

ENVISION RURAL HAMPTON ROADS

A RURAL LONG-RANGE TRANSPORTATION PLAN FOR 2040

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Dale Stith
Theresa Jones
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PANEL

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EXECUTIVE SUMMARY

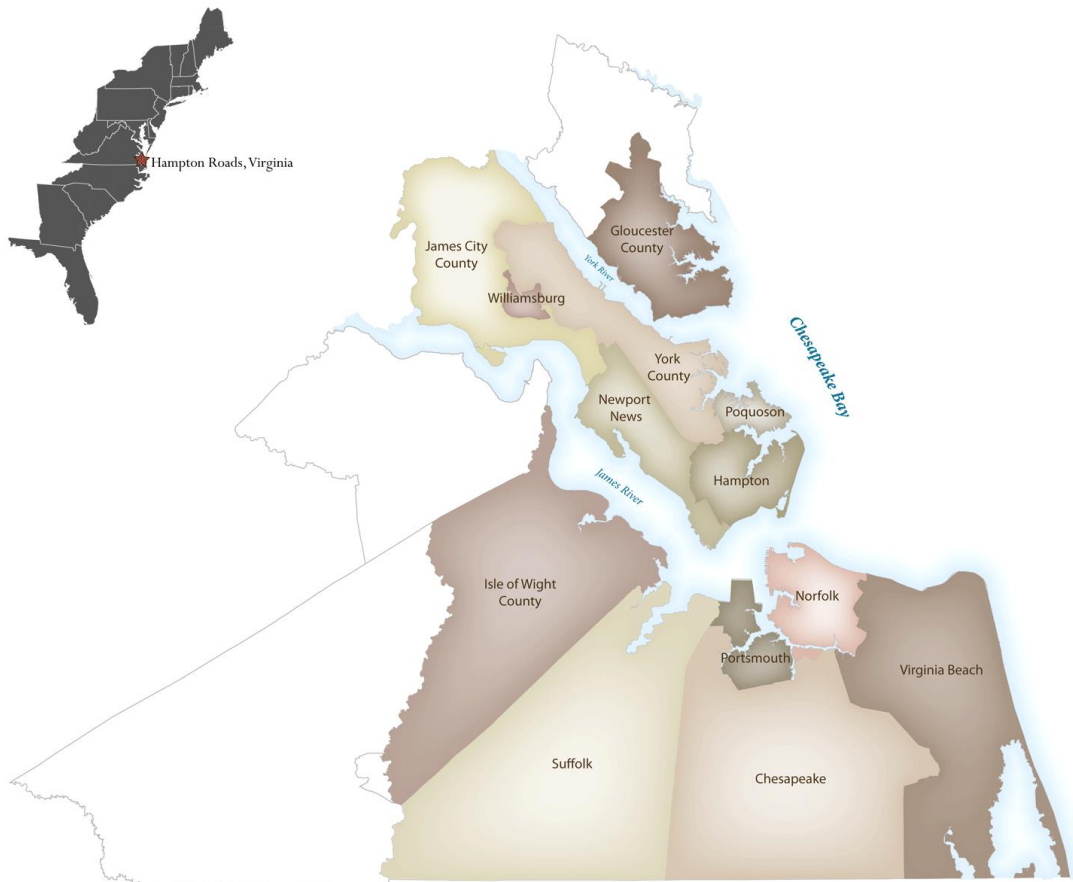
Envision Rural Hampton Roads was created for the Hampton Roads Transportation Planning Organization (HRTPO). This plan is an update to the HRTPO's *2035 Rural Long-Range Transportation Plan*. It satisfies the requirement of the Master of Urban and Regional Planning program in the L. Douglas Wilder School of Government and Public Affairs at Virginia Commonwealth University.

Historically, rural areas receive less attention than their urban and suburban counterparts. Many government bodies were guilty of this when determining where funding would go for projects. To prevent this from happening, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was created. ISTEA recognized rural transportation issues as critical components to the overall mobility of a region. It has had several successors and has evolved to the Transportation Equity Act for the 21st Century (TEA-21). The basis of TEA-21 is the requirement that rural mobility interests be a part of the statewide planning process.

The Office of Intermodal Planning and Investment (OIPI) is currently updating Virginia's statewide, long-range multimodal transportation plan, *VTrans2040*. This plan will address the transportation needs of the state, and only projects that satisfy those needs will be considered for funding under a statewide prioritization process. In accordance with TEA-21, *VTrans2040* will incorporate the needs of the rural jurisdictions. To do this, the Virginia Department of Transportation (VDOT) partnered with 20 planning district commissions to create rural regional long-range plans to recommend a range of transportation improvements in their areas.

The HRTPO last updated its rural long-range transportation plan in 2012. The organization would like to update this plan to the horizon year of 2040 to be an added component of the *2040 Long-Range Transportation Plan* (LRTP), the blueprint for the region's transportation development that identifies regionally significant transportation projects in the Hampton Roads metropolitan area. The HRTPO would also like to put the rural localities, Southampton County and the City of Franklin, in better standing for the statewide prioritization process known as House Bill 2 (HB2). This bill was recently signed into law and has an approved process as of June 2015. All of the regions and localities in the state will be competing for state funding through this process.

The HRTPO played a role in the development of the HB2 prioritization process. They were able to do this because they have developed and currently use their own project prioritization tool, which evaluates projects based on project utility, project viability, and economic vitality. This tool was used to create a fiscally-constrained list of recommended projects for the 2040 LRTP. The *Envision Rural Hampton Roads* plan will take the tool, created for the metropolitan area of Hampton Roads, and adjust it to be used for the rural localities. Additionally, research for this project includes updating socioeconomic data, updating the transportation network, and communicating with the localities. The *Envision Rural Hampton Roads* plan will recommend different project timeline scenarios for the localities.



Map 1 - Hampton Roads Transportation Planning Organization Member Locations

Hampton Roads Transportation Planning Organization

The Hampton Roads Transportation Planning Organization (HRTPO) is the metropolitan planning organization (MPO) for the Hampton Roads region. MPOs are federally mandated policy bodies for transportation planning. They are federally funded and are responsible for allocating transportation funding resources appropriately. The planning done by the HRTPO is reflective of the region's shared vision for its future. This is done by collaborating with the local governments, residents, businesses and other interested parties.

The Hampton Roads region is located in southeastern Virginia at the mouth of the Chesapeake Bay. The region is home to more than 1.7 million residents and is among the 40 largest metropolitan statistical areas in the country. It has miles of coastal beaches and access to multiple waterways, making it a prime tourist destination. The Hampton Roads region is also home to foreign trade, military, and port facilities. There are 13 urban jurisdictions that make up the HRTPO metropolitan planning area and two localities in the rural area. They are as follows:

- Cities
 - Chesapeake
 - Hampton
 - Newport News
 - Norfolk
 - Poquoson
 - Portsmouth
 - Suffolk
 - Virginia Beach
 - Williamsburg
- Counties
 - Gloucester
 - Isle of Wight
 - James City
 - York
- Rural localities
 - Southampton County
 - City of Franklin

The HRTPO is responsible for the creation of key transportation plans in the Hampton Roads region. Some of these plans include the Long-Range Transportation Plan (LRTP), the Rural Long-Range Transportation Plan (RLRTP), the Transportation Improvement Program (TIP), and smaller scale technical reports. The HRTPO includes stakeholders and the public in the development process of our key planning and programming documents.

HISTORY

The RL RTP was an initiative that begun in 2007 by the HRTPO in cooperation with the Virginia Department of Transportation (VDOT). The goal was to develop regional long-range transportation plans in rural areas that complement those in the region's metropolitan area. The HRTPO used the 3-C planning process (continuing, comprehensive, and cooperative) to develop the plan. The RL RTP has a minimum horizon of 20 years and is meant to address the expected impacts of population and employment growth on the transportation system. The RL RTP was also developed as a vision plan, meaning it addresses all issues and recommends projects and studies regardless of anticipated funding available.

Work on the *2035 Rural Long-Range Transportation Plan* began in 2010 and was approved in 2012. The 2035 RL RTP is also a part of the *VTrans2035 Multimodal Transportation Plan*. This plan, is created by the Office of Intermodal Planning and Investment (OIP), and is the state's multimodal long-range plan. It sets the transportation vision, needs, priorities, and strategies for the next 20-25 years. A subset of that plan is the *2035 Surface Transportation Plan*, which includes proposed improvements to Virginia's federal functionally-classified roadways. The OIP collects all of the RL RTPs from regional transportation and planning bodies in Virginia and compiles the data for the surface transportation plan.

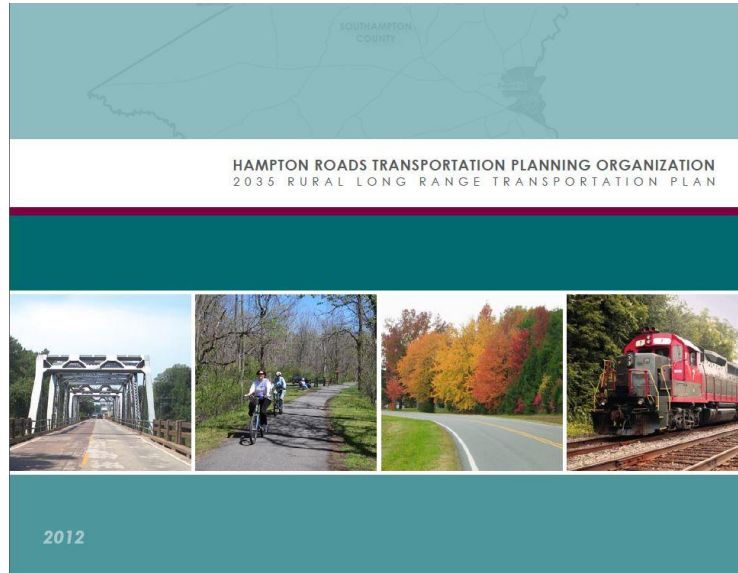


Image 1 – 2035 Rural Long Range Transportation Plan Cover

PLAN PURPOSE

The *Envision Rural Hampton Roads* plan is to serve as an update for the Hampton Roads Transportation Planning Organization's RL RTP. The RL RTP is the blueprint for the development and maintenance of a multimodal transportation system for the rural localities of Hampton Roads. The HRTPO is responsible for creating the RL RTP for Southampton County and the City of Franklin. These localities fall outside of the HRTPO's metropolitan planning area, but are contained in their Planning District Commission's boundary. The transportation systems for their jurisdictions will be evaluated and a range of transportation improvements will be recommended. The system includes roadways, rail, transit, air, bicycle and pedestrian infrastructure. This plan will address the anticipated impacts of population and employment growth on the transportation system out to the horizon year of 2040.

During the development of the 2035 RL RTP, the individual regions set goals for their region, while VDOT and the other modal agencies developed common goals to accomplish across the state.

HRTPO GOALS

- Provide a transportation system that facilitates the efficient movement of people and goods
- Provide a safe and secure transportation system
- Improve Virginia's economic vitality and provide access to economic opportunities for all Virginians
- Improve quality of life and minimize potential impacts to the environment
- Preserve the existing transportation system and promote efficient system management

COMMON GOALS

- Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight
- Provide a safe and secure transportation system
- Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhance intermodal connectivity
- Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations
- Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight
- Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector

The *Envision Rural Hampton Roads* plan will analyze those goals to track their progress and possibly re-evaluate them. This plan will include forecasting socioeconomic data out to the horizon year of 2040. This

PLAN PURPOSE

data will aid in updating the list of recommended projects. That list, from the 2035 RL RTP, will be updated to the horizon year of 2040. A defining feature of this process will be the use of the project prioritization tool created by the HRTPO, but adjusted for use for rural localities. The tool will individually score each project based on technical merits and regional benefits. After running all of the recommended projects through the tool, the *Envision Rural Hampton Roads Plan* will develop project scenarios that highlight the critical projects to be completed through 2040.

The first step to having a transportation project implemented is to have that project listed on their region's long-range transportation plan. For rural projects, the next step would be for their projects to be listed in VDOT's *Six-Year Improvement Plan* (SYIP) or the *Secondary Six-Year Plan* (SSYP). Also, starting this year, all of the localities and regions in Virginia have the opportunity to apply for money from the House Bill 2 (HB2) law. The first step to qualify for this funding is for the project or projects that localities would like to be implemented to be listed in the long-range transportation plan.



APPROACH

The development of the RL RTP update will be approached in four categories:

- Development of regional transportation goals and objectives
- Data compilation and collection
- Data analysis
- Identification of transportation deficiencies and recommendations

One of the initial steps for this update will be monitoring the progress of the goals and objectives developed in the 2035 RL RTP. To do this, the data collected in the 2035 plan will need to be analyzed and updated. Communication with the client and the rural localities will be necessary to receive data, get input about possible updates to the goals and any changes they foresee in the future. From there, the data will be forecasted out to the horizon year 2040. Multiple forecasts will be provided so that the client and rural localities can decide how Southampton County and the City of Franklin will grow from now until 2040.

The socioeconomic data will be analyzed at different levels. This plan will look at the data at the transportation analysis zone (TAZ) level, census block groups, and locality-wide. A TAZ is defined as a geographical unit of analysis for a travel demand model. The data along specific corridors and other transportation networks will also be studied. This plan will use different methods to make data projections for the horizon year of 2040. These projections will be sent to the localities, where they will decide which of the numbers they believe fits them best.

The *Envision Rural Hampton Roads Plan* began by updating the pre-existing data from the *2035 Rural Long-Range Transportation Plan*. The transportation network and the socioeconomic data needed to be updated before any forecasting can be done. This work required clear communication between the HRTPO, Southampton County planning officials, City of Franklin planning officials, and their local VDOT representatives in order to ensure the data being collected was both accurate and agreed upon.

The process of updating the transportation network required updating the recommended project list from the 2035 RL RTP. The planners for the rural localities and their VDOT representatives were all contacted to provide updates to this list. Since the approval of the RL RTP in 2012, there were a few projects that had been completed and several that had begun the implementation process. Please see Appendix A for the updated recommended projects list with added comments.

A meeting between the client and a planner from Southampton County took place to discuss the status of the transportation network, particularly the active transportation, bicycle and pedestrian, network. They discussed the creation of a bicycle and pedestrian plan for Southampton that compliments the City of Franklin's current bicycle and pedestrian plan. There was also talk of potential transportation projects happening around the county, VDOT funding, and addressing the residents' needs, wants and opinions.

APPROACH

The socioeconomic data needed updating to monitor and forecast the growth of the localities and to assist in the recommendation of projects to the horizon year of 2040. This required that base year data be collected and forecast data be updated from 2035 to 2040. The HRTPO housed the data for the City of Franklin in-house because they manage a travel demand model for them. The base year, which is a control value, for this data is from 2000.

For Southampton County, data needed to be retrieved from VDOT, where a team manages a travel demand model known as the Tidewater Super-Regional Travel Model. A member from this team was contacted and shared their data for this plan. The base year used in their data is 2009.

With this data, forecasting the projections out to 2040 by TAZs began. Please see Appendix B for the TAZ maps. There were three methods used to do this:

1. Using a growth rate formula
2. Using percentages from the base year and a control total
3. Using percentages from the 2035 RL RTP approved forecast numbers and a control total

Notes: 1) The control total was taken from the 2040 Long Range Transportation Plan's Socioeconomic Forecast and TAZ Allocation document. 2) Method 3 was only applied to the City of Franklin because the base year data is 15 years old.

The growth rate formula predicts the forecasts by using a linear regression. The formula uses the base year data and the 2035 projected data, from the previous RL RTP, in its calculation. The 2040 control total was then applied to those forecasted numbers to give the final projections by TAZ. The second method used the total counts from the different socioeconomic categories and divided them amongst the numbers for each TAZ. Those numbers were converted into percentages that were distributed to the year 2040 control total. These forecast tables can be found in Appendix C.

During the update process it will be important to gather input from Southampton County and the City of Franklin about changes and any issues they may notice in the transportation network and their locality. Another important aspect of the conversation will be their vision for the future when it comes to transportation. These conversations should be held with elected officials, the public, government workers, and VDOT representatives. All of the data collected and generated will be shared to educate those involved and to aid the conversation. There is valuable input that can only be gained through this communication.

PROJECT PRIORITIZATION

The HRTPO developed a project prioritization tool that was used to evaluate transportation projects, in the metropolitan planning area, based on their technical merits and regional benefits. The *Envision Rural Hampton Roads* plan will use this tool but adjust it to be used for the rural localities. Particular elements of the tool were omitted and the weights of some of the criteria were adjusted. The tool allows users to apply weighted measures of effectiveness to projects. The structure of the tool is complex, but easy to understand and contains a large amount of data. It is interactive and uses a transparent method to score projects. The final project scores are made up of the sum of three components in the tool: project viability, project utility, and economic vitality. Details about these components can be seen in Image 5. Each of these components

APPROACH

can score a total of 100 points, for a combined maximum of 300 points. The only exception to this is active transportation projects, which are not evaluated for economic vitality.

When all of the background and category inputs are entered into the tool, individual project scores are tabulated from the established weighting factors. The tool is interactive and inputs are easily adjusted and run through macros that calculate the categorical scores as well as the total project scores. The *Envision Rural Hampton Roads* plan uses this tool with adjustments so it can be used for the rural localities. This project prioritization tool can be found in Appendix D.

SCENARIOS

The *Envision Rural Hampton Roads* plan will use the scores from the project prioritization tool and recommended different build out scenarios based on several factors. One factor that was considered throughout this process was that this is a vision plan. This means that the plan is not fiscally constrained and that the list of projects serves more as a wish list that is forecasted out to the year 2040. As a result, it may not be possible for the scenarios to be implemented by 2040. The scenarios recommended are based on locality need, regional needs and the current planning trends in the region and the nation. The scenarios were reviewed and approved by the client.

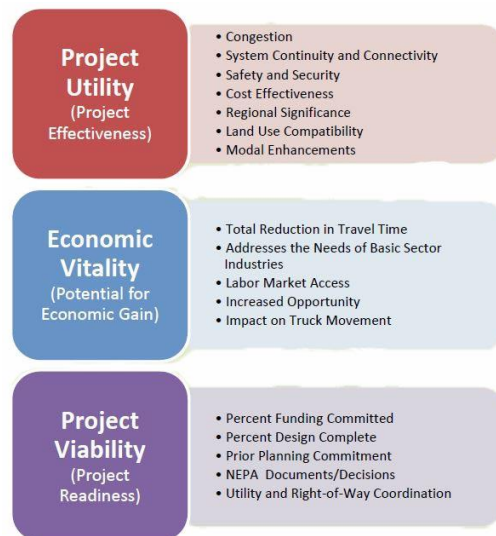


Image 5 – Project Prioritization Tool Categories

THEORY

This plan will use the Rational Comprehensive Theory for its approach. This theory suggests that plans have clear objectives defined to guide its development, that there are rational alternative strategies that can be implemented, and that the objectives could be monitored. Theorists, Hobbs and Doling, created this procedural framework for the rational comprehensive model in 1981:

1. Formulation of goals and objectives
2. Generation and examination of all possible alternatives open to a decision maker for achieving the set goals and objectives
3. The prediction of all consequences that would follow from adoption of each alternative
4. The comparison of the consequences in relation to the agreed set of goals and objectives
5. The selection of the alternative whose consequences correspond to a greater degree with the goals and objectives
6. Implement the preferred alternative
7. Monitor and evaluate outcomes and results

This is the basic framework that will be used to complete the RL RTP. Communication is very important in this model. The process is meant to address any conflicts that arise during the development of the plan. Issues and concerns from those who are skeptical of proposed ideas and alternatives will be addressed.

Another important aspect of this theory applicable to this plan is its cyclic nature. Goals that are identified may change with time. The necessity to re-examine and update the plan is noted in the theory. The RL RTP embraces this thought in the rational comprehensive theory, and it can be seen in the fact that the plan is reviewed and updated every four to five years.

CHALLENGES

The final product for this plan will be project scenarios, project scores from the prioritization tool, and a list of recommended projects that the rural localities are visioned to complete by the horizon year of 2040. During the final stages, it will be important to address and make the prioritization process transparent so those who view the list understand the thought that went behind the recommendations. Interpretation of results can sometimes lead to bias, which may be viewed as favoritism by particular parties. This plan will make sure to thoroughly document the processes that take place and the train of thought behind the decisions made. This will help the public and all other parties involved gain trust for the HRTPO and the local governments.

The HRTPO would also like to update their RL RTP to assist Southampton County and the City of Franklin in having their transportation projects potentially qualify for funding from the recently passed House Bill 2 HB2. This task is listed in the Unified Planning Work Program (UPWP) for the fiscal year of 2016. The UPWP describes the transportation planning work and associated funding for the fiscal year. HB2 is a statewide prioritization process for capacity expansion projects. The goals of HB2 are:

- To promote performance in the selection of projects for the Six-Year Improvement Plan (SYIP)
- To provide stability to the SYIP
- To establish a project pipeline that links planning to programming

House Bill 2 was signed into law by Virginia's governor in April 2014, and the Commonwealth Transportation Board developed and approved an HB2 process in June 2015. This process is to be used to develop the VDOT's Six-Year Improvement Plan: the final step in implementation and construction of a project. The projects submitted for HB2 funding go through an initial screening to see if they meet a capacity or operational need identified in the *VTrans2040 Multimodal Transportation Plan*. The projects that make it through the screening go through an evaluation process and are ranked among all the other qualified projects.

