



SMART SCALE Application

Project Status: Processing

Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT)

Organization: Middle Peninsula Planning District Commission

Project ID: 9350

General

Point of Contact Information

| | | |
|--|---|---|
| Project Point of Contact Name Curt Smith | Project Point of Contact Email csmith@mppdc.com | Project Point of Contact Phone (804) 758-2311 |
|--|---|---|

Project Information

| | |
|--|---|
| Project Title Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT) | Principal Improvement Highway |
|--|---|

Project Short Description

This project will add a restricted crossing u-turn (RCUT) at the intersection of Rte 17 (George Washington Memorial Highway) and Rte 610 (Woods Cross Rd/Davenport Rd) and provide access management at the southwest corner of the intersection.

| | | |
|--|---|--|
| Improvements to non-VDOT maintained roadways? No | Application Program Requested Statewide High Priority | VDOT District Fredericksburg |
|--|---|--|

Has Scope been finalized?
Yes

Resiliency Commitment

Has the project been designed to be, or does the project sponsor commit that the design will be resilient?
Yes

Project Eligibility

Project Eligibility

Is the project a study?
No

Is the project a capacity enhancement, operational improvement, ITS or technology improvement, or safety project?
Yes

Does the project include major features that are either contiguous, proximate, or of the same improvement type? For the purpose of this question and the CTB policy contiguous means adjacent or together in a sequence. Transit stops or stations along a transit route or intersections or spot improvements along a corridor meet the definition of contiguous for the purposes of the project eligibility policy.
Yes

Is project currently fully funded and included in a Capital Improvement Program, MPO Transportation Improvement Program (TIP), or the VDOT, DRPT, or NVTA Six-Year Improvement Program(s)?
No

Does the project include a commitment by a developer through a local zoning approval process (proffered condition)?
No

Features

Highway Improvements

Access Management

Comment

Project ID: F42-0000009839-R01

Yes

Perform access management at SW corner of the Rte 17 (George Washington Memorial Highway) and Rte 610 (Davenport Rd)

Innovative Intersection(s) / Roundabout(s)

Yes

Comment

Construct a restricted crossing u-turn (RCUT) at the intersection of Rte 17 (George Washington Memorial Highway) and Rte 610 (Woods Cross Rd/Davenport Rd). [Extend the existing left turn from Rte 17 to Woods Cross Rd to 200' Taper + 200' Storage (Exist is approx 100'+75'); extend the existing left turn from Rte 17 to Davenport Rd to 200' Taper + 200' Storage (Exist is approx 100'+75'). Add two new crossovers and associated left turns on Rte 17 (approximately 0.16 Mi. N and approximately 0.16 Mi. S of the Rte 17 and Rte 610 intersection with 200' Taper and 200' Storage)]

Right-of-Way and Utilities

Right-of-Way/Easements acquisition required

Yes

Comment

Anticipate proposed right-of-way, temporary easements, and permanent easements.

Includes Utility Relocations

Yes

Comment

Existing utilities will require relocation.


 Project Readiness

Project Readiness

NEPA Status

What is the status of NEPA for this project?

Not Started

 Transit

 Location

Location Details

Areas Served

Districts Served

- Fredericksburg

Jurisdictions Served

- Gloucester County

MPOs Served

-

Functional Classifications

- Other Principal Arterial
- Major Collector
- Minor Collector

PDCs Served

- Middle Peninsula

Need Justifications

| Location Id | Location Name | Need Category | Market | Justification |
|-------------|---------------|-----------------------|--------|---|
| 81661 | US-17N | Capacity Preservation | CoSS | New pavement of turn lanes will ensure traffic flow and capacity. |
| 90017 | US-17S | Capacity Preservation | CoSS | RCUT will allow for current traffic flow without delay by redirecting turning traffic and reducing conflict points within the intersection. |
| 90017 | US-17S | Capacity Preservation | RN | RCUT will preserve capacity by redirecting the flow of traffic and decreasing potential conflict within the intersection. |

Custom VTrans Needs

Do you have a safety study or a study conducted based on a 2019 VTrans Mid-Term need?

