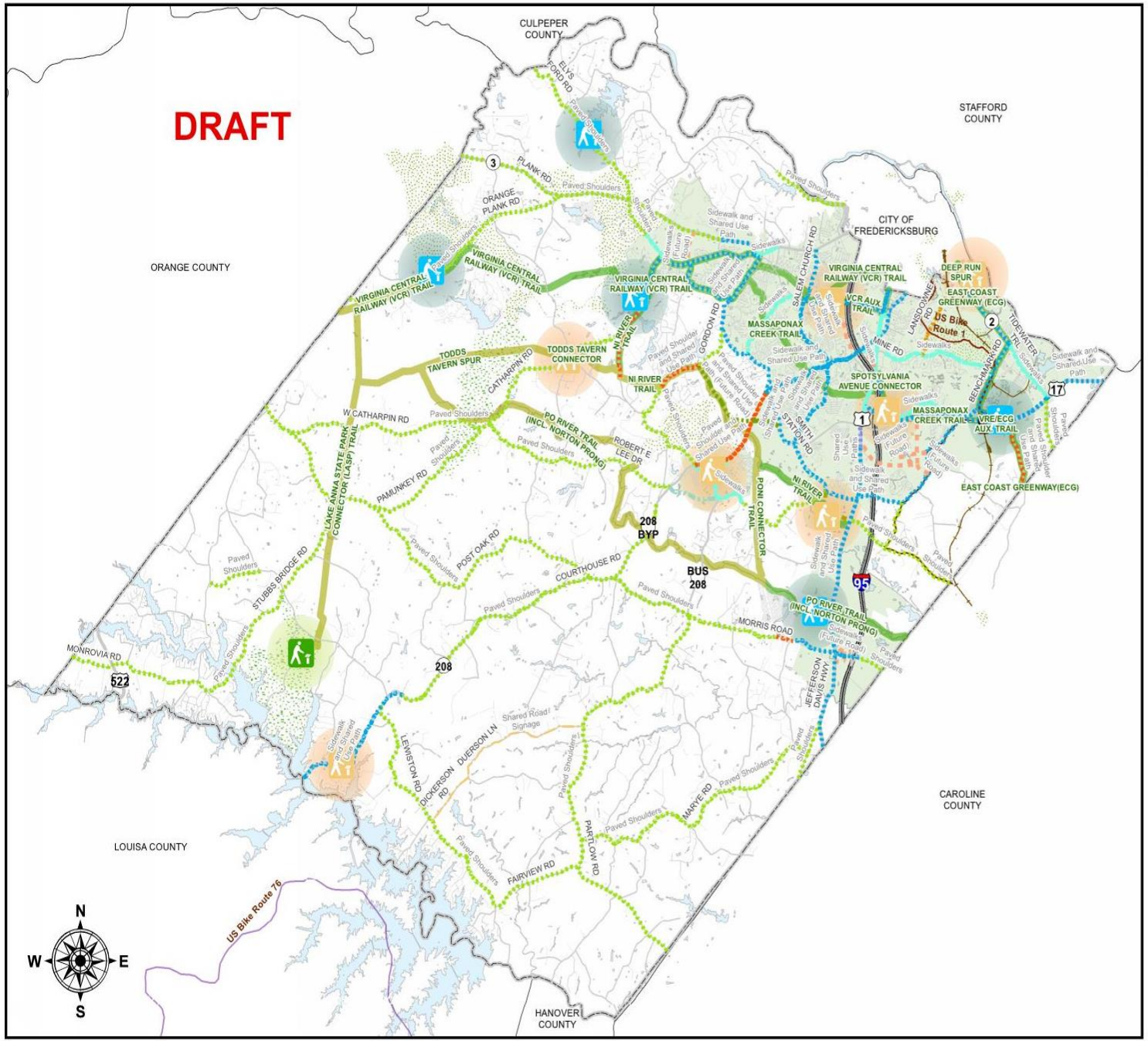
Recommendation/Support

- The Transportation Committee voted and approved the concept for the Trail Project on June 6th.

- The project is consistent with and supports the Spotsylvania Trailways Master Plan.

SPOTSYLVANIA COUNTY TRAILWAYS MASTER PLAN

June 14, 2019 Draft



Legend

Trail Heads w/ Proximity Buffers*

- Major
- Minor
- State Park
- VRE Station (Rail)
- Rail Corridor
- US Route 76 Bike Trail
- US Route 1 Bike Trail

Road Corridor Improvements

- Shared Road Signage
- Paved Shoulders
- Paved Shoulders and Sidewalks
- Paved Shoulders and Sidewalks (Future Road)
- Paved Shoulder and Shared Use Path
- Paved Shoulder and Shared Use Path (Future Road)
- Shared Use Paths
- Sidewalks
- Sidewalks (Future Road)
- Sidewalk and Shared Use Path
- Sidewalk and Shared Use Path (Future Road)

Greenways and Primary Users

- Bicycle/ Pedestrian
- Equestrian, Bicycle/ Pedestrian
- Parks
- Primary Development Boundary

* Trail head locations are depicted with proximity buffers. Proximity buffers are intended to show the general area where depicted trail heads should be located in relation to the trail system. The trail head locations identified here are not intended to be parcel specific or suggestive of any specific location at this time. Further planning will be necessary to determine where such features are best located.

0 1.25 2.5 5 Miles

Map Approved: _____

Key Findings

- The Trail Extension would be constructed all in County owned right-of-way.
- VDOT has a companion project at the intersection of Harrison Road & Salem Church/Leavells Road which will upgrade the traffic signal to include pedestrian activation and marked crosswalks.
- The Trail Extension will connect bicyclists and pedestrians with safe access to commercial property to the south and east.

Financial Impact

- The Transportation Alternatives Set-Aside Grant requires Spotsylvania County to fund 20% of the cost.
- The County's share of the project cost would be approximately $62,657.
- Approximately half of that cost could come from an existing trail proffer.

Other Information

- Funding for the project is for the FY2021-2022 time period.
- If the grant is approved the County will have four (4) years to complete the project.