RESEARCH AND ANALYSIS

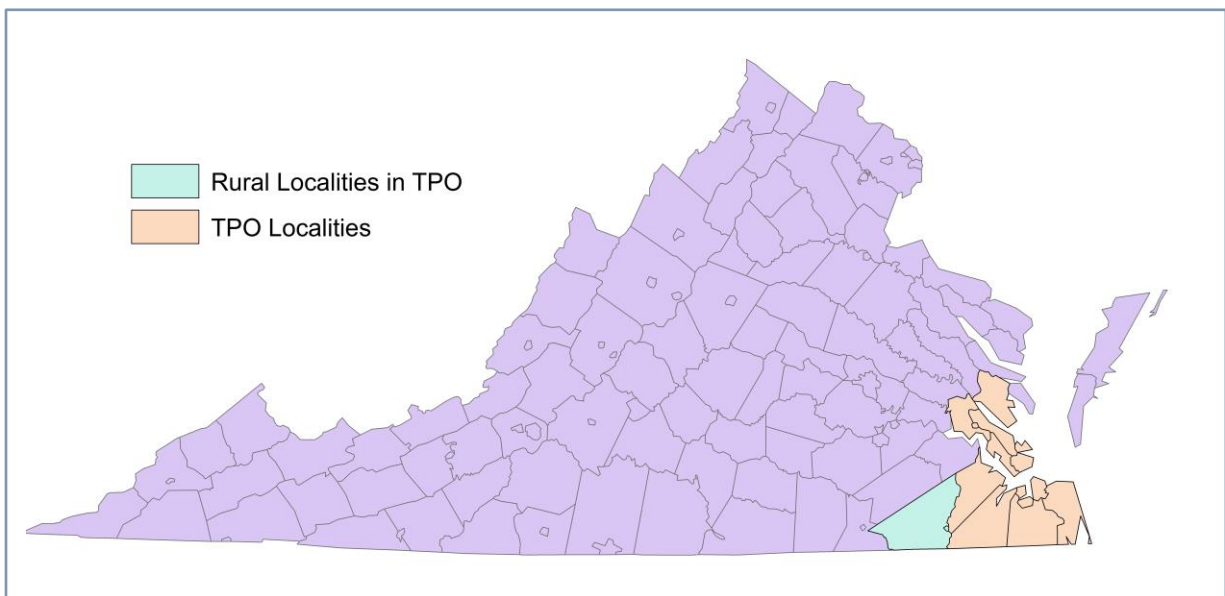
OVERVIEW OF THE REGION

Geography of Hampton Roads

The Hampton Roads region is located in southeastern Virginia and encompasses a portion of the Virginia Peninsula and the south side of the James River and Chesapeake Bay. The jurisdictions that are part of the Hampton Roads Transportation Planning Organization were mentioned in the Client section of this plan. The Hampton Roads region is predominantly an urban and suburban area, with more rural development in the western portions of the region. The geography of the region is relatively flat and influenced by numerous rivers and waterways, including the Chesapeake Bay and Atlantic Ocean.

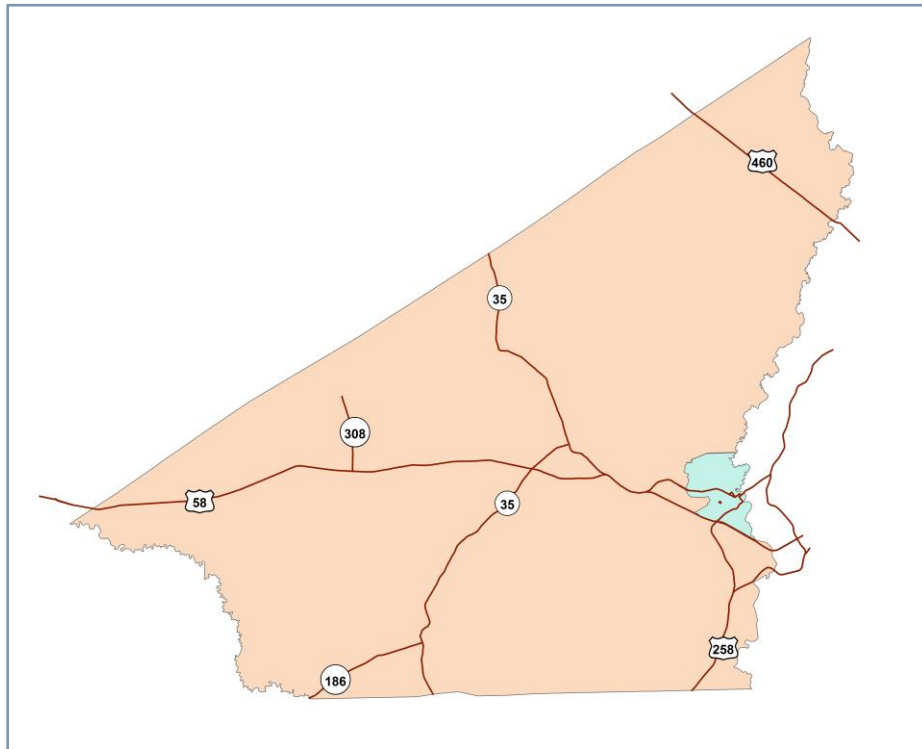
Summary of the Transportation Network

The primary corridors in the City of Franklin and Southampton County include U.S. 58, U.S. 258, U.S. 460, VA 35, and VA 186. Public transportation services are provided by Senior Services of Southeastern Virginia (SSSEVA). Travel demand management services are provided by TRAFFIX based in Hampton Roads. There are no official VDOT maintained park-and-ride lots within the region, and passenger rail is not available in the region. There are two general aviation airports in the area. Both CSX and Norfolk Southern own the freight rail lines in the region.



Map 2 – State of Virginia with Accent on Hampton Roads Region

RESEARCH AND ANALYSIS



Map 3 - Major Roadways in Rural Localities

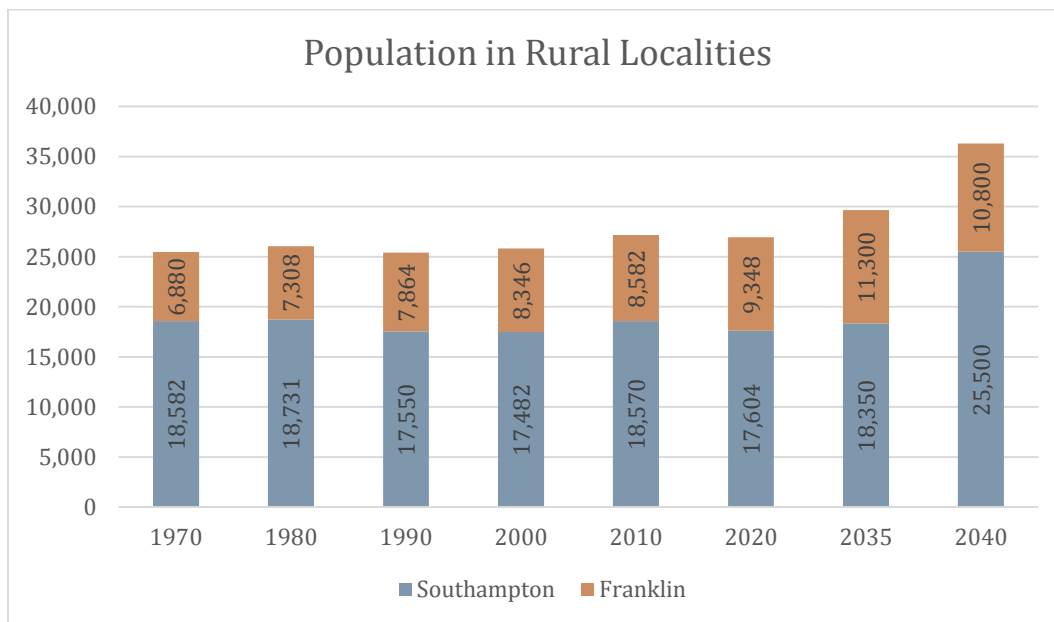


Chart 1 - Population in Rural Localities Through Time

RESEARCH AND ANALYSIS

DEMOGRAPHICS

Population Trends

The Hampton Roads region, including the City of Franklin and Southampton County, has experienced steady population growth, which is expected to continue. Total population for the two rural jurisdictions was at 27,152 in 2010 (U.S. Census, 2010). Chart 1, on the previous page, shows the historic populations as well as the projections up to 2040. Please note that the 2020 and 2035 populations were taken from the previous rural long-range transportation plan produced by the HRTPO. The City of Franklin experienced a slight increase in population since 2000, while Southampton County's population added more than 1,000 residents. Projections show an increase of 25% for Franklin and more than 37% for Southampton County by 2040. Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of Southampton County and the City of Franklin, increasing pressure on the network has focused primarily on U.S. 58 and U.S. 460. This has already resulted in changes to the network, such as additional capacity demands on local roadways and additional demand for public transportation.

Title VI and Environmental Justice Assessment

The Hampton Roads Transportation Planning Organization fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bans intentional discrimination as well as disparate impact discrimination (i.e. a neutral policy or practice that has an unequal impact on protected groups).

Executive Order 12898 on Environmental Justice, issued in February 1994, Executive Order 12898 on Environmental Justice provides direction to all programs or activities receiving federal financial assistance to incorporate environmental justice concerns into their existing programs. Environmental Justice is a mandate to change or make the difference in the lives of those who could be or have been adversely impacted by environmental effects, both social and physical, resulting from government actions. All populations, including minority (for example, African-American, Latino, Asian-American, American Indian and Native Alaskan) and low-income (defined as those whose median income falls below the U.S. Department of Health and Human Services poverty guidelines) are provided the opportunity to comment before decisions are made on government programs and activities that may impact their social or physical environment. These groups are provided the opportunity to share in the benefits of, not be excluded from, and not be affected in a disproportionately high and adverse manner by, these programs and activities.

RESEARCH AND ANALYSIS

In accordance with Title VI and the Environmental Justice mandate, the HRTPO developed a demographic profile of Southampton County and the City of Franklin as part of the development of this plan. This profile was used to assess the social and economic characteristics of the area in order to address the potential for disproportionately high and adverse effects on any disadvantaged population group. In addition, gaps and deficiencies in the transportation network that could affect these groups were also studied. Disadvantaged groups, as defined by the U.S. Census, include minority, low-income, elderly, and people with disabilities.

Any impacts to Title VI populations or Environmental Justice communities will be further addressed when planning on any individual projects has progressed to support an environmental analysis.



Image 6- Storefront in Downtown Franklin, VA

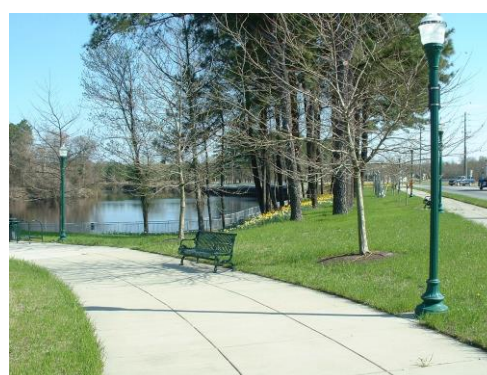


Image 7 – Park in Franklin, VA

Demographic Trends

In the 2010 U.S. Census, both Franklin and Southampton County had a minority population percentage higher than that of Virginia (31.4 percent). The City of Franklin's minority (60.6 percent) was nearly double that of Virginia's, with Southampton at 39.6%. The respective portions of the institutionalized population were above the state percentage (1.3%). Both jurisdictions also had elderly populations in a higher proportion than the state (12.2%). The 2009-2013 ACS (5-Year estimate) estimated both jurisdictions also had low-income households above the state percentage of 39.4%.

	Franklin	Southampton	Virginia	United States
Minority	39.6%	60.6%	31.4%	27.6%
Low-Income	52.5%	66.1%	39.4%	47.3%
Disability	8.4%	1.4%	1.3%	1.3%
Elderly	15.1%	17.2%	12.2%	12.2%

Table 1 – Demographic Data in Rural Localities Compared to State and Nation

Source: 2010 US Census and 2009-2013 ACS (5-Year Estimate)

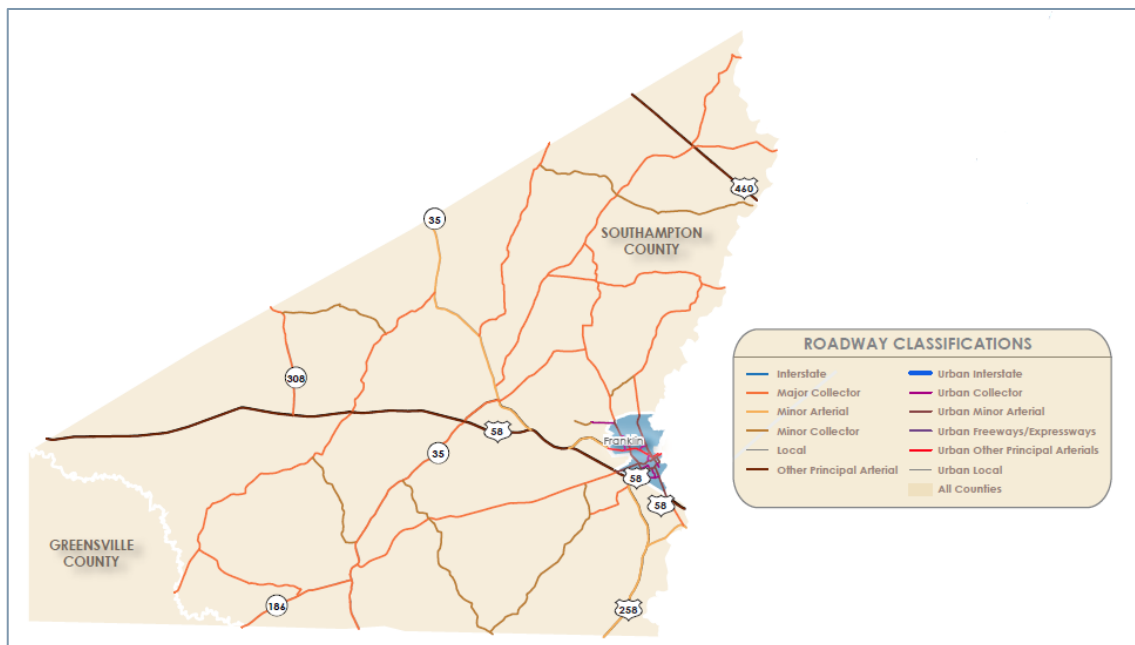
RESEARCH AND ANALYSIS

REGIONAL TRANSPORTATION SYSTEM

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and forecasted conditions.

Roadways

There are no interstates that run through the rural localities. I-64 terminates in the Hampton Roads metropolitan region. Its subsidiary interstates (I-264, I-464, I-564, and I-664) are spread throughout the region. Due to the relatively flat topography and rural nature of the area, the towns are focal points for the local and regional roadway network.



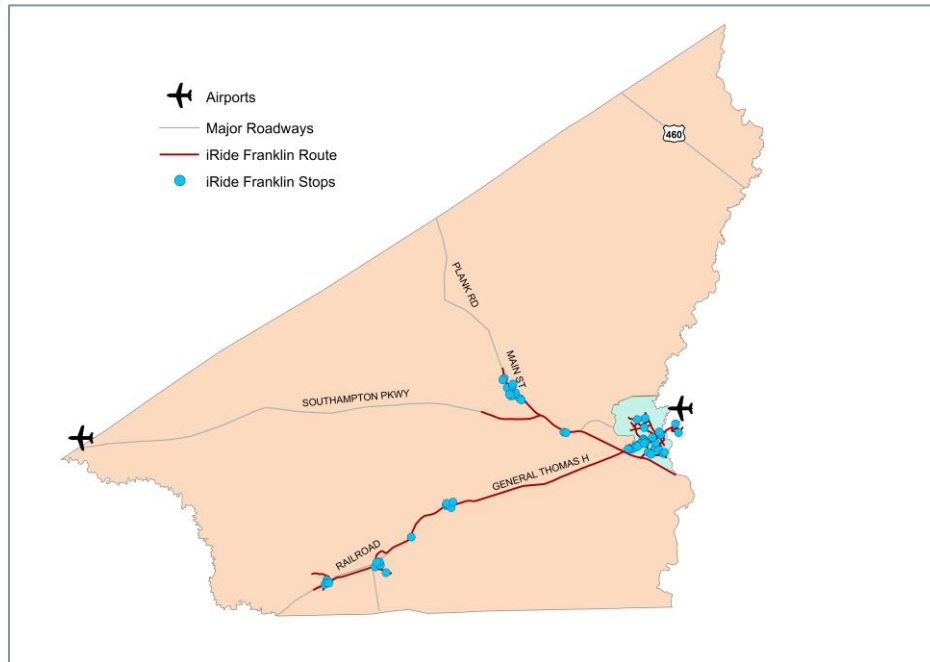
Map 4 – Roadway Classifications

Public Transportation

Fixed-route and demand-responsive service are available through I-RIDE, operated by SSSEVA. There are stops throughout Franklin and in four towns in Southhampton County: Boykins, Branchville, Courtland, and Newsoms. The service operates Monday through Friday in the City of Franklin and on alternating days in the towns.

Organizations that do not serve the general public but do serve the transportation needs of specific disadvantaged groups include the Endependence Center and the Western Tidewater Community Services Board. The SSSEVA also provides demand-responsive service in the City of Franklin and Southhampton County for those over the age of 60 and adults with disabilities.

RESEARCH AND ANALYSIS



Map 5 – Transit Routes and Airports

Airports

There are no commercial airports in the study area. Norfolk International Airport is just over 50 miles east of the city and county. There is a general aviation airport that serves this area, Franklin Municipal Airport. It is located just outside of city limits in Isle of Wight County. There is also another regional airport to the west of Southampton County, Emporia–Greenville Airport, located along U.S. 58 in Greenville County. These airports are shown in Map 4 above.

Bike and Pedestrian

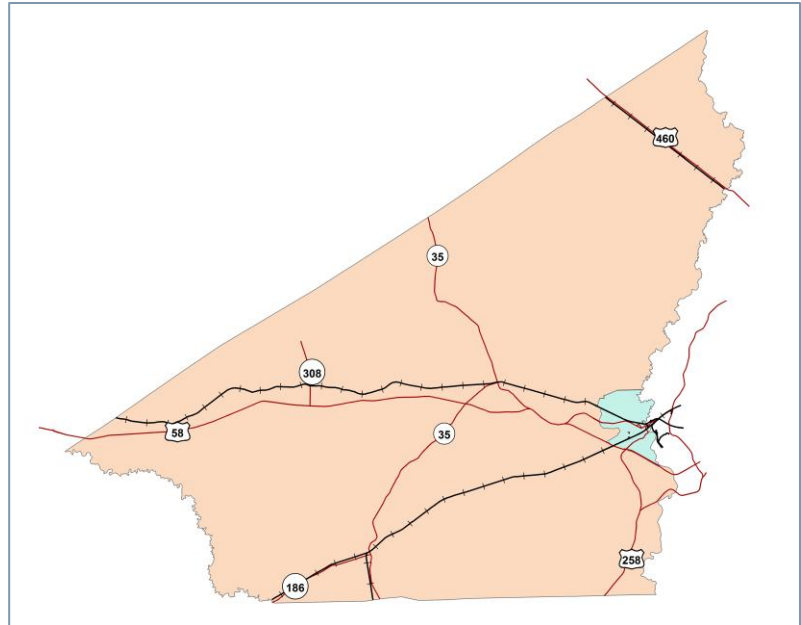
The City of Franklin adopted the *City of Franklin Bicycle and Pedestrian Master Plan* in 2009. The plan process included forming an advisory committee, assessing the existing sidewalks and roadways, reviewing local and regional plan and policies, soliciting public input, and developing policies, programs, and recommendations to implement bicycle and pedestrian facilities to link destinations in the city. As part of this process, the HRTPO reviewed and updated the sidewalk inventory for the City of Franklin in VDOT's Statewide Planning System database.

Currently, there is no bicycle and pedestrian plan for Southampton County. The HRTPO is in the infant stages of creating a Bicycle and Pedestrian Plan for them. They will be working together with Southampton County and its citizens to create a plan that will bring a safe and accessible active transportation infrastructure to residents and visitors.

RESEARCH AND ANALYSIS

Goods Movement

The majority of goods movement within the region is by truck, which mainly utilizes U.S. 58, U.S. 258, U.S. 460, and VA 671. Freight generators and shippers in the city of Franklin are heavily clustered along Armory Drive in the western part of the city. Freight generators in Southampton County are more scattered, with some concentrations along U.S. 58 Business in Courtland, in Capron, and along VA 671 between Franklin and Boykins. Freight rail in the region runs along both Norfolk Southern and CSX rail lines. The Norfolk Southern line along U.S. 460 in Southampton County carries some of the highest tonnage in the state. This line is part of the Heartland Corridor (intermodal single and double stack trains) and the Coal Corridor (particularly coal from West Virginia). The CSX line through the county is an extension of the company's National Gateway Corridor that generally parallels I-95. This extension connects the corridor to the Port of Hampton Roads.



Map 6 – Railways in Rural Localities

Travel Demand Management

Travel demand management (TDM) holds the potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, and park-and-ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can sometimes be realized. In the City of Franklin and Southampton County, there is some clustering of commuter destinations: Courtland, Franklin, Suffolk, and further east to Hampton Roads. Therefore, some gains in ridership could be realized. According to the 2000 U.S. Census, more than half of workers commuted outside of their jurisdiction; some of this is movement between the city and county.