No

 Factors

Accessibility

| Accessibility | Response | Supporting Information |
|--|----------|------------------------|
| 1- Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour. | No | |
| 2- Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)). | N/A | |
| 3- Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT. | No | |
| 4- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required | N/A | |
| 5- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate). | N/A | |
| 6- Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot). | No | |
| 7- Provides traveler information or is directly linked to an existing TMC network/ITS architecture. | No | |

Environment

| Environment | Response | Supporting Information |
|--|----------|------------------------|
| 1- Project includes improvements to rail transit or passenger rail facilities? | N/A | |
| 2- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path). | N/A | |
| 3- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate). | N/A | |
| 4- Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)). | N/A | |
| 5- Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour. | No | |
| 6- Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels). | No | |
| 7- Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals | No | |

 Delivery & Funding

Project Delivery Information

Project Planning Status

- Transportation Element of Local Comprehensive Plan
- Rural Long Range Plans

Phase Estimate and Schedule

| | | | |
|--|-----------------------------------|---|-----------------|
| Phase Milestone PE (Survey, Environmental, Design) | | Status Not Started | |
| Base Cost Estimate \$595,000.00 | Risks/Contingency/Unknowns | Start Date 2025-08-29 | End Date |
| CEI | | Phase Estimate + Contingency \$803,607.00 | |

| | | | |
|--|-----------------------------------|---|-----------------|
| Phase Milestone RW (Right of Way and Easement Acquisition, Utility Relocation) | | Status Not Started | |
| Base Cost Estimate \$140,000.00 | Risks/Contingency/Unknowns | Start Date 2027-12-02 | End Date |
| CEI | | Phase Estimate + Contingency \$192,250.00 | |

| | | | |
|---|-----------------------------------|---|-------------------------------|
| Phase Milestone CN (Construction, Oversight, Contingencies) | | Status Not Started | |
| Base Cost Estimate \$1,596,000.00 | Risks/Contingency/Unknowns | Start Date 2029-01-29 | End Date 2030-01-08 |
| CEI | | Phase Estimate + Contingency \$3,042,067.00 | |

Total Cost Estimate
\$4,037,924

Project Funding Sources

SYIP Allocation

Total SYIP Allocations
\$0.00

Other Committed Funds

Total Other Committed Funds
\$0.00

Project Financial Information

Total SYIP Allocations
\$0.00

Total Other Committed Funds
\$0.00

Total Requested Funds
\$4,037,924.00

Total Project Funding
\$0.00

Total Cost Estimate
\$4,037,924.00

 Economic Development Sites

Economic Development Sites

Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy?

Yes

| Site Name | | Category of Property | | User Defined VEDP Tier | |
|---------------------|------------|----------------------|------------------|------------------------|--|
| | | | | N/A | |
| Area of Development | | | Driving Distance | | |
| User | Calculated | User | Calculated | | |
| | | | | N/A | |
| Area of Development | | | Driving Distance | | |
| User | Calculated | User | Calculated | | |
| | | | | | |

Supporting Documents

Supporting Documents

Are all the supporting documents requested in final form at this time?