RESEARCH AND ANALYSIS

Project Prioritization Tool

Envision Rural Hampton Roads will be the first rural plan to utilize the client's project prioritization tool to evaluate transportation projects. The HRTPO has been tasked with creating a list of prioritized projects for the RL RTP in their Unified Planning Work Program (UPWP) for the 2016 fiscal year. A great amount of work went into preparing the project prioritization tool to be used for the rural localities and retrieving the needed data to input into the tool. Effective communication between the client, Southampton County, the City of Franklin, and VDOT was critical to gathering this data.

The prioritization tool, found in Appendix D, has been adjusted for the rural localities and contains several modifications compared to the metropolitan area's prioritization tool. A primary goal for prioritizing transportation projects is to rank the ability of a transportation system improvement to increase system benefits for users and impact economic growth. In order to determine this ranking, it is important to identify the relationships between transportation improvements and the resulting benefits. These benefits include decreasing travel times, increasing reliability, and providing new capability.

For the purposes of prioritization, projects are categorized into separate evaluation categories to enable decision-makers to more efficiently compare projects: Highways, Interchanges, Bridges/Tunnels, Bicycle and Pedestrian, and Systems Management. They are separated this way so that they can easily be managed between the different funding sources, as federal grants and other pools of money allocate specific amounts of funds for different types of projects. This is also done to account for the varying data input needs for each category. For example, the needs of highway projects may not require the same data as active transportation projects.

The three components of the project prioritization tool – project utility, project viability, and economic vitality – have their own evaluation criteria. Each evaluation criterion is weighted based on relative importance, dependent on the current regional vision and availability of funding. The current weighting factors were determined based on technical and public input. These factors can be modified in the future to address changing regional priorities. The following page shows Table 2, the weighting factors for highway projects.

As seen in Table 2, there are many criteria and sub-criteria that are being evaluated. All of the data gathered to run this tool came from one of three sources: the HRTPO, the rural localities, or VDOT. In order to use the most accurate data, close work with the client was necessary to gather the needed data and to calculate certain fields. A comprehensive list of the sources of this data along with some of the associated calculation methods can be found in Appendix E.

RESEARCH AND ANALYSIS

Highway Projects Weighting Factors	
Criteria and Sub-Criteria	Weighting
PROJECT UTILITY	
Congestion Level:	30.0
% Reduction in Existing and Future V/C Ratios (Daily Delay)	10.0
Existing V/C Ratio	10.0
Impact to Nearby Roadways	10.0
System Continuity and Connectivity	25.0
Safety and Security:	15.0
Crash Ratio	8.0
Improvement to Incident Management or Evacuation Routes	7.0
Cost Effectiveness (Cost/VMT)	15.0
Land Use/Future Development Compatibility	10.0
Modal Enhancements:	5.0
Improves Vehicular Access	3.0
Enhance Other Categories	2.0
PROJECT UTILITY TOTAL	100.0
PROJECT VIABILITY	
Percent of Funding Committed	50.0
Prior Commitment	10.0
Percentage of Project Design Complete	10.0
Environmental Documents Complete	15.0
Environmental Decisions Obtained	5.0
ROW Obtained/Utilities Coordinated	5.0
If Environmental Documents are Complete	5.0
PROJECT VIABILITY	100.0
ECONOMIC VITALITY	
Total Reduction in Travel Time	30.0
Labor Market Access	30.0
Increase Travel Time Reliability	15.0
Increased Access for High Density Employment Areas	15.0
Addresses the Needs of Basic Sector Industries	20.0
Increases Access for Freight Facilities	10.0
Increases Access to Tourist Destinations	10.0
Increases Access for Defense Installations	0.0
Facility part of STRAHNET	0.0
Facility part of "Roadways Serving the Military"	0.0
Increased Opportunity	20.0
Provides New or Increased Access	10.0
Supports Plans for Future Growth	10.0
ECONOMIC VITALITY TOTAL	100.0

Table 2 –Project Prioritization Tool Weighting Factors for Highway Projects

RECOMMENDATIONS

VISION

The rural localities of Southampton County and the City of Franklin will be unified with the metropolitan area. The update of the rural transportation plan will connect these rural localities to the metro area by sharing the same vision year for their projects. The rural localities in Hampton Roads will no longer be part of a separate conversation when it comes to their needs, projects and potential sources of funding. The rural and metropolitan areas will work together to tackle Hampton Roads' regional problems and to support its growth in population and employment by tending to the needs of the transportation network. The proposed project scenarios will support the rural localities, the region and their residents. These scenarios will be developed by using the same type of analyzation and tools that the metropolitan transportation plan uses.

RECOMMENDATIONS

GOALS AND OBJECTIVES

GOAL 1: TO UNIFY THE RURAL LOCALITIES WITH THE REST OF THE REGION

- Objective 1.1: Same vision year
 - Take 2035 projections and project to the year 2040 to match the metropolitan plan
 - Update the transportation network
- Objective 1.2: To treat the rural localities with the same importance as the metropolitan ones
 - Use the same methods of analysis and forecasting
 - Gather data from the same sources
 - Run the project prioritization tool for rural use

GOAL 2: TO USE AN OBJECTIVE, TRANSPARENT METHOD TO PRIORITIZE PROJECTS FOR THE RURAL LOCALITIES

- Objective 2.1: Use the same project prioritization tool used in the LRTP but tailored for rural use
 - Eliminate measures of effectiveness that are not relevant to rural localities
 - Add measures of effectiveness that are applicable specifically to rural localities
 - Adjust the weight of each measure of effectiveness to better fit rural localities
- Objective 2.2: Use a tool that is easily understood by the public
 - Verbiage inside the tool and the process description should be at a fifth grade level
 - The process used should be easy to follow
- Objective 2.3: Accessible and easy to understand project scores and methodology
 - Publish the project prioritization tool
 - Avoid using technical terms when not needed

RECOMMENDATIONS

GOAL 3: TO ASSIST THE RURAL LOCALITIES IN APPLYING FOR FUNDING FOR PROJECTS

- Objective 3.1: Use the prioritization tool to determine project importance
 - Provide a score in different project categories
 - Accessible status and data of all projects
 - Have a list of scores for all of the projects
- Objective 3.2: Inclusion of projects in a regional plan
 - Projects requested by the localities will be included in the plan
 - Scenarios will be created with recommended projects
 - Projects will go through a prioritization tool that will be published in the plan

GOAL 4: TO CREATE A SAFER AND MORE EFFICIENT TRANSPORTATION NETWORK

- Objective 4.1: Forecast potential growth to accommodate for the future
 - Project population growth out to the vision year 2040
 - Project socioeconomic data out to the vision year 2040
 - Provide localities with different growth options through various forecasting methods
- Objective 4.2: Analyze popular routes taken by those using the network
 - Collect data on the different roadways inside the localities
 - Look at average daily traffic on roads, if available
 - Look at the land use and popular destinations inside of the localities
- Objective 4.3: Recommend projects that satisfy those needs
 - Work with localities to address potential issues in future
 - Update projects listed in the 2035 RL RTP
 - Include measures of effectiveness about safety and improved travel conditions in the project prioritization tool

RECOMMENDATIONS



Image 8 – U.S. 58/ Suffolk Bypass in Franklin VA



Image 9 - Railroad Tracks on College Drive, Franklin, VA

RECOMMENDATIONS

SCENARIOS

Using the project prioritization tool and the updated list of recommended projects, the *Envision Rural Hampton Roads* plan developed three different scenarios for implementation by the year 2040. The following pages contain the scenarios and the top 15 projects recommended per scenario. These recommendations were made based on several factors. This includes, but is not limited to, the prioritization scores, comments from the client and the rural localities, and population and employment density in the areas. For details on the projects, refer to the recommended projects list following these scenarios.

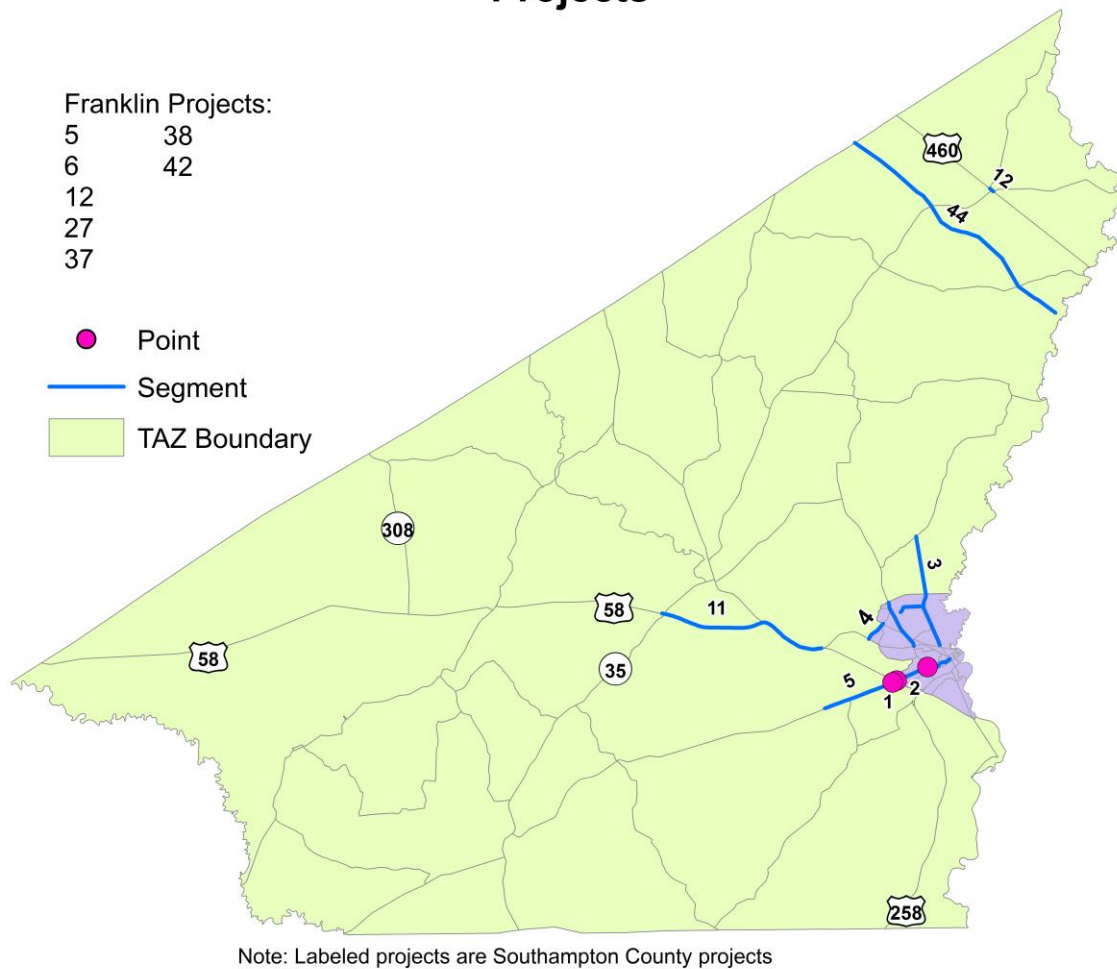
The first scenario is a “Bottom-Up” approach and took into consideration only the transportation network inside Southampton County and the City of Franklin. The projects chosen were selected to be of best interest of those localities and did not take any consideration of the needs of the Hampton Roads region. The prioritization scores were not used in choosing these projects, because the project prioritization tool evaluates projects based on regional need. These localities have their own needs that require attention and are seen as vital projects to increase the safety of its residents and those who travel to them. Projects were chosen by analyzing the forecasted growth by TAZ and through discussion with the client and rural localities.

The “Top-Down” scenario looked at the regional transportation network to determine the projects that should have the most priority. These projects were chosen because they benefit the Hampton Roads region more than the other projects. The project scores from the prioritization tool played a major role in the selection of the top projects here. The highest scoring projects are deemed to be the most impactful and address the regional needs of the transportation network in Hampton Roads.

The Hybrid scenario combines the needs of the Hampton Roads region and the rural localities of Southampton County and the City of Franklin. This approach combined the input of the HRTPO and the localities, as well as using the project scores to determine the top projects. This scenario also selected active transportation projects, because of the emerging interest and push for bicycle and pedestrian facilities. These projects are important, as many citizens value an active lifestyle.

RECOMMENDATIONS

Bottom-Up Scenario Projects



Map 7

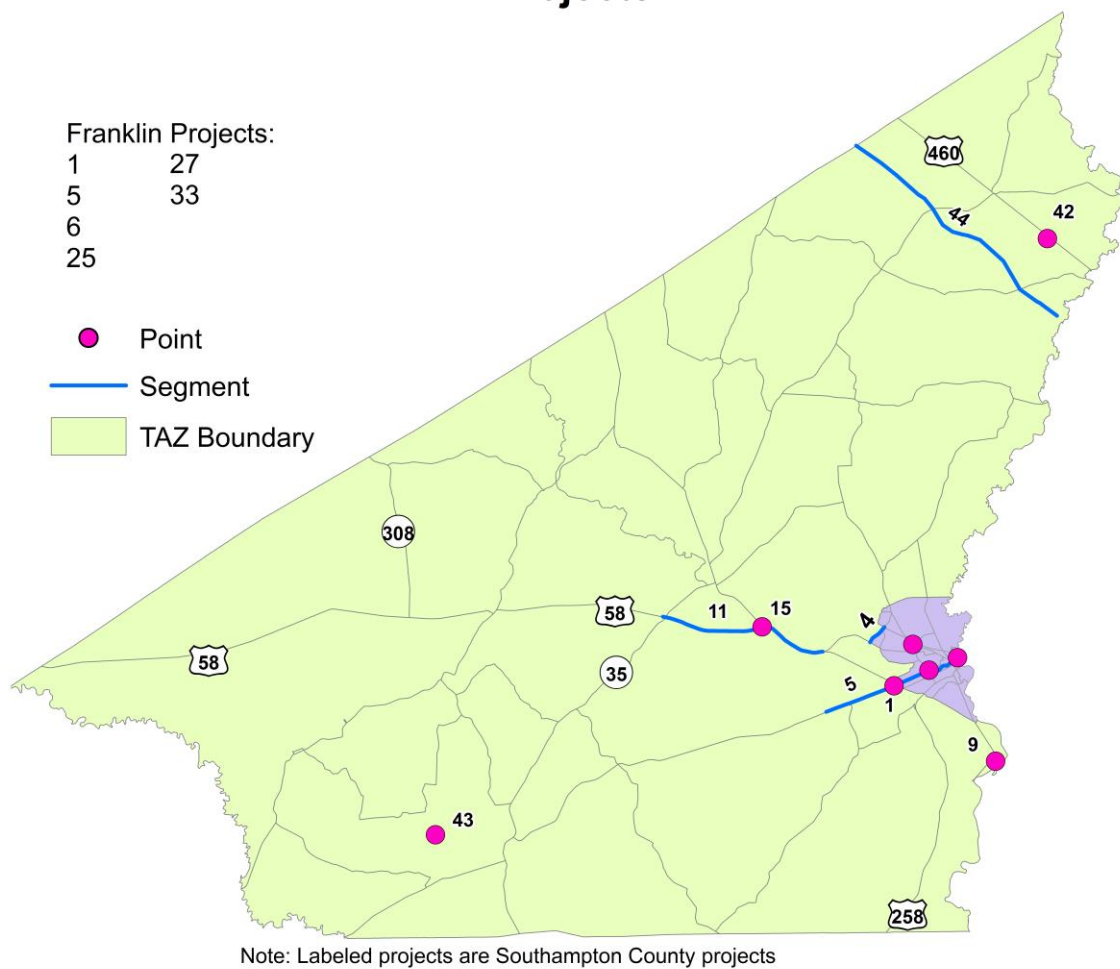
RECOMMENDATIONS

CATEGORY	PROJECT	FROM	TO	SCORE
Highway	VA 671 (General Thomas Hwy)	VA 650	Franklin City Line	188
Highway	U.S. 460 Expressway	Sussex County Line	Isle of Wight County Line	186
Highway	VA 3907 (Hunterdale Rd)	Clay St	Northern City Limits of Franklin	171
Highway	Armory Dr	VA 3907 (College Dr)	VA 3905 (High St)	137
Highway	Andrew Avenue Ext	Chauser Ct	VA 3905 (High St)	130
Highway	VA 3905 (High St)	Beaman St	VA 3912 (Fairview Dr)	121
Highway	VA 687 (Delaware Rd)	US 58 Business (Camp Pkwy)	Franklin City Limits	106
Highway/Bicycle	VA 3905 (High St)	VA 3912 (Fairview Dr)	Northern City Limits of Franklin	128/53.75
Interchange	VA 671 (General Thomas Hwy)	At U.S. 58 Eastbound Exit	N/A	164
Interchange / Systems Management	VA 671 (General Thomas Hwy)	At U.S. 58 Westbound Exit	N/A	164/104
Systems Management	General Mahone Blvd	Proctors Bridge Rd	VA 620 (Broadwater Rd)	97
Systems Management	VA 3904 (Armory Dr)	At VA 3907 (College Dr)	N/A	93
Systems Management	VA 671 (Armory Dr)	Franklin City Limits / U.S. 58	VA 3907 (College Dr)	93
Systems Management	U.S. 58 (Southampton Pkwy)	U.S. 58 Business	VA 35 West Exit	67
Systems Management	VA 706 (Woods Trail)	Northern City Limits of Franklin	VA 635 (Black Creek Road)	53

Table 3 – Bottom-Up Scenario: Top 15 Projects by Category

RECOMMENDATIONS

Top-Down Scenario Projects



Map 8

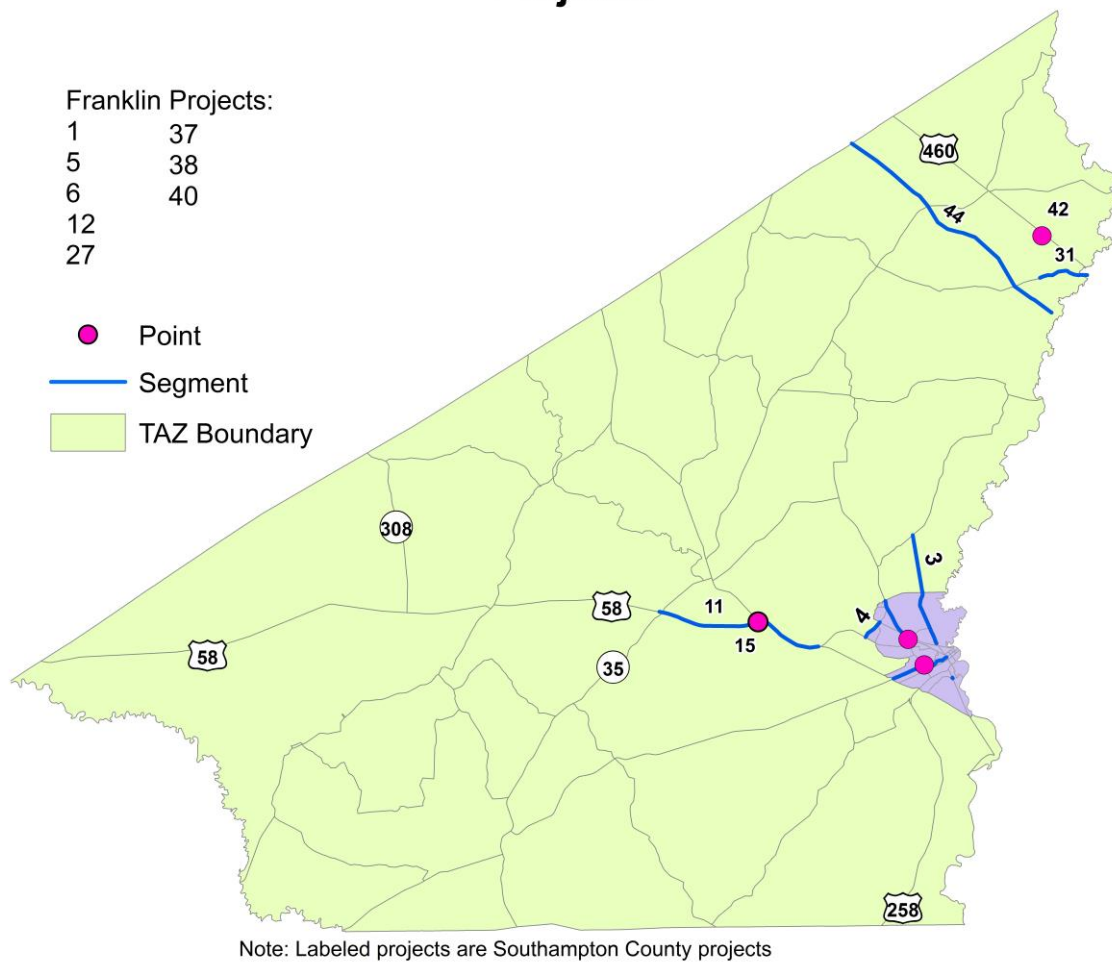
RECOMMENDATIONS

CATEGORY	PROJECT	FROM	TO	SCORE
Bridge	VA 714 Pretlow St	At VA 189 (S. Quay Rd)	N/A	193
Bridge	VA 659	Over Flat Swamp	N/A	102
Bridge	VA 635	Over N&W Railroad	N/A	93
Highway	VA 671 (General Thomas Hwy)	VA 650	Franklin City Line	188
Highway	US 460 Expressway	Sussex County Line	Isle of Wight County Line	186
Highway	Armory Dr	VA 3907 (College Dr)	VA 3905 (High St)	137
Highway	VA 687 (Delaware Rd)	US 58 Business (Camp Pkwy)	Franklin City Limits	106
Interchange	US 58 (Southampton Pkwy)	At VA 650/East End Courtland Bypass	N/A	252
Interchange	VA 3907 (Hunterdale Rd)	At VA 3912 (Fairview Dr)	N/A	232
Interchange	VA 671 (General Thomas Hwy)	At US 58 Eastbound Exit	N/A	164
Systems Management	2 nd Ave	At US 58 (Mechanic St)	N/A	101
Systems Management	2 nd Ave	VA 3905 (High St)	US 58 (Mechanic St)	101
Systems Management	VA 3904 (Armory Dr)	At VA 3907 (College Dr)	N/A	93
Systems Management	VA 671 (Armory Dr)	Franklin City Limits/US 58	VA 3907 (College Dr)	93
Systems Management	US 58 (Southampton Pkwy)	US 58 Business (Jerusalem Rd)	VA 35 West Exit	67

Table 4 – Top-Down Scenario: Top 15 Projects by Category

RECOMMENDATIONS

Hybrid Scenario Projects



Map 9

RECOMMENDATIONS

CATEGORY	PROJECT	FROM	TO	SCORE
Bicycle/Pedestrian	VA 3903 (Pretlow St)	0.17 Mi N. Morton St	Laurel St	49
Bridge/Tunnel	VA 635	Over N&W Railroad	N/A	93
Highway	US 460 Expressway	Sussex County Line	Isle of Wight County Line	186
Highway	VA 3907 (Hunterdale Rd)	Clay St	Northern City Limits of Franklin	171
Highway	Armory Dr	VA 3907 (College Dr)	VA 3905 (High St)	137
Highway	VA 3905 (High St)	Beaman St	VA 3912 (Fairview Dr)	121
Highway	VA 687 (Delaware Rd)	US 58 Business (Camp Pkwy)	Franklin City Limits	106
Highway/Bicycle	VA 3905 (High St)	VA 3912 (Fairview Dr)	Northern City Limits of Franklin	128/53.75
Interchange	US 58 (Southampton Pkwy)	At VA 650/East End Courtland Bypass	N/A	252
Interchange	VA 3907 (Hunterdale Rd)	N/A	N/A	232
Systems Management	VA 3904 Armory Dr)	At VA 3907 (College Dr)	N/A	93
Systems Management	VA 671 (Armory Dr)	Franklin City Limits/US 58	VA 3907 (College Dr)	93
Systems Management	US 58 (Southampton Pkwy)	US 58 Business (Jerusalem Rd)	VA 35 West Exit	67
Systems Management	VA 706 (Woods Trail)	Northern City Limits of Franklin	VA 635 (Black Creek Rd)	53
Systems Management	VA 614 (Seacock Chapel Rd)	VA 635	Isle of Wight County Line	20

Table 5 – Hybrid Scenario: Top 15 Projects by Category

RECOMMENDATIONS

Bottom Up	Project	Short	Middle	Long
	VA 671 (Armory Drive)			
	2nd Avenue			
	VA 3905 (High Street)			
	2nd Avenue			
	VA 3904 (Armory Drive)			
	VA 3905 (High Street)			
	VA 641 (Hunterdale Road)			
	VA 671 (General Thomas Hwy)			
	VA 671 (General Thomas Hwy)			
	VA 706 (Woods Trail)			
	VA 687			
	VA 671 (General Thomas Hwy)			
	US 58 (Southampton Pkwy)			
	US 460 Expressway			
	US 58 Business (South Main Street)			
Top Down	Project	Short	Middle	Long
	VA 671 (Armory Drive)			
	2nd Avenue			
	2nd Avenue			
	US 58 (Clay Street)			
	VA 3904 (armory Drive)			
	2nd Avenue			
	VA 687			
	US 58 (Southampton Pkwy)			
	US 58 (Southampton Parkway)			
	VA 605 (Millifield Road)			
	VA 614 (Seacock Chapel Road)			
	VA 614 (Seacock Chapel Road)			
	VA 635			
	US 460 Expressway			
	US 58 Business (South Main Street)			
Hybrid	Project	Short	Middle	Long
	VA 671 (Armory Drive)			
	2nd Avenue			
	VA 3905 (High Street)			
	US 58 (Clay Street)			
	VA 3904 (armory Drive)			
	VA 3905 (High Street)			
	VA 641 (Hunterdale Road)			
	VA 706 (Woods Trail)			
	VA 687			
	US 58 (Southampton Pkwy)			
	US 58 (Southampton Parkway)			
	VA 614 (Seacock Chapel Road)			
	VA 635			
	US 460 Expressway			
	US 58 Business (South Main Street)			

Table 6 – Timeline for Projects

RECOMMENDATIONS

COMPREHENSIVE LIST OF PROJECTS

The scenarios were created using the updated list of recommended projects. The list was put together using the 2035 RL RTP and input from the client, Southampton County, City of Franklin, and VDOT. This comprehensive list, separated by locality, contains all of the projects that are recommended from now until 2040. These projects address capacity issues, geometric weaknesses, and infrastructure conditions. By monitoring certain roads and implementing these projects, the localities will increase the safety and efficiency of their transportation network.

The projects on the next several pages contain short, mid, and long-term goals. For the purpose of this plan, short-term goals should be addressed in the next 0-5 years, mid-term goals in the next 5-10 years, and long-term goals in the next 10-20 years. These goals range from monitoring roadways for improvements to reconstructing roadways and applying access management¹. All of these projects were input into the project prioritization tool and evaluated. For more details on the projects, please refer to Appendix D.



Image 10 – Bridge on Route 35 in Southampton County, VA

1) Access management is defined by the FHWA as techniques used to improving movement of through traffic, reduced crashes, and fewer vehicle conflicts.

RECOMMENDATIONS

1-VA 3907 (Hunterdale Rd.)/VA 3912 (Fairview Dr.)

Mid-term reconstruct intersection to provide left turn lanes on all approaches; Long-term widen north and south legs to provide two through lanes as part of Hunterdale Road project.

2-VA 649 (Country Club Rd.)/VA 641 (Hunterdale Rd.)

Mid-term apply access management and refresh pavement markings; Long-term continue to monitor for improvements.

3-Bailey Dr./Stewart Dr.

Long-term realign roadway and apply access management.

4-VA 3912 (Fairview Dr.) from VA 3907 (Hunterdale Rd.) to VA 3905 (High St.)

Mid-term reconstruct roadway to urban two-lane standards, including turn lanes at major intersections and the hospital.

5-VA 671 (Armory Dr.) from Franklin City Limits/US 58 to VA 3907 (College Dr.)

Short-term apply access management; Long-term continue to monitor for improvements.

6- VA 3904 (Armory Dr.) from VA 3907 (College Dr.) to VA 3905 (High St.)

Mid-term reconstruct roadway to urban four-lane standards with left turn lane as needed.

7- 2nd Ave./VA 3904 Armory Dr.

Mid-term install signal and pedestrian crosswalks.

8- US 58 (Mechanic St. N.)/4th Ave.

Short-term improve pavement markings and signage and change eastbound control from “Yield” to “Stop”; Mid-term add ADA ramps and crosswalks; Long-term monitor need for signal.

9-US 258 (South St.)/VA 3903 (Pretlow St.)

Short-term apply access management; Mid-term conduct traffic study to determine optimal improvements, such as signalization or lengthening turn lanes.

10- US 58 (Clay St.)/4th Ave.

Short-term improve pavement markings and signage and prohibit parking along eastbound Fourth Avenue approach; Mid-term monitor crashes on Fourth Avenue approach and apply rumble strips, if needed.

11- VA 641 (Hunterdale Rd.)/VA 687

Mid-term maintenance and repave gravel shoulder by church.

12- VA 3905 (High St.) from VA 3912 (Fairview Dr.) to N. City Limits of Franklin

Mid-term widen roadway to urban three-lane cross section; Long-term provide for an 8-foot hike and bike trail adjacent to roadway.

13- VA 687 from Franklin City Limits to VA 641 (Hunterdale Rd.)

Mid-term widen to urban three-lane cross section.

14- VA 3903 (Pretlow St.) from SCL of Franklin to US 58 Bypass E. Bound off Ramp

Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.

15- VA 3903 (Pretlow St.) from US 58 Bypass E. off Ramp to Progress Pkwy.

Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.

16- VA 3903 (Pretlow St.) from Laurel St. To US 258 (South St.)

Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.

17- VA 3905 (High St.) from Birch St. to US 258 (South St.)

Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.

18- 2nd Ave. from Mechanic St. to Franklin City Line

Long-term continue to monitor for improvements.

19- Mechanic St. from 4th Ave. to 2nd Ave.

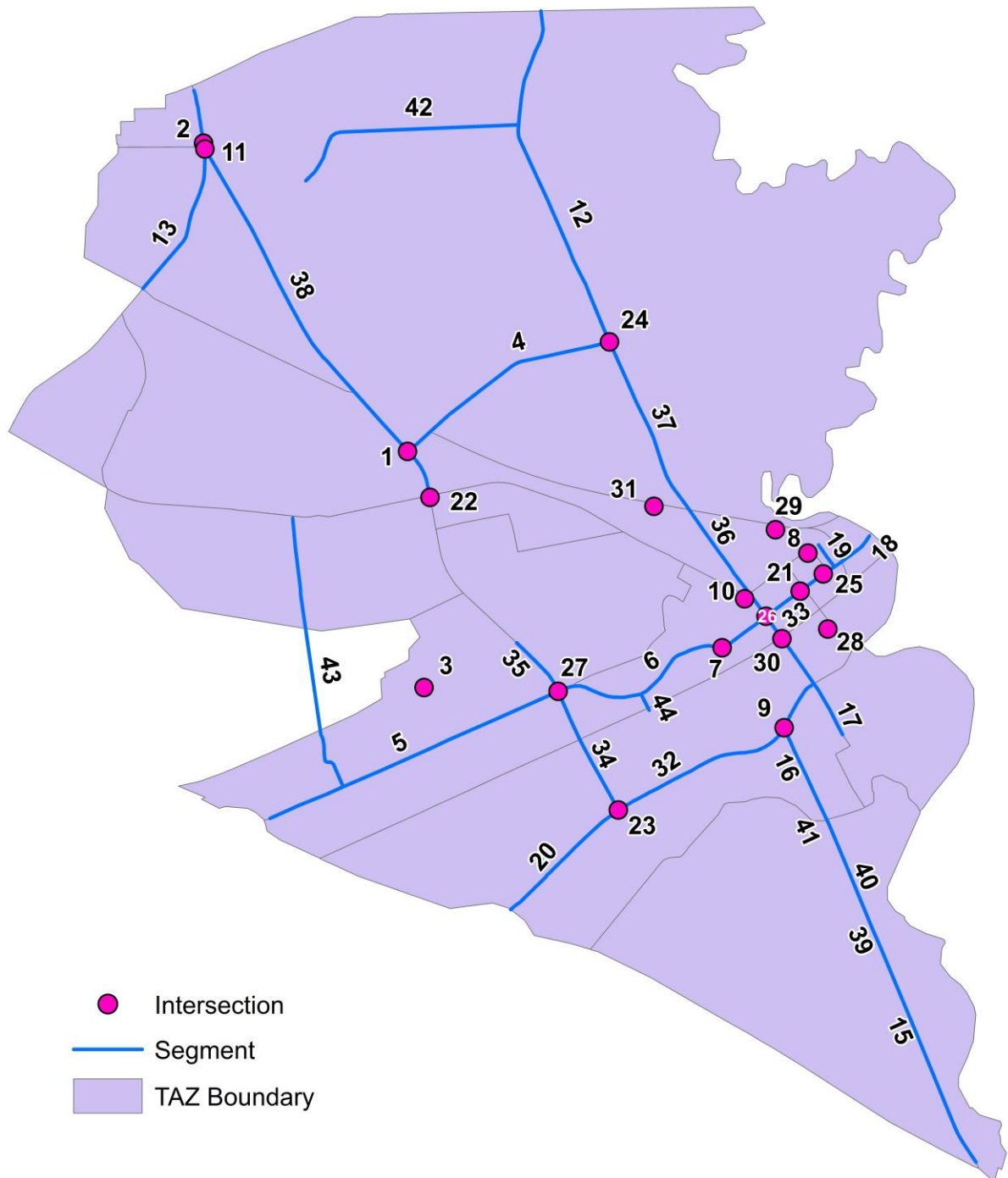
Long-term continue to monitor for improvements.

20- US 258 (South St.) from SCL of Franklin to Amber St.

Long-term continue to monitor for improvements.

RECOMMENDATIONS

City of Franklin Recommended Projects



RECOMMENDATIONS

21- US 258 (2nd Ave.)/US 258 (Main St.)

Short-term install signs for left turn restriction during peak hours.

22- US 58 (Clay St.)/VA 3907 (College Dr.)

Short-term review sign distances, signage, markings, and signal to assess safety needs.

23- US 258 (South St.)/VA 3907 (College Dr.)

Short-term construct intersection improvement planned under Virginia Transportation Development Plan (VTDP).

24- VA 3912 (Fairview Dr.)/VA 3905 (High St.)

Mid-term consider signalization.

25- 2nd Ave./US 58 (Mechanic St.)

Short-term review sign distances, signage, markings, and signal to assess safety needs; Long-term reconstruct intersection as part of Second Avenue widening.

26- 2nd Ave./VA 3905 (High St.)

Short-term install signs for left turn restriction during peak hours.

27- VA 3904 (Armory Dr.)/VA 3907 (College Dr.)

Short-term review sight distances, signage, markings, and signal to assess safety needs; Long-term reconfigure intersection as part of Armory Drive widening.

28- Elm St./ US 258 (Main St.)

Mid-term improve turning radius in southeast quadrant.

29- Bowers Rd. over Norfolk Southern railroad

Short-term install protective flashing lights and/or bells.

30- VA 3905 (High St.) over CSX railroad

Mid-term install gates.

31- Beaman St. over Norfolk Southern railroad

Short-term install protective flashing lights and/or bells and add rubberized crossing.

32- US 258 (South St.) from Amber Dr. to VA 3905 (High St.)

Mid-term widen roadway to urban four-lane standards.

33- 2nd Ave. from VA 3905 (High St.) to US 58 (Mechanic St.)

Mid-term widen roadway to urban four-lane standards.

34- VA 3907 (College Dr.) from US 258 (South St.) to VA 3904 (Armory Dr.)

Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs; Long-term widen roadway to urban four-lane standards.

35- VA 3907 (College Dr.) from VA 3904 (Armory Dr.) to Stewart Dr.

Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs.

36- VA 3905 (High St.) from US 258 (South St.) to Beaman St.

Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs.

37- VA 3905 (High St.) from Beaman St. to VA 3912 (Fairview Dr.)

Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs; Mid-term widen to three-lane roadway with curb and gutter, sidewalk, and 8-foot hike and bike trail.

38 - VA 3907 (Hunterdale Rd.) from Clay St. to Northern City Limits of Franklin

Mid-term widen to urban four-lane standards and add 8-foot hike and bike trail.

39-VA 3903 (Pretlow St.) from Progress Parkway to VA 3915 (Morton St.)

Mid-term reconstruct to urban two-lane cross-section.

40- VA 3903 (Pretlow St.) from VA 3915 (Morton St.) to 0.17 Mi. N. Morton St.

Mid-term reconstruct to urban two-lane cross-section.

41- VA 3903 (Pretlow St) from 0.17 Mi. N. Morton St. to Laurel St.

Mid-term provide sidewalk.

42- Andrew Ave. Extension from Chaucer Ct. to VA 3905 (High St.)

Mid-term construct rural two-lane roadway.

43- Council Dr. from US 58 BUS (Clay St.) to VA 671 (Armory Dr.)

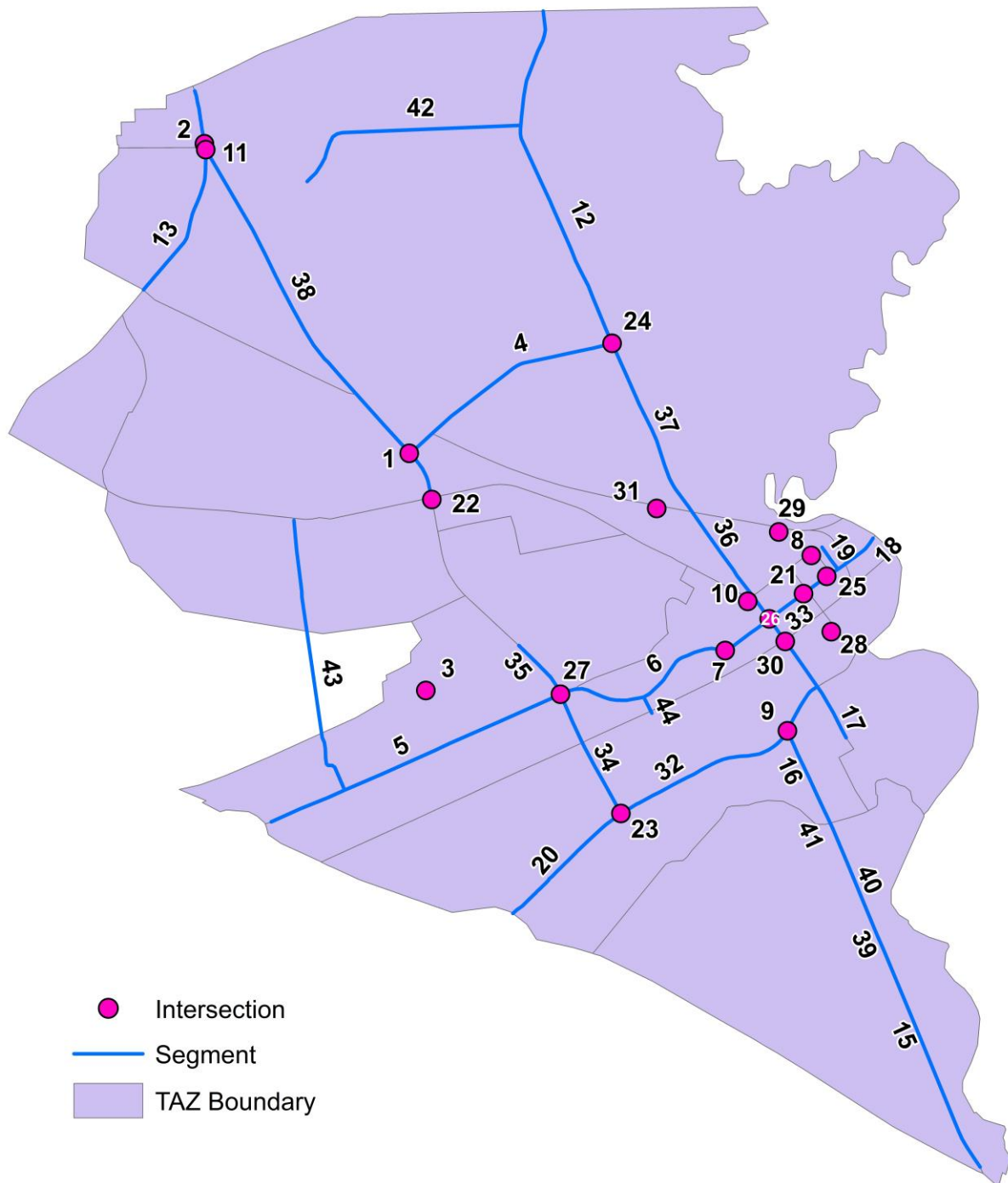
Mid-term construct rural two-lane roadway.

44- Washington St. Extension from Railroad Crossing to VA 3904 (Armory Dr.)

Mid-term construct rural two-lane roadway.

RECOMMENDATIONS

City of Franklin Recommended Projects



RECOMMENDATIONS

1- VA 671 (General Thomas Hwy)/US 58 Eastbound Exit

Long-term install signal when warranted and consider upgrading interchange to partial cloverleaf or diverging diamond.

2- VA 671 (General Thomas Hwy)/US 58 Westbound Exit

Short-term add “Right Lane Must Turn Right” signage on southbound General Thomas Highway and consider channelizing right turn lane at exit from McDonald’s; Long-term install signal when warranted and consider upgrading interchange to partial cloverleaf or diverging diamond.

3- VA 706 (Woods Trail) from Northern City Limits of Franklin to VA 635 (Black Creek Rd.)

Long-term reconstruct intersection to improve horizontal alignment and reconstruct to rural two-lane roadway with turn lanes.

4- VA 687 from US 58 BUS (Camp Pkwy.) to Franklin City Limits

Mid-term preserve right-of-way for future widening to rural three-lane cross-section from railroad crossing to U.S. 58 BUS; Long-term widen to rural three-lane roadway when volumes warrant.

5- VA 671 (General Thomas Hwy.) from VA 6500 to Franklin Corporate Limits

Short-term add “Intersection Ahead” signage to all major intersections along corridor; Mid-term continue widening of roadway to rural five-lane standards.

6- VA 35 (Plank Rd.) VA 719

Mid-term add northbound right and southbound left turn lanes and stop bars on minor approaches; Long term realign VA 35, including full intersection with minor roadways.

7- VA 35 (Plank Rd.)/VA 647

Mid-term add northbound and southbound right and left turn lanes and stop bars on minor approaches; Long-term realign VA 35, including full intersections with minor roadways.