No

| Attachment Type | Description | File Name | Is Cloned | Upload Date |
|--------------------------------------|--|--|-----------|---------------------|
| Detailed Cost Estimate | SSRD5 9350 MPPDC Rte 17-Woods Cross_Estimate FULL APP1.pdf | SSRD5 9350 MPPDC Rte 17-Woods Cross_Estimate FULL APP1.pdf | No | 2022-07-28 16:15:47 |
| Planning Study/Safety Study | 102121 TPO 18E_Enclosure Consent - Gloucester County Transportation Study - Final Report.pdf | 102121 TPO 18E_Enclosure Consent - Gloucester County Transportation Study - Final Report.pdf | No | 2022-07-28 16:19:14 |
| Governing Body Resolution of Support | BOS Resolution.pdf | BOS Resolution.pdf | No | 2022-07-28 16:20:36 |
| Governing Body Resolution of Support | MPPDC Smart Scale Resolution_June 22_2022 - Executed.pdf | MPPDC Smart Scale Resolution_June 22_2022 - Executed.pdf | No | 2022-07-28 16:21:29 |
| Other | Route 17 at Woods Cross Road VJust Memo.docx | Route 17 at Woods Cross Road VJust Memo.docx | No | 2022-07-28 16:23:42 |
| Project Sketch | SSRD5 9350 MPPDC Rte 17-Woods Cross_Sheet01 FULL APPREV (1).pdf | SSRD5 9350 MPPDC Rte 17-Woods Cross_Sheet01 FULL APPREV (1).pdf | No | 2022-09-30 10:17:45 |
| Planning Study/Safety Study | US 17 at Woods Cross_Davenport Memo_10132022.pdf | US 17 at Woods Cross_Davenport Memo_10132022.pdf | No | 2022-10-18 11:03:17 |

State's Understanding

State's Understanding of Project Scope

| Reviewer | Agreed On | Disagreed On |
|--------------------|---------------------|--------------|
| District Validator | 2022-09-29 11:18:19 | |
| Applicant | 2022-09-30 11:38:11 | |

Scores

| Project Located in Typology | | | | | | | | | | | | | | |
|--|---|--------------------------------|---------------------------------------|--|----------------------------|--|---|--|----------------------------|--|----------------------------------|--|--|--|
| Category D | Congestion Mitigation | | Safety | | Accessibility | | | Economic Development | | | Environment | | Land Use | |
| Measure | Increase in Peak Period Person Throughput | Reduction in Peak Period Delay | Reduction in Fatal and Injury Crashes | Reduction in Fatal and Injury Crash Rate | Increase in Access to Jobs | Increase in Access to Jobs for Disadvantaged Populations | Increase in Access to Multimodal Travel Choices | Square Feet of Commercial and Industrial Development Supported | Tons of Goods Impacted | Improvement to Travel Time Reliability | Potential to Improve Air Quality | Other Factor Values Scaled by Potential Acreage Impacted | Future Transportation-Efficient Land Use | Increase Transportation-Efficient Land Use |
| Measure Value | 0 persons | 0 person hrs. | 237.78 EPDO | 73958.83 EPDO/100M VMT | 0 jobs per resident | 0 jobs per resident | 0 adjusted users | 0 thousand adj. sq. ft. | 0 thousand adj. daily tons | 205115.6 adj. buffer time index | 0 adjusted points | 0 scaled points | 0 access * pop/emp density.h | 0 access * pop/emp density change |
| Normalized Measure Value (0-100) | 0 | 0 | 43.16 | 43.19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Measure Weight (% of Factor) | 50 % | 50 % | 70 % | 30 % | 60 % | 20 % | 20 % | 60 % | 20 % | 20 % | 100 % | * | 50 % | 50 % |
| Factor Value | 0 | | 43.17 | | 0 | | | 0 | | | 0 | | 0 | |
| Factor Weight (% of Project Score) | 0.1% | | 0.3% | | 0.1% | | | 0.3% | | | 0.1% | 5 (max point reduction) | 0.1% | |
| Weighted Factor Value | 0 | | 12.95 | | 0 | | | 0 | | | 0 | 0 | 0 | |
| Project Benefit | 12.95 | | | | | | | | | | | | | |
| SMART SCALE Cost | 4037924 | | | | | | | | | | | | | |
| SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost) | 32.08 | | | | | | | | | | | | | |

* The second environment measure subtracts up to 5 points from the project benefit score. Because it is subtracted after combining all weighted factors, it has no measure weight and the 10% factor weight is not applied to it.