8- VA 35 (Plank Rd.)/VA 713

Mid-term add northbound right and southbound left turn lanes and stop bars on minor approaches; Long-term realign VA 35, including full intersections with minor roadways.

9- VA 714 (Pretlow Rd.)/VA 189 (S. Quay Rd.)

Short-term add “Stop Ahead: sign and rumble strips to minor approach; Mid-term add eastbound left turn lane; Long-term rebuild bridge structure to the east and add westbound right turn lane.

10- VA 58 (Southampton Pkwy.)/ VA 659

Short-term add stop bar and centerline markings on northbound approach and install flashers on “Intersection Ahead” signs; Mid-term apply access management and lengthen all turn lanes.

11- US 58 (Southampton Pkwy.) from US 58 BUS (Camp Pkwy.) to VA 35 W. Exit

Mid-term apply access management, reduce number of median openings, and add full turn lanes at remaining median openings.

12- US 460 (General Mahone Blvd.) from VA 616 (Proctors Bridge Rd.) to VA 620 (Broadwater Rd.)

Short-term extend northbound right turn lane at Main Street and southbound right turn lane at Broadwater Road; Mid-term apply access management and consider signalizing VA 620; Long-term monitor traffic on roadway for additional improvements.

13- VA 643 from VA 644 to VA 611

Mid-term reconstruct roadway to rural two-lane standards with turn lanes at major intersections and extend improvements to VA 641 (Sedley Rd.).

14- US 58 (Southampton Pkwy.)/US 58 BUS

Short-term construct new interchange to replace existing at-grade intersection.

15- US 58 (Southampton Pkwy.)/VA 650/E. End Courtland Bypass

Deficiency with low priority. Continue to monitor for potential improvements.

16- US 258 (Smith Ferry Rd.) from Nottoway River Bridge S. to VA 189

Long-term continue to monitor for improvements.

17- US 258 (Smith Ferry Rd.) from VA 684 N. to US 58 (Southampton Pkwy.)

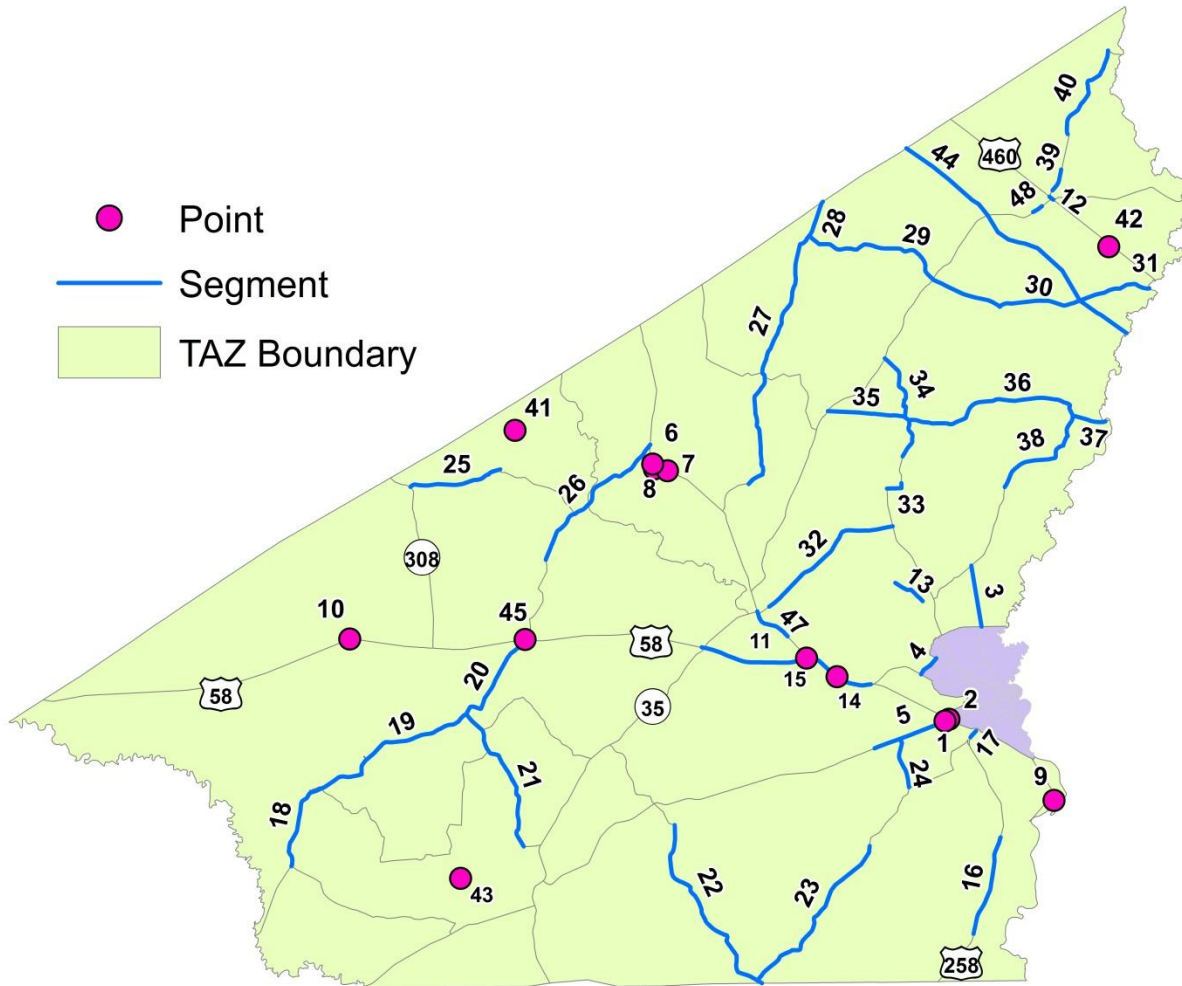
Long-term continue to monitor for improvements.

18- VA 653 (Little Texas Rd.) from VA 730 to VA 661

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

RECOMMENDATIONS

Southampton County Recommended Projects



RECOMMENDATIONS

19- VA 653 (Little Texas Rd.) from VA 661 to VA 658 N.

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

20- VA 653(Pinopolis Rd.) from VA 658 N. to SCL of Capron

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

21- VA 668 (Clarksbury Rd.) from VA 666 to VA 653 (Pinopolis Rd.)

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

22- VA 673 (Statesville Rd.) from North Carolina State Limits to VA 672 E.

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

23- VA 684 (Monroe Rd.) from North Carolina State Limits to VA 720

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

24- VA 687 (Delaware Rd.) from VA 684 N. to VA 671 (General Thomas Hwy.)

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

25- VA 609 (Popas Station Rd.) from VA 735 to VA 608 E.

Long-term reconstruct road to address geometric deficiencies (10-foot lane).

26- VA 653 (Carys Bridge Rd.) from VA 651 to VA 35 (Plank Rd.)

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

27- VA 628 (The Rolfe Hwy.) from VA 728 to VA 605 S. (Millfield Rd.)

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

28- VA 628 (The Rolfe Hwy.) from VA 605 S. (Millfield Rd.) to Sussex Co. Line

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

29- VA 605 (Millfield Rd.) from VA 628 (The Rolfe Hwy.) to VA 614 (Seacock Chapel Rd.)

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

30- VA 614 (Seacock Chapel Rd.) from VA 605 (Millfield Rd.) to VA 635

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

31- VA 614 (Seacock Chapel Rd.) from VA 635 to Isle of Wight Co. Line

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

32- VA 646 (Governor Darden Rd.) from ECL of Courtland to VA 641 N.

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

33- VA 641 (Seacock Chapel Rd.) from VA 632 to VA 1006

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

34- VA 641 (Johnson Mill Rd.) from VA 645 to VA 616

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

35- VA 603 (Unity Rd.) from VA 616 to VA 641 W. (Cottage Hill Rd./Sycamore Rd.)

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

36- VA 603 (Unity Rd.) from VA 641 W. (Cottage Hill Rd./Sycamore Rd.) to VA 635 W.

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

37- VA 603 (Unity Rd.) from VA 635 E. to Isle of Wight Co. Line

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

38- VA 635 (Black Creek Rd.) from VA 626 to VA 603 N. (Unity Rd.)

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

39- VA 616 (Proctors Bridge Rd.) from NCL of Ivor to VA 737

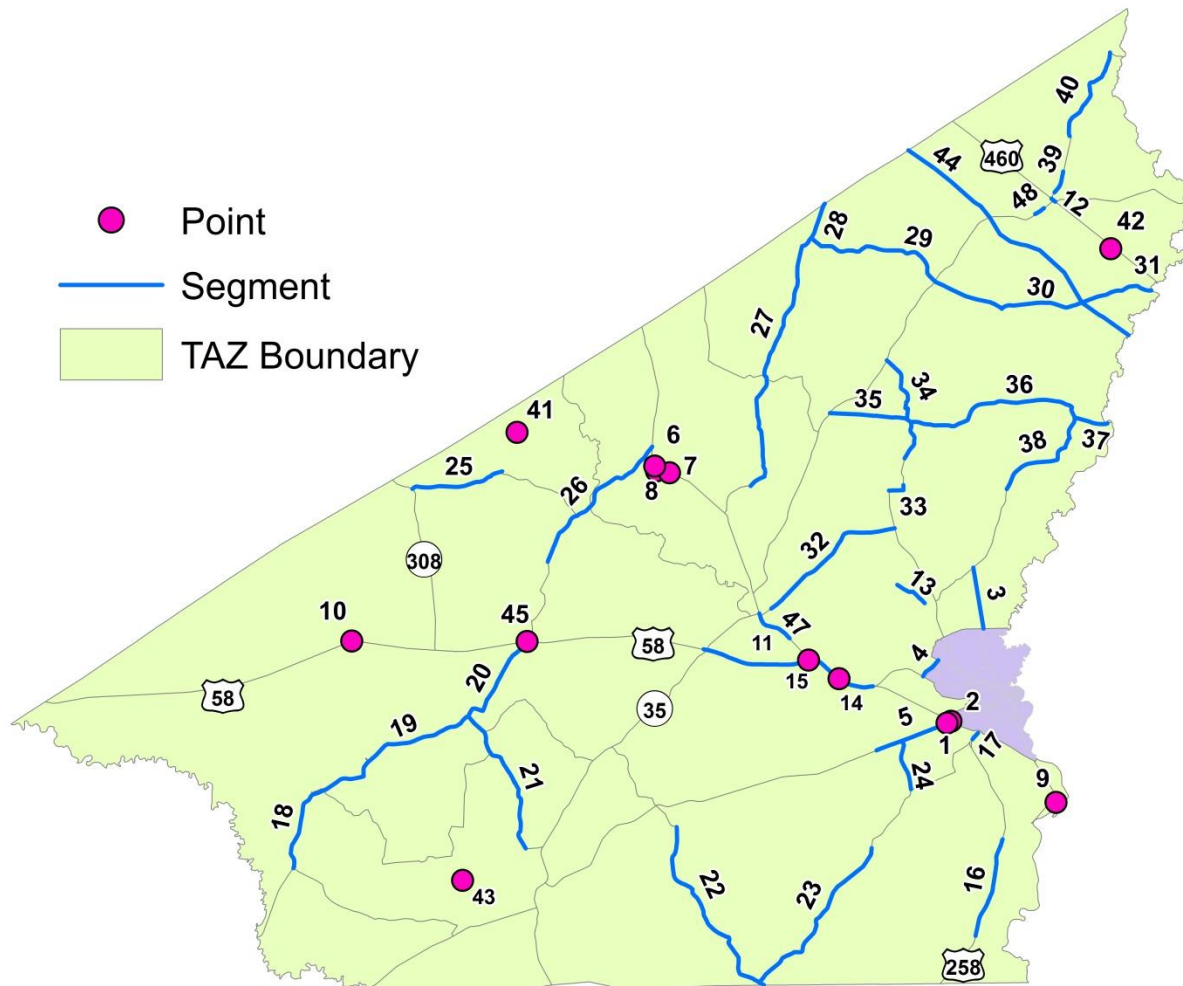
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

40- VA 616 (Proctors Bridge Rd.) from VA 617 to VA 621

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

RECOMMENDATIONS

Southampton County Recommended Projects



RECOMMENDATIONS

41- VA 608 Over Raccoon Swamp Rd.

Short-term replace bridge.

42- VA 635 Over NN&W Railroad

Short-term replace bridge.

43- VA 659 Over Flat Swamp

Short-term replace bridge.

44- US 460 Expressway from Sussex Co. Line to Isle of Wight Co. Line

Long-term construct new roadway on new alignment with controlled access and construct interchange at VA 210 (south of Waverly).

45- VA 58 (Southampton Pkwy.)/VA 653 (Main St.)

Short-term refresh stop bar and centerline markings on northbound approach, install flashers on "Intersection Ahead" signs, and extend sidewalk through intersection with pedestrian refuge in the median; Mid-term apply access management, lengthen and widen all turn lanes, and reduce embankment to improve line of sight. (Capron)

46- VA 653 (Main St.) from SCL of Capron to US 58 (Southampton Pkwy.)

Long-term widen to urban two-lane roadway. (Capron)

47- US 58 BUS (S. Main St.) from VA 35 (S. Main St.) to ECL of Courtland

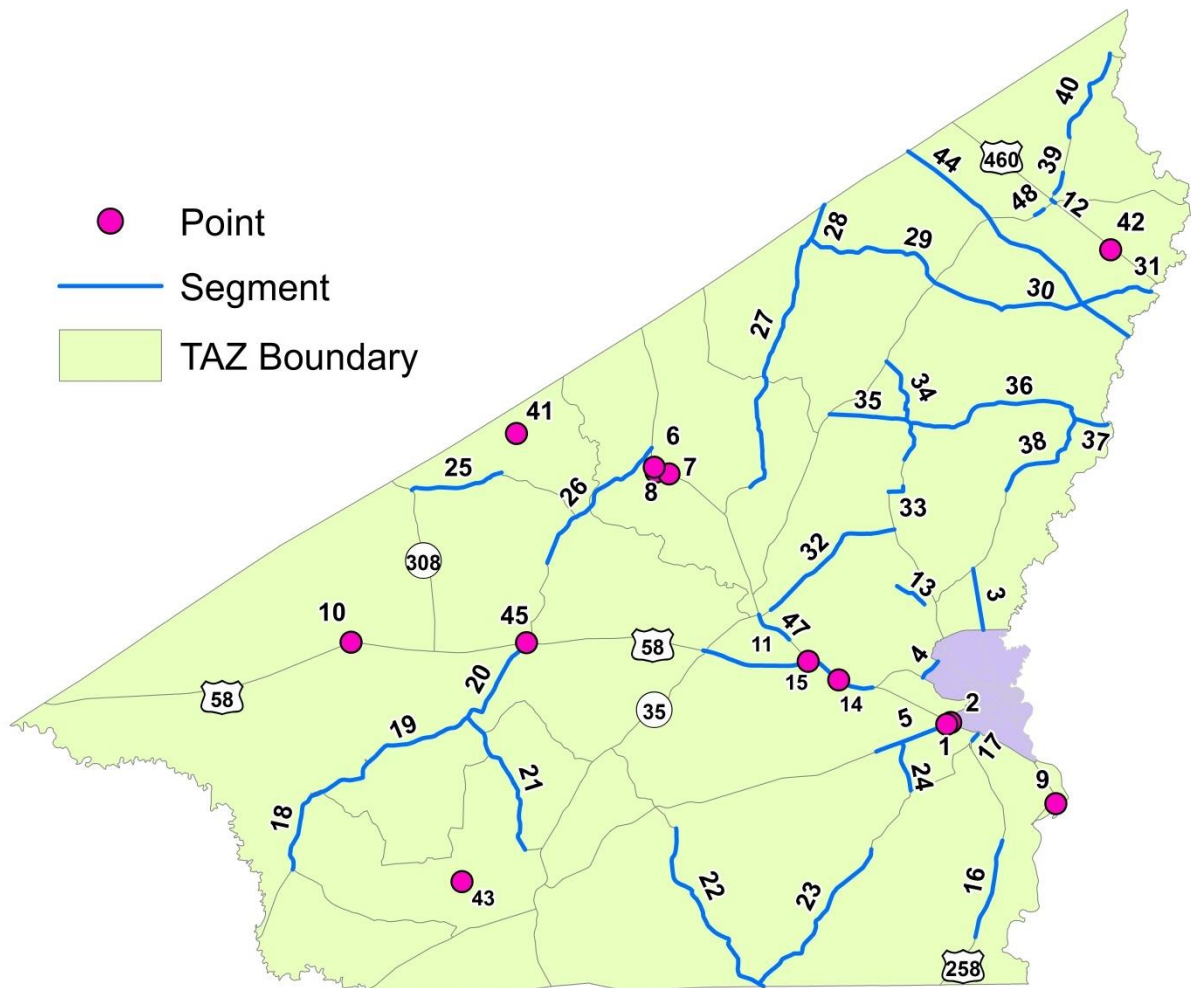
Long-term continue to monitor for improvements. (Courtland)

48- VA 616 (Main St.) from SCL of Ivor to VA 1201

Long-term widen to urban two-lane roadway. (Ivor)

RECOMMENDATIONS

Southampton County Recommended Projects



RECOMMENDATIONS

IMPLEMENTATION

Typically, metropolitan planning organizations (MPOs) neither own nor operate the transportation systems they serve. Most MPOs will not be involved in implementing the transportation project priorities they establish. It is their responsibility to serve as an overall coordination and consensus-building role in planning and programming funds for projects and operations. They ensure that existing and future expenditures for transportation projects are based on a continuing, cooperative and comprehensive (3-C) planning process.

Envision Rural Hampton Roads is an update of the *2035 Rural Long Range Transportation Plan* for the Hampton Roads Transportation Planning Organization (HRTPO). This plan is the first few steps needed for projects to advance to implementation and construction which the rural localities want. For rural projects, the next step would be for their projects to be listed in VDOT's Six-Year Improvement Plan (SYIP) or the Secondary Six-Year Plan (SSYP). Other projects that receive any federal funding and/or are regionally significant transportation projects must be included in the Transportation Improvement Program (TIP) approved by the HRTPO. This is their short range, four-year plan. One of the guidelines that MPOs use when updating their TIP is to make sure that it stays consistent with the region's long-range transportation plan (LRTP).

For the purpose of this plan, the scenarios were created. Discussions took place with planning officials to go over the different scenarios and their thoughts on them. The approval of one of these scenarios will assist the localities and the HRTPO in deciding which projects are priorities for the localities. From here, they can move forward on researching potential funding source and applying for grants, including House Bill 2.

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APPENDIX A – UPDATES OF 2035 RL RTP PROJECTS

Note: Merged rows are intersections

City of Franklin

Project No.	To	From	Description	Completed (X, if complete)	Progress
1	Hunterdale Rd at Fairview Dr		Mid-term reconstruct intersection to provide left turn lanes on all approaches; Long-term widen north and south legs to provide two through lanes as part of Hunterdale Road project.		
2	Country Club Rd at Hunterdale Rd		Mid-term apply access management and refresh pavement markings; Long-term continue to monitor for improvements.		
3	Bailey Dr at Stewart Dr		Long-term realign roadway and apply access management.		
4	Fairview Dr (from Hunterdale Rd)	High St	Mid-term reconstruct roadway to urban two-lane standards, including turn lanes at major intersections and the hospital		
5	Armory Dr (from Franklin CL)	College Dr	Short-term apply access management; Long-term continue to monitor for improvements		
6	Armory Dr (from College Dr)	High St	Mid-term reconstruct roadway to urban four-lane standards with left turn lane as needed		
7	2nd Ave at Armory Dr		Mid-term install signal and pedestrian crosswalks.		
8	Mechanic St. N at 4th Ave		Short-term improve pavement markings and signage and change eastbound control from "Yield" to "Stop"; Mid-term add ADA ramps and crosswalks; Long-term monitor need for signal.		
9	South St at Pretlow St		Short-term apply access management; Mid-term conduct traffic study to determine optimal improvements, such as signalization or lengthening turn lanes.		
10	Clay St at 4th Ave		Short-term improve pavement markings and signage and prohibit parking along eastbound Fourth Avenue approach; Mid-term monitor crashes on Fourth Avenue approach and apply rumble strips if needed.		
11	Hunterdale Rd at VA 687		Mid-term maintenance and repave gravel shoulder by church.		
12	High St (from Fairview Dr)	N. CL of Franklin	Mid-term widen roadway to urban three-lane cross section; Long-term provide for a 8-foot hike and bike trail adjacent to roadway		
13	VA 687 (from Franklin Corporate Limits)	Hunterdale Rd	Mid-term widen to urban three-lane cross section		
14	Pretlow St (from SCL of Franklin)	US 58 Bypass E. Bound off ramp	Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.		
15	Pretlow St (from US 58 Bypass E. off ramp)	Progress Pkwy	Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.		
16	Pretlow St (from Lauren St)	South St	Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.		
17	High St (from Birch St)	South St	Long-term reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.		
18	2nd Ave (from Mechanic St)	Franklin City Line	Long-term continue to monitor for improvements		
19	Mechanic St (from 4th Ave)	2nd Ave	Long-term continue to monitor for improvements.		
20	South St (from SCL of Franklin)	Amber St	Long-term continue to monitor for improvements		
21	2nd Ave at Main St		Short-term install signs for left turn restriction during peak hours		
22	Clay St at College Dr		Short-term review sight distances, signage, markings, and signal to assess safety needs.		
23	South St at College Dr		Short-term construct intersection improvement planned under Virginia Transportation Development Plan (VTDP).		
24	Fairview Dr at High St		Mid-term consider signalization.		
25	2nd Ave at Mechanic St		Short-term review sight distances, signage, markings, and signal to assess safety needs; Long-term reconstruct intersection as part of Second Avenue widening.		
26	2nd Ave at High St		Short-term install signs for left turn restriction during peak hours		
27	Armory Dr at College Dr		Short-term review sight distances, signage, markings, and signal to assess safety needs; Long-term reconfigure intersection as part of Armory Drive widening.		**Will be beginning soon
28	Elm St at Main St		Mid-term improve turning radius in southeast quadrant		
29	Bowers Rd over Norfolk Southern (NS) Railroad		Short-term install protective flashing lights and/or bells.		
30	High St over CSX Railroad		Mid-term install gates.		
31	Beaman St over NS Railroad		Short-term install protective flashing lights and/or bells and add rubberized crossing.		
32	South St (from Amber Dr)	High St	Mid-term widen roadway to urban four-lane standards.		
33	2nd Ave (from High St)	Mechanic St	Mid-term widen roadway to urban four-lane standards.		
34	College Dr (from South St)	Armory Dr	Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs; Long-term widen roadway to urban four-lane standards.		
35	College Dr (from Armory Dr)	Stewart Dr	Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs		
36	High St (from South St)	Beaman St	Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs.		
37	High St (from Beaman St)	Fairview Dr	Short-term review signage, sight distances, lighting, and driveway consolidation to assess safety needs; Mid-term widen to three-lane roadway with curb and gutter, sidewalk, and 8-foot hike and bike trail.		
38	Hunterdale Rd (from Clay St)	Northern CL of Franklin	Mid-term widen to urban four-lane standards and add 8-foot hike and bike trail.		
39	Pretlow St (from Progress Pkwy)	Morton St	Mid-term reconstruct to urban two-lane cross-section.		
40	Pretlow St (from Morton St)	0.17 mi. N. Morton St	Mid-term reconstruct to urban two-lane cross-section.		
41	Pretlow St (from 0.17 N. Morton St)	Laurel St	Mid-term provide sidewalk.		
42	Andrew Ave. Extension (from Chaucer Ct)	Armory Dr	Mid-term construct rural two-lane roadway.		
43	Council Dr (from Clay St)	Armory Dr	Mid-term construct rural two-lane roadway		
44	Washington St. Extension (from railroad crossing)	Armory Dr	Mid-term construct rural two-lane roadway.		

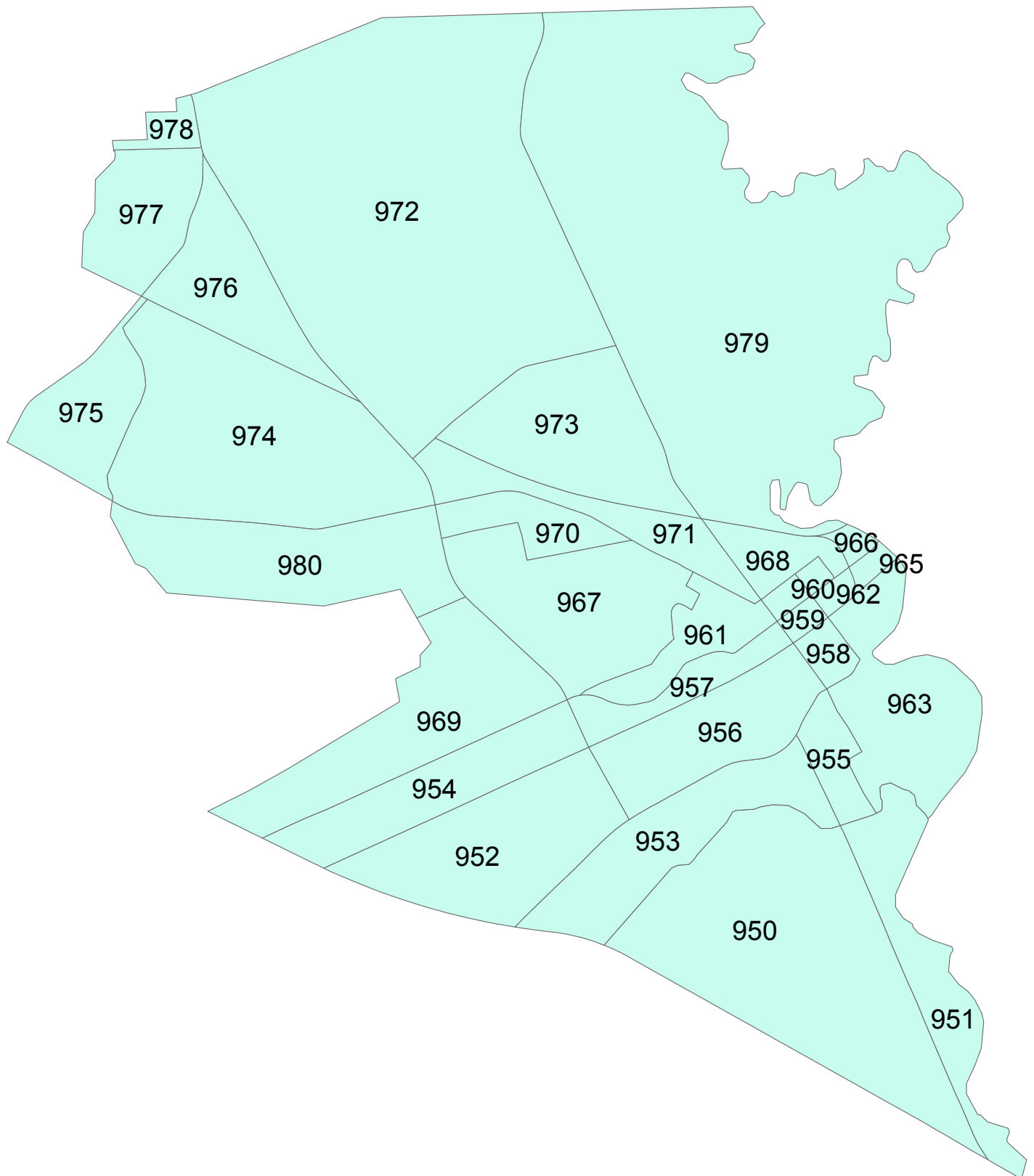
Note: Merged rows are intersections

Southampton County

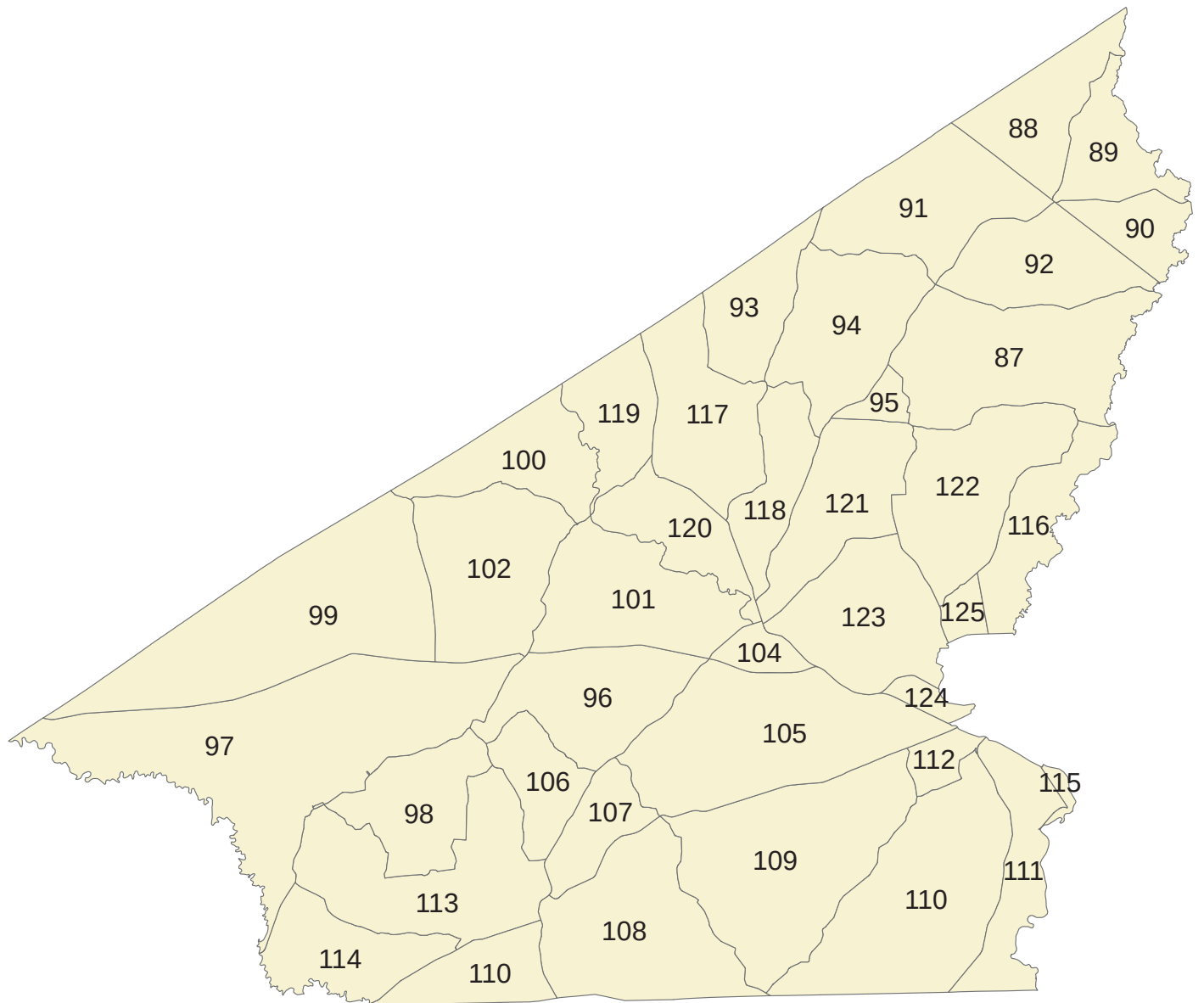
Project No.	To	From	Description	Completed	Progress
1	General Thomas Hwy at US 58 eastbound exit		Long-term install signal when warranted and consider upgrading interchange to partial cloverleaf or diverging diamond.		Signal in Design Phase / Cloverleaf upgrade uncertain
2	General Thomas Hwy at US 58 westbound exit		Short-term add "Right Lane Must Turn Right" signage on southbound General Thomas Highway and consider channelizing right turn lane at exit from McDonald's; Long-term install signal when warranted and consider upgrading interchange to partial cloverleaf or diverging diamond		Signal in Design Phase
3	Woods Trail (from Northern CL of Franklin)	Black Creek Rd	Long-term reconstruct intersection to improve horizontal alignment and reconstruct to rural two-lane roadway with turn lanes.		Nothing
4	VA 687 (from Camp Parkway)	Franklin Corporate Limits	Mid-term preserve right-of-way for future widening to rural three-lane crosssection from railroad crossing to US 58 BUS; Long-term widen to rural three-lane roadway when volumes warrant.		Not in VDOT plans (Developer has set of plans that may require their end to do the work if implemented)
5	General Thomash Hwy (from VA 650)	Franklin Corporate Limits	Short-term add "Intersection Ahead" signage to all major intersections along corridor; Mid-term continue widening of roadway to rural five-lane standards.		Done with road work/ signage not done
6	Plank Rd at VA 719		Mid-term add northbound right and southbound left turn lanes and stop bars on minor approaches; Long term realign VA 35, including full intersections with minor roadways.		Not done
7	Pank Rd at VA 647		Mid-term add northbound and southbound right and left turn lanes and stop bars on minor approaches; Long-term realign VA 35, including full intersections with minor roadways.		Not done
8	Plank Rd at VA 713		Mid-term add northbound right and southbound left turn lanes and stop bars on minor approaches; Long term realign VA 35, including full intersections with minor roadways		Not done
9	Pretlow Rd at S. Quay Rd		Short-term add "Stop Ahead" sign and rumble strips to minor approach; Mid-term add eastbound left turn lane; Long-term rebuild bridge structure to the east and add westbound right turn lane.		Not done
10	Southampton Pkwy at VA 659		Short-term add stop bar and centerline markings on northbound approach and install flashers on "Intersection Ahead" signs; Midterm apply access management and lengthen all turn lanes.		Not in plans
11	Southampton Pkwy (from Camp Pkwy)	VA 35 W. exit	Mid-term apply access management, reduce number of median openings, and add full turn lanes at remaining median openings.		Not in plans
12	General Mahone Blvd (from Proctors Bridge Rd)	Broadwater Rd	Short-term extend northbound right turn lane at Main Street and southbound right turn lane at Broadwater Road; Mid-term apply access management and consider signaling VA 620; Long-term monitor traffic on roadway for additional improvements.		Not in plans
13	VA 643 (from VA 644)	VA 611	Mid-term reconstruct roadway to rural two-lane standards with turnlanes at major intersections and extend improvements to VA 641 (Sedley Road).		Not in plans
14	Southampton Pkwy at US 58 BUS		Short-term construct new interchange to replace existing at-grade intersection.		Not in plans
15	Southampton Pkwy at VA 650 and E. End Courtland Bypass		Deficiency with low priority. Continue to monitor for potential improvements.		Not in plans
16	Smith Ferry Rd (from Nottoway River Bridge S)	VA 189	Long-term continue to monitor for improvements.		Not in plans
17	Smith Ferry Rd (from VA 684 N)	Southampton Pkwy)	Long-term continue to monitor for improvements.		Not in plans
18	Little Texas Rd (from VA 730)	VA 661	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).		Not in plans
19	Little Texas Rd (from VA 661)	VA 658 N	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).		Not in plans

APPENDIX B – TAZ MAPS

City of Franklin TAZs



Southampton County TAZs



APPENDIX C – SOCIOECONOMIC DATA FORECASTS

TAZ	Population				Households				Autos			
	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base
950	923	596	1,193	662	150	139	199	145	176	302	283	300
951	2	2	3	2	1	1	1	1	1	2	2	2
952	441	539	570	543	181	238	240	238	309	491	497	492
953	694	1,571	897	1,496	496	655	659	657	581	1,401	935	1,356
954	0	0	0	0	0	0	0	0	0	0	0	0
955	342	394	442	400	132	176	175	175	155	374	249	362
956	1,237	1,154	1,599	1,203	513	510	683	528	875	1,058	1,408	1,091
957	256	249	331	258	90	106	120	108	173	217	278	223
958	39	76	50	73	12	16	16	16	14	34	23	33
959	13	27	17	26	4	5	5	6	5	12	8	12
960	3	4	4	4	1	2	1	2	2	4	3	4
961	266	293	344	299	128	127	170	131	246	258	396	271
962	0	0	0	0	0	0	0	0	0	0	0	0
963	119	140	154	141	47	61	62	62	55	132	88	128
964	0	0	0	0	0	0	0	0	0	0	0	0
965	0	0	0	0	0	0	0	0	0	0	0	0
966	0	0	0	0	0	0	0	0	0	0	0	0
967	417	685	539	669	189	299	251	293	363	608	584	606
968	60	103	78	100	33	44	44	44	63	90	101	91
969	0	0	0	0	0	0	0	0	0	0	0	0
970	168	179	217	184	61	80	81	81	117	165	188	167
971	477	563	617	569	188	250	250	249	381	505	613	515
972	1,213	1,615	1,568	1,608	414	652	550	642	794	1,333	1,277	1,328
973	823	1,165	1,064	1,154	382	506	508	506	774	1,026	1,245	1,046
974	257	454	332	441	117	198	155	193	237	401	381	399
975	8	8	10	9	3	4	4	4	6	7	10	8
976	20	24	26	24	7	10	9	9	13	19	21	19
977	177	243	229	242	80	106	106	106	136	219	219	219
978	52	69	67	69	23	30	31	30	39	62	63	62
979	170	440	220	415	66	193	88	182	134	393	216	376
980	177	207	229	209	69	92	92	92	132	187	212	190
Totals	8,354	10,800	10,800	10,800	3,387	4,500	4,500	4,500	5,781	9,300	9,300	9,300

Retail Employment				Nonretail Employment				Total Employment			
2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2040 Forecast- Method 3: Percent w/ 2034 base
7	14	15	15	232	311	312	58	239	365	365	66
0	0	0	0	20	63	27	0	20	71	31	0
0	0	0	0	0	0	0	134	0	0	0	153
0	0	0	0	101	133	136	334	101	152	154	620
157	329	325	328	248	335	333	34	405	621	618	39
0	0	0	0	25	34	34	107	25	39	38	162
21	57	44	55	84	106	113	29	105	162	160	153
74	166	153	164	27	28	36	115	100	153	153	151
11	29	23	27	83	116	111	140	94	153	143	199
20	57	41	55	110	139	148	262	130	200	198	345
27	64	56	64	198	262	266	395	225	346	343	450
0	0	0	0	294	395	395	232	295	451	450	465
132	275	273	275	169	232	227	274	301	465	459	345
17	46	35	46	205	273	275	462	222	346	339	560
18	46	37	46	349	461	469	0	368	560	562	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	349	0	0	0	398
0	0	0	0	225	356	302	268	225	407	343	405
62	138	128	137	204	267	274	340	266	405	406	1498
735	1,519	1,523	1,517	252	340	338	82	982	1,492	1,500	93
0	0	0	0	55	83	74	105	56	95	85	120
0	0	0	0	79	105	106	1,168	79	119	121	1357
13	38	27	36	875	1,168	1,175	82	890	1,360	1,358	93
0	0	0	0	58	82	78	105	59	94	90	120
0	0	0	0	71	106	95	17	71	121	108	20
0	0	0	0	10	18	13	75	10	21	15	102
11	23	23	24	57	74	77	5	68	101	104	20
10	20	21	20	0	6	0	59	10	21	15	68
0	0	0	0	45	59	60	58	45	68	69	133
85	79	176	91	94	48	126	0	179	112	273	0
0	0	0	0	0	0	0	0	0	0	0	0
1,400	2,900	2,900	2,900	4,170	5,600	5,600	5,289	5,570	8,500	8,500	8,135

[illegible]

TAZ	Population				Households				Autos			
	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base
950	923	596	1,193	662	150	139	199	145	176	302	283	300
951	2	2	3	2	1	1	1	1	1	2	2	2
952	441	539	570	543	181	238	240	238	309	491	497	492
953	694	1,571	897	1,496	496	655	659	657	581	1,401	935	1,356
954	0	0	0	0	0	0	0	0	0	0	0	0
955	342	394	442	400	132	176	175	175	155	374	249	362
956	1,237	1,154	1,599	1,203	513	510	683	528	875	1,058	1,408	1,091
957	256	249	331	258	90	106	120	108	173	217	278	223
958	39	76	50	73	12	16	16	16	14	34	23	33
959	13	27	17	26	4	5	5	6	5	12	8	12
960	3	4	4	4	1	2	1	2	2	4	3	4
961	266	293	344	299	128	127	170	131	246	258	396	271
962	0	0	0	0	0	0	0	0	0	0	0	0
963	119	140	154	141	47	61	62	62	55	132	88	128
964	0	0	0	0	0	0	0	0	0	0	0	0
965	0	0	0	0	0	0	0	0	0	0	0	0
966	0	0	0	0	0	0	0	0	0	0	0	0
967	417	685	539	669	189	299	251	293	363	608	584	606
968	60	103	78	100	33	44	44	44	63	90	101	91
969	0	0	0	0	0	0	0	0	0	0	0	0
970	168	179	217	184	61	80	81	81	117	165	188	167
971	477	563	617	569	188	250	250	249	381	505	613	515
972	1,213	1,615	1,568	1,608	414	652	550	642	794	1,333	1,277	1,328
973	823	1,165	1,064	1,154	382	506	508	506	774	1,026	1,245	1,046
974	257	454	332	441	117	198	155	193	237	401	381	399
975	8	8	10	9	3	4	4	4	6	7	10	8
976	20	24	26	24	7	10	9	9	13	19	21	19
977	177	243	229	242	80	106	106	106	136	219	219	219
978	52	69	67	69	23	30	31	30	39	62	63	62
979	170	440	220	415	66	193	88	182	134	393	216	376
980	177	207	229	209	69	92	92	92	132	187	212	190
Totals	8,354	10,800	10,800	10,800	3,387	4,500	4,500	4,500	5,781	9,300	9,300	9,300

Retail Employment				Nonretail Employment				Total Employment			
2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent w/ 2000 base	2040 Forecast- Method 3: Percent w/ 2034 base	2000	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2040 Forecast- Method 3: Percent w/ 2034 base
7	14	15	15	232	311	312	58	239	365	365	66
0	0	0	0	20	63	27	0	20	71	31	0
0	0	0	0	0	0	0	134	0	0	0	153
0	0	0	0	101	133	136	334	101	152	154	620
157	329	325	328	248	335	333	34	405	621	618	39
0	0	0	0	25	34	34	107	25	39	38	162
21	57	44	55	84	106	113	29	105	162	160	153
74	166	153	164	27	28	36	115	100	153	153	151
11	29	23	27	83	116	111	140	94	153	143	199
20	57	41	55	110	139	148	262	130	200	198	345
27	64	56	64	198	262	266	395	225	346	343	450
0	0	0	0	294	395	395	232	295	451	450	465
132	275	273	275	169	232	227	274	301	465	459	345
17	46	35	46	205	273	275	462	222	346	339	560
18	46	37	46	349	461	469	0	368	560	562	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	349	0	0	0	398
0	0	0	0	225	356	302	268	225	407	343	405
62	138	128	137	204	267	274	340	266	405	406	1498
735	1,519	1,523	1,517	252	340	338	82	982	1,492	1,500	93
0	0	0	0	55	83	74	105	56	95	85	120
0	0	0	0	79	105	106	1,168	79	119	121	1357
13	38	27	36	875	1,168	1,175	82	890	1,360	1,358	93
0	0	0	0	58	82	78	105	59	94	90	120
0	0	0	0	71	106	95	17	71	121	108	20
0	0	0	0	10	18	13	75	10	21	15	102
11	23	23	24	57	74	77	5	68	101	104	20
10	20	21	20	0	6	0	59	10	21	15	68
0	0	0	0	45	59	60	58	45	68	69	133
85	79	176	91	94	48	126	0	179	112	273	0
0	0	0	0	0	0	0	0	0	0	0	0
1,400	2,900	2,900	2,900	4,170	5,600	5,600	5,289	5,570	8,500	8,500	8,135

	Population			Households			Autos			Total Employment			
TAZ	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009
99	1,101	2,021	1,932	316	575	550	517	954	1,034	451	829	835	254
100	185	327	325	53	92	92	91	182	182	151	277	280	53
101	435	738	763	123	206	214	254	510	508	230	422	426	73
102	1,356	2,500	2,380	393	718	684	728	1,577	1,456	248	455	459	31
104	148	263	260	61	107	106	131	241	262	54	100	100	12
105	1,163	2,060	2,041	435	764	757	889	1,741	1,778	523	971	968	245
106	191	325	335	62	106	108	111	225	222	139	257	257	0
107	167	281	293	55	90	96	97	189	194	124	230	230	40
108	581	915	1,020	190	297	331	313	594	626	423	783	783	173
109	794	1,376	1,393	259	443	451	483	987	966	551	1,021	1,020	161
110	1,336	2,270	2,344	500	838	870	978	1,966	1,956	674	1,252	1,249	350
111	605	1,040	1,062	270	461	470	584	1,198	1,168	202	374	374	84
112	278	503	488	135	239	235	343	725	686	52	97	96	21
113	569	901	998	184	289	320	305	579	610	286	526	529	14
114	300	469	526	98	153	170	160	303	320	212	394	392	11
115	52	91	91	24	42	42	57	80	114	15	27	28	0
116	579	1,038	1,016	248	445	431	597	1,184	1,194	138	256	255	7
117	398	700	698	138	241	240	339	692	678	209	389	387	0
118	359	638	630	140	246	244	331	576	662	120	223	222	0
119	227	402	398	78	136	136	189	274	378	120	223	222	0
120	624	1,116	1,095	303	535	527	728	1,392	1,456	129	239	239	18
121	607	1,081	1,065	238	419	414	557	1,162	1,114	194	361	359	26
122	757	1,345	1,328	293	516	510	688	1,431	1,376	251	467	465	65
123	1,350	2,428	2,369	677	1,206	1,175	1,694	3,556	3,388	233	434	431	34
124	185	336	325	93	165	162	240	462	480	24	44	44	2
125	185	336	325	95	171	165	246	520	492	27	49	50	0
Totals	14,532	25,500	25,500	5,461	9,500	9,500	11,650	23,300	23,300	5,780	10,700	10,700	1,674

Retail Employment		Non-Retail Employment		
2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent
212	212	197	442	446
44	44	98	221	222
60	61	157	352	356
26	26	217	486	492
10	10	42	96	95
205	205	278	631	630
0	0	139	315	315
33	33	84	192	190
145	145	250	567	566
135	135	390	885	883
293	293	324	736	734
70	70	118	268	267
17	18	31	71	70
12	12	272	611	616
9	9	201	457	455
0	0	15	33	34
7	6	131	294	297
0	0	209	475	473
0	0	120	272	272
0	0	120	272	272
15	15	111	252	251
22	22	168	384	381
55	54	186	424	421
28	28	199	455	451
2	2	22	49	50
0	0	27	60	61
1,400	1,400	4,106	9,300	9,300

Retail Employment		Non-Retail Employment		
2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent	2009	2040 Forecast - Method 1: Growth Rate Formula	2040 Forecast - Method 2: Percent
212	212	197	442	446
44	44	98	221	222
60	61	157	352	356
26	26	217	486	492
10	10	42	96	95
205	205	278	631	630
0	0	139	315	315
33	33	84	192	190
145	145	250	567	566
135	135	390	885	883
293	293	324	736	734
70	70	118	268	267
17	18	31	71	70
12	12	272	611	616
9	9	201	457	455
0	0	15	33	34
7	6	131	294	297
0	0	209	475	473
0	0	120	272	272
0	0	120	272	272
15	15	111	252	251
22	22	168	384	381
55	54	186	424	421
28	28	199	455	451
2	2	22	49	50
0	0	27	60	61
1,400	1,400	4,106	9,300	9,300

APPENDIX D – PROJECT PRIORITIZATION TOOL

Background Information - Highway Projects								
Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	Franklin	Widen to 4-lanes and include left turn lanes where needed	0.87	2	4	U/MA-2-Y/2L
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	Franklin	Widen from 2-lanes to 3-lanes	1.37	2	3	U/MA-2-Y/2L
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	Franklin	Widen to 3-lanes	0.52	2	3	MC-2-Y/2L
South St (US 258)	Amber St	High St (VA 3905)	Franklin	Widen from 2-lanes to 4-lanes	1.22	2	4	U/MA-2-Y/2L
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	Franklin	Widen from 2-lanes to 4-lanes	0.25	2	4	U/MA-2-Y/2L
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	Franklin	Widen from 2-lanes to 4-lanes	0.48	2	4	U/MA-2-Y/2L
High St (VA 3905)	Beaman St	Fairview (VA 3912)	Franklin	Widen from 2-lanes to 3-lanes, include 40' section standards w/ curb & gut, sidewalk, 8' hike and bike trail	0.55	2	3	U/MA-2-Y/2L
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	Franklin	Widen to 4-lanes and include 8' hike and bike trail	1.74	2	4	U/MA-2-Y/2L
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	Franklin	Construct 24' wide two-lane rural roadway	0.90	0	2	U/MA-2-Y/2L
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	Franklin	Construct 24' wide two-lane rural roadway	1.00	0	2	U/MA-2-Y/2L
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	Franklin	Construct 24' wide two-lane rural roadway	0.10	0	2	U/MA-2-Y/2L
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	Southampton	Widen from 2-lanes to 3-lanes when volumes warrant	0.71	2	3	MC-2-Y/2L
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	Southampton	Widen from 2-lanes to 5-lanes	2.54	4	5	MC-2-Y/2L
Plank Rd (VA 35) at VA 719	N/A	N/A	Southampton	Realign Plank Rd (VA 35), include full intersection with minor roadways	0.25	2	2	MA-2-Y/2L
US 460 Expressway	Sussex County Line	Isle of Wight	Southampton	Construct 4-lane rural road on new alignment with controlled access. Construct interchange at VA 210	8.70	0	4	OPA-2-Y/4L

Project Data Summary													
Project Name	From	To	Proposed Function Class	2035 Daily VMT	Existing V/C Ratio	Existing Capacity	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Future Capacity	Existing ADT	Total Crashes Per MVMT in Past 3 Years	Jurisdictional Average Crash Rate (Per Million VMT)	Future ADT
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	U/MA-2-Y/4L	19,226	0.60	11,900	56%	0.93	23,800	7,105	0.83	1.27	22,099
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	U/MA-2-Y/3L	8,569	0.17	11,900	110%	0.35	17,850	1,981	2.72	1.27	6,255
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	MC-2-Y/3L	1,079	0.10	11,900	15%	0.12	17,850	1,200	6.18	1.27	2,075
South St (US 258)	Amber St	High St (VA 3905)	U/MA-2-Y/4L	27,372	0.58	15,200	28%	0.74	30,400	8,758	2.36	1.27	22,436
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	U/MA-2-Y/4L	4,057	0.65	9,400	33%	0.86	18,800	6,089	12.86	1.27	16,228
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	U/MA-2-Y/4L	9,969	0.64	12,400	31%	0.84	24,800	7,930	5.76	1.27	20,768
High St (VA 3905)	Beaman St	Fairview (VA 3912)	U/MA-2-Y/3L	4,604	0.30	11,900	59%	0.47	17,850	3,517	3.11	1.27	8,371
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	U/MA-2-Y/4L	52,454	0.44	12,400	178%	1.22	24,800	5,417	1.63	1.27	30,146
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	U/MA-2-Y/2L	4,967	0.26	11,100	89%	0.50	11,100	2,925	1.44	1.27	5,519
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	U/MA-2-Y/2L	9,855	0.70	15,200	-7%	0.65	15,200	10,582	2.59	1.27	9,855
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	U/MA-2-Y/2L	150	0.64	12,400	-81%	0.12	12,400	7,930	5.76	1.27	1,500
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	MC-2-Y/3L	1,473	0.10	11,900	15%	0.12	17,850	1,200	0.00	0.76	2,075
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	MC-2-Y/5L	56,345	0.12	44,200	237%	0.40	55,250	5,268	0.86	0.76	22,183
Plank Rd (VA 35) at VA 719	N/A	N/A	MA-2-Y/2L	663	0.10	18,200	39%	0.15	18,200	1,900	0.00	0.76	2,650
US 460 Expressway	Sussex County Line	Isle of Wight	OPA-2-Y/4L	172,182	0.16	52,800	133%	0.37	52,800	8,497	0.32	0.76	19,791

Congestion Level (30 Points)										System Continuity and Connect	
Project Name	From	To	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (VOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio	Impact to Nearby Roadway	CONGESTION LEVEL TOTAL	Degree of Regional Impact	
					No Input Needed - (Existing V/C - Future V/C) / Existing V/C			No Input Needed - (Future ADT - Existing ADT)		Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local	
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	URBAN	\$11,788,500	0.0%	0.00	0.60	14,994	5.00	Multi-Jurisdictional	16.75
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	URBAN	\$13,467,100	0.0%	0.00	0.17	4,274	1.42	Multi-Jurisdictional	16.75
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	URBAN	\$5,111,600	0.0%	0.00	0.10	875	0.29	Multi-Jurisdictional	16.75
South St (US 258)	Amber St	High St (VA 3905)	URBAN	\$16,531,000	0.0%	0.00	0.58	13,678	4.56	Multi-Jurisdictional	16.75
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	URBAN	\$3,387,500	0.0%	0.00	0.65	10,139	3.38	Multi-Jurisdictional	16.75
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	URBAN	\$6,504,000	0.0%	0.00	0.00	20,768	6.92	Multi-Jurisdictional	16.75
High St (VA 3905)	Beaman St	Fairview (VA 3912)	URBAN	\$4,356,000	0.0%	0.00	0.30	4,854	1.62	Local	8.25
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	URBAN	\$26,047,800	0.0%	0.00	0.44	24,729	8.24	Multi-Jurisdictional	16.75
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	URBAN	\$7,128,000	0.0%	0.00	0.26	2,594	0.86	Multi-Jurisdictional	16.75
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	URBAN	\$7,920,000	6.9%	1.37	0.70	0	1.37	Multi-Jurisdictional	16.75
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	URBAN	\$792,000	81.1%	10.00	0.64	0	10.00	Local	8.25
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	SECONDARY	\$5,623,200	0.0%	0.00	0.10	875	0.29	Multi-Jurisdictional	16.75
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	SECONDARY	\$34,417,000	0.0%	0.00	0.12	16,915	5.64	Regional	25.00
Plank Rd (VA 35) at VA 719	N/A	N/A	PRIMARY	-	0.0%	0.00	0.10	750	0.25	Multi-Jurisdictional	16.75
US 460 Expressway	Sussex County Line	Isle of Wight	PRIMARY	\$220,822,000	0.0%	0.00	0.16	11,294	3.76	Regional	25.00

Activity (25 Points)				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)		
Project Name	From	To	SYSTEM CONTINUITY & CONNECTIVITY TOTAL	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development? Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)	LAND USE COMPATIBILITY TOTAL	
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)					
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	16.75	\$613.15	14.15	14.15	Compatible and Officially Documented	10.00	
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	16.75	\$1,571.54	6.96	6.96	Compatible and Officially Documented	10.00	
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	16.75	\$4,737.35	0.00	0.00	Compatible and Officially Documented	10.00	
South St (US 258)	Amber St	High St (VA 3905)	16.75	\$603.94	14.22	14.22	Compatible and Officially Documented	10.00	
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	16.75	\$834.98	12.49	12.49	Compatible but Not Officially Documented	5.00	
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	16.75	\$652.45	13.86	13.86	Compatible but Not Officially Documented	5.00	
High St (VA 3905)	Beaman St	Fairview (VA 3912)	8.25	\$946.12	11.65	11.65	Compatible and Officially Documented	10.00	
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	16.75	\$496.58	15.00	15.00	Compatible and Officially Documented	10.00	
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	16.75	\$1,435.04	7.99	7.99	Compatible and Officially Documented	10.00	
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	16.75	\$803.65	12.72	12.72	Compatible and Officially Documented	10.00	
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	8.25	\$5,280.00	0.00	0.00	Compatible and Officially Documented	10.00	
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	16.75	\$3,816.87	0.00	0.00	Compatible and Officially Documented	10.00	
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	25.00	\$610.83	14.17	14.17	Compatible and Officially Documented	10.00	
Plank Rd (VA 35) at VA 719	N/A	N/A	16.75	\$0.00	15.00	15.00	Compatible but Not Officially Documented	5.00	
US 460 Expressway	Sussex County Line	Isle of Wight	25.00	\$1,282.49	9.13	9.13	Compatible and Officially Documented	10.00	

Safety and Security (15 Points)					Modal Enhancements (5 Points)				
Project Name	From	To	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)	Improvement to Incident Management or Evacuation Routes?	SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to: Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)	How many additional dedicated facilities for alternative modes does the project include? Select from the Dropdown Menu: (0, 1, 2, or 3+)	MODAL ENHANCEMENTS TOTAL	
				Select from the Dropdown Menu: (Yes/No)					
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	0.65	Yes	7.00	Yes and Regional	2.00	1 Enhancement	3.00
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	2.14	Yes	7.00	Yes and Regional	2.00	2 Enhancements	4.00
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	4.86	No	0.00	Yes and Regional	2.00	1 Enhancement	3.00
South St (US 258)	Amber St	High St (VA 3905)	1.86	Yes	7.00	Yes and Regional	2.00	1 Enhancement	3.00
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	10.12	No	0.00	Yes and Regional	2.00	1 Enhancement	3.00
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	0.00	Yes	7.00	Yes and Regional	2.00	1 Enhancement	3.00
High St (VA 3905)	Beaman St	Fairview (VA 3912)	2.44	Yes	7.00	Yes and Regional	2.00	1 Enhancement	3.00
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	1.28	Yes	7.00	Yes and Regional	2.00	2 Enhancements	4.00
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	1.14	No	0.00	Yes and Regional	2.00	2 Enhancements	4.00
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	2.04	No	0.00	Yes and Regional	2.00	2 Enhancements	4.00
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	4.54	No	0.00	Yes but not Regional	1.00	1 Enhancement	2.00
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	0.00	No	0.00	Yes and Regional	2.00	1 Enhancement	3.00
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	1.14	Yes	7.00	Yes and Regional	2.00	1 Enhancement	3.00
Plank Rd (VA 35) at VA 719	N/A	N/A	0.00	Yes	7.00	Yes and Regional	2.00	0 Enhancements	2.00
US 460 Expressway	Sussex County Line	Isle of Wight	0.42	Yes	7.00	Yes and Regional	2.00	0 Enhancements	2.00

			Economic Vitality (100 Points)					
Project Name	From	To	UTILITY TOTAL	Total Reduction in Regional Travel Time		Labor Market Access for High Density Employment Areas	Addresses the Needs of Basic Sector Industries?	
				Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)	Increased Access for High Density Employment Areas		Will the project significantly reduce travel time for trips to Shopping/Grocery/Medical, etc.? Select from the Dropdown Menu: (High, Medium, Low)	Will the project significantly reduce travel time for trips to freight-related facilities? Select from the Dropdown Menu: (High, Medium, Low)
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	56.00	High	20.00	Medium High	High	Low
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	54.00	Medium	10.00	Medium High	High	Low
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	38.00	High	20.00	Medium	Medium	Low
South St (US 258)	Amber St	High St (VA 3905)	62.00	High	20.00	Medium	High	Low
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	49.00	Medium	10.00	Medium	High	Low
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	53.00	Medium	10.00	Medium High	High	Low
High St (VA 3905)	Beaman St	Fairview (VA 3912)	50.00	Medium	10.00	Medium High	High	Low
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	63.00	High	20.00	Medium High	High	Low
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	41.00	High	20.00	Medium High	High	Low
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	53.00	High	20.00	Medium High	High	Low
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	38.00	Low	5.00	Medium High	High	Low
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	30.00	High	20.00	Medium	Medium	Low
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	66.00	High	20.00	High	High	High
Plank Rd (VA 35) at VA 719	N/A	N/A	46.00	Low	5.00	Low	Low	High
US 460 Expressway	Sussex County Line	Isle of Wight	57.00	Medium	10.00	Medium High	High	High

Project Name	From	To	Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in an adopted regional/state plan/program?	Percentage of Project Design Complete? (Manual Entry %)
			Provides New or Increased Access Opportunities? <i>Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)</i>	Supports Plans for Future Growth? <i>Select from the Dropdown Menu: (Yes, No)</i>	(Manual Entry %)					
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	Increased Opportunity	Yes		68.00	0%	0.00	Yes	0%
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	Increased Opportunity	Yes		58.00	0%	0.00	Yes	0%
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	Increased Opportunity	Yes		61.00	0%	0.00	Yes	0%
South St (US 258)	Amber St	High St (VA 3905)	Increased Opportunity	Yes		65.00	0%	0.00	Yes	0%
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	Increased Opportunity	Yes		55.00	0%	0.00	Yes	0%
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	Increased Opportunity	Yes		58.00	0%	0.00	Yes	0%
High St (VA 3905)	Beaman St	Fairview (VA 3912)	Increased Opportunity	Yes		58.00	0%	0.00	Yes	0%
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	Increased Opportunity	Yes		68.00	0%	0.00	Yes	70%
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	New Opportunity	Yes		73.00	0%	0.00	Yes	0%
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	New Opportunity	Yes		73.00	0%	0.00	Yes	0%
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	New Opportunity	Yes		58.00	0%	0.00	Yes	0%
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	Increased Opportunity	Yes		61.00	0%	0.00	Yes	0%
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	Increased Opportunity	Yes		81.00	0%	0.00	Yes	50%
Plank Rd (VA 35) at VA 719	N/A	N/A	No Additional Opportunity	Yes		31.00	0%	0.00	Yes	0%
US 460 Expressway	Sussex County Line	Isle of Wight	Increased Opportunity	Yes		68.00	60%	30.00	Yes	25%

Project Viability (100 Points)										GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project Name	From	To	Project Readiness? <i>Select from the Dropdown Menu:</i>				PROJECT VIABILITY TOTAL SCORE					
			Are Environmental Documents Complete? <i>(Full, Partial, None)</i>	Are Environmental Decisions Obtained? <i>(Yes/No)</i>	Is ROW Obtained and Utilities Coordinated? <i>(Full, Partial, None)</i>	Are additional environmental permits obtained? <i>(Yes/No/Not Needed)</i>						
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	None	No	None	Not Needed	15	56	68	139		
High St (VA 3905)	Fairview Dr	North City Limits of Franklin	None	No	Partial	Not Needed	18	54	58	130		
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	None	No	None	Not Needed	15	38	61	114		
South St (US 258)	Amber St	High St (VA 3905)	None	No	None	Not Needed	15	62	65	142		
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	None	No	None	Not Needed	15	49	55	119		
College Dr (VA 3907)	South St (US 258)	Armory Dr (VA 671)	None	No	None	Not Needed	15	53	58	126		
High St (VA 3905)	Beaman St	Fairview (VA 3912)	None	No	None	Not Needed	15	50	58	123		
Hunterdale Rd (VA 3907)	Clay St	Northern City Limits of Franklin	Full	Yes	None	Not Needed	42	63	68	173		
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	None	No	Partial	Not Needed	18	41	73	132		
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	None	No	None	Not Needed	15	53	73	141		
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	None	No	None	Not Needed	15	38	58	111		
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	None	No	None	Not Needed	15	30	61	106		
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	Full	Yes	Partial	Not Needed	43	66	81	190		
Plank Rd (VA 35) at VA 719	N/A	N/A	None	No	None	Not Needed	15	46	31	92		
US 460 Expressway	Sussex County Line	Isle of Wight	Full	Yes	None	No	63	57	68	188		

Background Information – Highway Projects						
Project Name	From	To	Jurisdiction 1 <i>(Primary)</i> Select from the Dropdown Menu:	Improvement Description	Purpose of Project	Length <i>(miles)</i>
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	Franklin	LONGTERM: Widen North and South legs of Intersection to accommodate two through lanes (part of widening of Hunterdale Rd)	Widen Intersection	0
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	Southampton	Install signal when warranted. Consider upgrading interchange to partial cloverleaf or diverging diamond	Reduce congestion	0
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	Southampton	Install signal when warranted. Consider upgrading interchange to partial cloverleaf or diverging diamond	Reduce congestion	0
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	Southampton	Construct new interchange to replace existing at-grade intersection	Improve safety and decrease congestion	0

Project Name	From	To	Existing Lanes	Proposed Lanes	2040 Daily VMT	Total Crashes Per M/VT in Past 3 Years	Total Crashes Per M/VT in Past 3 Years Parallel Facility
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	2	2	5,620	0.00	0.194
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	4	4	35,590	0.54	0.479
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	4	4	35,590	0.54	1.278
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	4	4	29,918	0.55	0.446

Congestion Level (30 Points)									
Project Name	From	To	Jurisdictional Average Crash Rate (Per Million VMT)	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	Existing Queue Conditions		Queue Improvements	
						Number of Interstate Approaches From Where Queues Currently Form Select from the Dropdown Menu:	Number of Arterial Approaches From Where Queues Currently Form Select from the Dropdown Menu:	Number of Interstate Approaches Improved Select from the Dropdown Menu:	Number of Arterial Approaches Improved Select from the Dropdown Menu:
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	1.27	URBAN	\$520,000	0	3	0	2
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	0.76	SECONDARY	\$660,000	1	1	1	1
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	0.76	SECONDARY	\$660,000	1	1	1	1
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	0.76	PRIMARY	\$38,250,000	0	3	0	3

Project Name	From	To	Number of Movements Added or Improved		CONGESTION LEVEL TOTAL	System Continuity and Connectivity (25 Points)		Cost Effectiveness (15 Points)		Land Use Compatibility (10 Points)
			Max: 8 Movements 2 Left/Right * 4 (NB, SB, EB, WB) Manual Input	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL	Total Cost (\$) / VMT	COST EFFECTIVENESS TOTAL		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	4		12.50	Multi-Jurisdictional	16.75	\$92.53	15.00	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development? Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	6		15.50	Regional	25.00	\$18.54	15.00	
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	6		15.50	Regional	25.00	\$18.54	15.00	
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	6		16.50	Regional	25.00	\$1,278.49	9.16	

is)				Safety and Security (15 Points)		Modal Enhancements (5 Points)	
Project Name	From	To	LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)	Improvement to Incident Management or Evacuation Routes?	Does the Project Improve Vehicular Access to (Scroll Over):	How many additional dedicated facilities for alternative modes does the project include?
					Select from the Dropdown Menu: (Yes/No)	Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)	
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	10.00	0.00	Yes	Yes and Regional	1 Enhancement
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	10.00	0.72	Yes	Yes and Regional	0 Enhancements
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	10.00	0.72	Yes	Yes and Regional	0 Enhancements
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	10.00	0.72	Yes	Yes and Regional	1 Enhancement

Project Name	From	To	MODAL ENHANCEMENTS TOTAL	UTILITY TOTAL	Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas		
					Total Reduction in Regional Travel Time	(a) Select from the Dropdown Menu: (High, Medium High, Medium, Medium Low, Low)	(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	3.00	64.00	High	High	High
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	2.00	75.00	High	High	High
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	2.00	75.00	High	High	High
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	3.00	71.00	Very High	High	Very High

Economic Vitality (100 Points)						
Project Name	From	To	Addresses the Needs of Basic Sector Industries?		Increased Opportunity?	
			Will the project significantly reduce travel time for trips to Shopping/Grocery/Medical, etc.? <i>Select from the Dropdown Menu: (High, Medium, Low)</i>	Will the project significantly reduce travel time for trips to freight-related facilities? <i>Select from the Dropdown Menu: (High, Medium, Low)</i>	Provides New or Increased Access Opportunities? <i>Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)</i>	Supports Plans for Future Growth? <i>Select from the Dropdown Menu: (Yes, No)</i>
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	High	Low	Increased Opportunity	Yes
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	High	High	Increased Opportunity	Yes
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	High	High	Increased Opportunity	Yes
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	High	High	Increased Opportunity	Yes
						ECONOMIC VITALITY TOTAL
						71.00
						81.00
						81.00
						95.00

			Project Viability (100 Points)							GRAND TOTAL FOR UTILITY
Project Name	From	To	Percentage of Funding Committed?	Is the project included in a currently adopted regional/state plan/program? Menu: (Yes/No)	Project Readiness? Select from the Dropdown Menu:				PROJECT VIABILITY TOTAL SCORE	
					Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	100%	Yes	70%	Full	Yes	Full	Not Needed	64
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	0%	No	0%	None	No	Partial	Not Needed	75
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	0%	No	0%	None	No	Partial	Not Needed	75
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	100%	Yes	50%	Full	Yes	Full	Not Needed	71

			ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project Name	From	To		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	71	232
General Thomas Hwy (VA 671) at US 58 Eastbound exit	N/A	N/A	81	164
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	81	164
Southampton Pkwy (US 58) at VA 650 / East End Courtland Bypass	N/A	N/A	95	261

Background Information - Bridge and Tunnel Projects																	
Project Name	From	To	Jurisdiction <i>(Primary)</i> <i>Select from the Dropdown Menu:</i>	Purpose of Project	Length <i>(miles)</i>	Existing Lanes	Proposed Lanes	Existing Detour Route's Daily VMT	2034 Daily VMT	Existing V/C Ratio	Existing Capacity	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Future Capacity	Existing ADT	Total Crashes Per M/MT in Past 3 Years	Jurisdictional Average Crash Rate (per Million VMT)
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Southampton	Rebuild bridge structure	0.03	2	2	49,985	79	0.12	18,200	21%	0.14	18,200	2,157	1.43	0.58
VA 608 Over Racon Swamp Rd (Structure #6006)	N/A	N/A	Southampton	Replace bridge	0.01	2	2	2,280	1	0.00	18,100	54%	0.01	18,100	70	0.00	0.58
VA 635 Over N&W Railroad (Structure #6042)	N/A	N/A	Southampton	Replace bridge	0.02	2	2	53,642	8	0.02	18,100	7%	0.02	18,100	380	2.83	0.58
VA 659 Over Flat Swamp (Structure #6069)	N/A	N/A	Southampton	Replace bridge	0.01	2	2	2,403	4	0.02	18,100	12%	0.02	18,100	320	0	0.58

Congestion Level (30 Points)													
Project Name	From	To	Future ADT	Length of Detour (miles)	Bridge or Tunnel Project? Select from the Dropdown Menu: (Bridge or Tunnel)	Statewide Roadway System Classification Select from the Dropdown Menu:	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio	Impact to Nearby Roadway	CONGESTION LEVEL TOTAL	FOR BRIDGES ONLY (Leave Blank for Tunnels)
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C	No Input Needed - (Future ADT - Existing ADT)				What is the Bridge Sufficiency Rating? (0 - 100)
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	2,620	8	Bridge Project	PRIMARY	\$8,392,832	0.0%		0.12	463.00	0.15	10.7
VA 608 Over Racon Swamp Rd (Structure #6006)	N/A	N/A	108	15	Bridge Project	SECONDARY	\$233,100	0.0%		0.00	38.00	0.01	53.2
VA 635 Over N&W Railroad (Structure #6042)	N/A	N/A	405	6	Bridge Project	SECONDARY	\$867,000	0.0%		0.02	25	0.01	18.4
VA 659 Over Flat Swamp (Structure #6069)	N/A	N/A	358	8	Bridge Project	SECONDARY	\$218,200	0.0%		0.02	38	0.01	64.9

Infrastructure Condition (20 Points)			System Continuity and Connectivity (10 Points)		
Project Name	From	To	FOR TUNNELS ONLY (Leave Blank for Bridges)		INFRAStructure CONDITION TOTAL
			How Old is the Tunnel in the Horizon Year? Manual Entry:	When was the last major repair (\$5 million or more) completed as it relates to the horizon year? Manual Entry	
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A			20.00
VA 608 Over Racon Swamp Rd (Structure #6006)	N/A	N/A			10.00
VA 635 Over N&W Railroad (Structure #6042)	N/A	N/A			20.00
VA 659 Over Flat Swamp (Structure #6069)	N/A	N/A			10.00
			Degree of Regional Impact <i>Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local</i>		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
			Multi-Jurisdictional		6.75
			Local		3.50
			Local		3.50
			Local		3.50
					Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)
					2.47
					0.00
					4.88
					0.00

Project Name		From	To	Safety and Security (10 Points)		Cost Effectiveness (15 Points)		Land Use Compatibility (10 Points)		Modal Enhancements		
				Improvement to Incident Management or Evacuation Routes? Select from the Dropdown Menu: (Yes/No)	Diversion Impact Due to Failure No Input Needed - (Existing ADT * Detour Length) + Existing Detour Route VMT	SAFETY AND SECURITY TOTAL	COST EFFECTIVENESS TOTAL		Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development? Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)	LAND USE COMPATIBILITY TOTAL	How many additional dedicated facilities for alternative modes does the project include? Select from the Dropdown Menu: (0, 1, 2, or 3+)	Does the Project Improve Vehicular Access to: Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)
							Total Cost (\$)/VMT	No Input Needed - (Estimated Cost/ 2034 Daily VMT)				
		N/A	N/A	No	67,996	6.25		0.00	Compatible but Not Officially Documented	5.00	0 Enhancements	Yes but not Regional
		N/A	N/A	No	3,364	1.00		0.00	Compatible but Not Officially Documented	5.00	0 Enhancements	Yes but not Regional
		N/A	N/A	No	55,922	6.25		0.00	Compatible but Not Officially Documented	5.00	0 Enhancements	Yes but not Regional
		N/A	N/A	No	4,806	1.00		0.00	Compatible but Not Officially Documented	5.00	0 Enhancements	Yes but not Regional

				(5 Points)		Economic Vitality (100 Points)				
Project Name	From	To	Unimpeded Commercial Maritime/Rail Traffic?	MODAL ENHANCEMENTS TOTAL	UTILITY TOTAL	Total Reduction in Regional Travel Time <i>Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)</i>	Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas		Addresses the Needs of Basic Sector Industries? Will the project significantly reduce travel time for trips to Shopping/Grocery/Medical, etc.? Select from the Dropdown Menu: (High, Medium, Low)	Will the project significantly reduce travel time for trips to freight-related facilities? Select from the Dropdown Menu: (High, Medium, Low)
			<i>Select from the Dropdown Menu: (Yes/No)</i>				(a) <i>Select from the Dropdown Menu: (High, Medium High, Medium, Medium Low, Low)</i>	(b) <i>Select from the Dropdown Menu: (Very High, High, Medium, Low)</i>		
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	No	1.00		High	High	High	Low	Low
VA 608 Over Racon Swamp Rd (Structure #6006)	N/A	N/A	Yes	2.50		Low	Low	Low	Medium	Low
VA 635 Over N&W Railroad (Structure #6042)	N/A	N/A	Yes	2.50		Low	Low	Low	Medium	Low
VA 659 Over Flat Swamp (Structure #6069)	N/A	N/A	Yes	2.50		Low	Low	Low	Low	Low

Project Viability (100 Points)											
Project Name	From	To	Increased Opportunity?		ECONOMIC VITALITY TOTAL	Is the project Included in the currently adopted LRT?		Project Readiness? Select from the Dropdown Menu:			
			Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased	Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)		Percentage of Funding Committed? (Manual Entry %)	Select from the Dropdown Menu: (Yes/No/Partial)	Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Increased Opportunity	Yes	61.00	100%	Yes	30%	Full	Yes	Full
VA 608 Over Racon Swamp Rd (Structure #6006)	N/A	N/A	No Additional Opportunity	No	16.00	0%	Yes	0%	Full	Yes	Full
VA 635 Over N&W Railroad (Structure #6042)	N/A	N/A	No Additional Opportunity	No	16.00	0%	Yes	0%	Full	Yes	Full
VA 659 Over Flat Swamp (Structure #6069)	N/A	N/A	No Additional Opportunity	No	11.00	37%	Yes	100%	Full	Yes	Full

D3-7

Background Information - Bicycle and Pedestrian Projects							System Continuity and Connectivity (30 Points)				SYSTEM CONTINUITY & CONNECTIVITY TOTAL (CELLS LOCKED)
Project Name	From	To	Jurisdiction <i>(Primary)</i> Select from the Dropdown Menu:	Improvement Description	Population within 1.5 Mile Radius of Project	Length <i>(miles)</i>	Regional Significance	Elimination of Barriers or Completion of Gaps Across a Major Barrier?	Connections to Existing Bike/Ped Facilities	Provides Access to: <SCROLL OVER>	
							Select from the Dropdown Menu: <i>Regional, Multi-jurisdictional, or Local</i>	Select from the Dropdown Menu: <i>(Yes/No)</i>	Select from the Dropdown Menu: <i>(Yes/No)</i>	Select from the Dropdown Menu: <i>(0, 1, 2, or 3+)</i>	
High St	Fairview Dr (VA 3912)	North City Limits of Franklin	Franklin	Provide 8' hike and bike trail	11,868	1.37	Multi-jurisdictional	Yes	No	1 Category	12.75
Pretlow St (VA 3903)	0.17 North Morton St	Laurel St	Franklin	Provide sidewalk	9,458	0.05	Local	Yes	Yes	0 Categories	16.00

Background Information - B				Safety (30 Points)			Cost Effectiveness (20 Points)		Enhances Other Categories (10 Points)		Land Use Compatibility (10 P	
Project Name	From	To	Crash History	Is the Project a Safety Improvement?	SAFETY TOTAL (CELLS LOCKED)	Project Cost (\$) / Population Served	COST EFFECTIVENESS TOTAL (CELLS LOCKED)	How Many Other Categories Does the Project Include?	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?	ENHANCES OTHER CATEGORIES TOTAL (CELLS LOCKED)		
High St	Fairview Dr (VA 3912)	North City Limits of Franklin	MANUAL INPUT: Average Number of Crashes Per Year (2010-2012)	Select from the Dropdown Menu: (Yes/No)	22.50	No Input Needed - Cells are Locked (Column H / Column F)	0.00	Select from the Dropdown Menu: (0, 1, 2, or 3+)	Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)	3.50		
Pretlow St (VA 3903)	0.17 North Morton St	Laurel St	0.00	Yes	15.00		0.00	0 Categories	Compatible and Officially Documented	0.00		

Background Information - Points				Project Viability (100 Points)							
Project Name	From	To	LAND USE COMPATIBILITY TOTAL (CELLS LOCKED)	Percentage of Funding Committed?	Is the project included in a comprehensive plan?	Project Readiness? Select from the Dropdown Menu:					
				(Manual Entry %)	Select from the Dropdown Menu: (Yes/No)	Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)	
High St	Fairview Dr (VA 3912)	North City Limits of Franklin	10.00	0%	No		0%	None	No	None	Not Needed
Pretlow St (VA 3903)	0.17 North Morton St	Laurel St	10.00	0%	No		0	None	No	None	Not Needed

Background Information - B					
Project Name	From	To	PROJECT VIABILITY TOTAL	PROJECT UTILITY TOTAL	GRAND TOTAL SCORE
High St	Fairview Dr (VA 3912)	North City Limits of Franklin	5.00	48.75	53.75
Pretlow St (VA 3903)	0.17 North Morton St	Laurel St	5.00	41.00	46.00

Background Information - Systems Management / TDM / Operational Improvement Projects										
Project Name	From	To	Jurisdiction <i>(Primary)</i> Select From the Dropdown Menu:	Systems Management, TDM, or Operational Improvement Project? <i>(This Column NEEDS to be Filled In)</i>	Length <i>(miles)</i>	Estimated Cost of Project	Crashes per MMVT (2008)		Existing Average Level of Congestion on Project Impact Area (Peak Period) Select from the Dropdown Menu: <i>(Low, Moderate, or Severe)</i>	CONGESTION LEVEL TOTAL (CELLS LOCKED)
							Total Crashes (2008)	Crashes per MMVT (2008)		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	Franklin	Turn Lanes	0.00	\$1,760,000	0	0.00	Severe	30.00
Country Club Rd (VA 649) at Hunterdale Rd (VA 641)	N/A	N/A	Franklin	Access Management	0.00	\$15,000	0	0.00	Moderate	15.00
Bailey Dr at Steward Dr	N/A	N/A	Franklin	Access Management	0.00	\$15,000	0	0.00	Moderate	15.00
Fairview Dr (VA 3912)	Hunterdale Rd (VA 3907)	High St (VA 3905)	Franklin	Roadway Reconstruction	0.86	\$7,920,000	2	1.44	Severe	30.00
Armory Dr (VA 671)	Franklin City Limits / US 58	College Dr (VA 3907)	Franklin	Access Management	1.22	\$15,000	18	2.88	Severe	30.00
2nd Ave at Armory Dr (VA 3904)	N/A	N/A	Franklin	Signal Installation	0.00	\$660,000	0	0.00	Severe	30.00
Mechanic St North (US 58) at 4th Ave	N/A	N/A	Franklin	Signage/Pavement Markings	0.00	-	0	0.00	Moderate	15.00
Mechanic St North (US 58) at 4th Ave	N/A	N/A	Franklin	ADA Improvements	0.00	\$20,000	0	0.00	Moderate	15.00
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	Franklin	Access Management	0.00	\$15,000	3	1.78	Moderate	15.00
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	Franklin	Traffic Study	0.00	\$200,000	3	1.78	Moderate	15.00
Clay St (US 58) at 4th Ave	N/A	N/A	Franklin	Signage/Pavement Markings	0.00	-	0	0.00	Moderate	15.00
Hunterdale Rd (VA 641) at VA 687	N/A	N/A	Franklin	Shoulder Repavement/Improvements	0.00	\$820,000	0	0.00	Severe	30.00
Pretlow St (VA 3903)	South Corporate Limits of	US 58 Bypass East Bound off Ral	Franklin	Roadway Reconstruction	0.38	\$7,920,000	0	0.00	Low	3.00
Pretlow St (VA 3903)	US 58 Bypass East Bound off	Progress	Franklin	Roadway Reconstruction	0.39	\$7,920,000	0	0.00	Low	3.00
Pretlow St (VA 3903)	Laurel St	South St (US 258)	Franklin	Roadway Reconstruction	0.32	\$7,920,000	4	9.49	Moderate	15.00
High St (VA 3905)	Birch St	South St (US 258)	Franklin	Roadway Reconstruction	0.21	\$7,920,000	0	0.00	Low	3.00
2nd Ave (US 258) at Main St (US 258)	N/A	N/A	Franklin	Signage/Pavement Markings	0.00	-	2	1.30	Severe	30.00
South St (US 258) at College Dr (VA 3907)	N/A	N/A	Franklin	Traffic Study	0.00	\$200,000	2	0.93	Moderate	15.00
Fairview Dr (VA 3912) at High St (VA 3905)	N/A	N/A	Franklin	Signal Installation	0.00	\$660,000	1	1.04	Moderate	15.00
2nd Ave at Mechanic St (US 58)	N/A	N/A	Franklin	Intersection Reconstruction	0.00	\$160,000	1	0.52	Severe	30.00
2nd Ave at High St (VA 3905)	N/A	N/A	Franklin	Signage/Pavement Markings	0.00	-	0	0.00	Severe	30.00
Armory Dr (VA 3904) at College Dr (VA 3907)	N/A	N/A	Franklin	Intersection Reconstruction	0.00	\$160,000	2	0.52	Severe	30.00
Elm St at Main St (US 258)	N/A	N/A	Franklin	Miscellaneous	0.00	\$490,000	0	0.00	Moderate	15.00
Bowers Rd over Norfolk Southern railroad	N/A	N/A	Franklin	Miscellaneous	0.00	\$80,000	0	0.00	Low	3.00
High St (VA 3905) over CSX railroad	N/A	N/A	Franklin	Miscellaneous	0.00	\$130,000	0	0.00	Moderate	15.00
Beaman St over Norfolk Southern railroad	N/A	N/A	Franklin	Miscellaneous	0.00	\$80,000	0	0.00	Moderate	15.00
Pretlow St (VA 3903)	Progress Parkway	Morton St (VA 3915)	Franklin	Roadway Reconstruction	0.35	\$7,920,000	1	3.45	Low	3.00
Pretlow St (VA 3903)	Morton St (VA 3915)	0.17 North Morton St	Franklin	Roadway Reconstruction	0.17	\$7,920,000	0	0.00	Moderate	15.00
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	Southampton	Signage/Pavement Markings	0.00	-	2	0.54	Severe	30.00
Woods Trail (VA 706)	Northern City Limits of Fra	Black Creek Road (VA 635)	Southampton	Intersection Reconstruction	1.95	\$15,840,000	0	0.00	Moderate	15.00
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	Southampton	Signage/Pavement Markings	2.48	-	4	0.86	Moderate	15.00
Plank Rd (VA 35) at VA 719	N/A	N/A	Southampton	Turn Lanes	0.00	\$790,000	0	0.00	Low	3.00
Plank Rd (VA 35) at VA 647	N/A	N/A	Southampton	Turn Lanes	0.00	\$1,580,000	0	0.00	Low	3.00
Plank Rd (VA 35) at VA 713	N/A	N/A	Southampton	Turn Lanes	0.00	\$790,000	0	0.00	Low	3.00
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Southampton	Signage/Pavement Markings	0.00	-	0	0.00	Low	3.00
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Southampton	Turn Lanes	0.00	\$440,000	0	0.00	Low	3.00
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	Southampton	Signage/Pavement Markings	0.00	-	0	0.00	Severe	30.00
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	Southampton	Access Management	0.00	\$15,000	0	0.00	Severe	30.00
Southampton Pkwy (VA 58)	Camp Pkwy (US 58 Bus)	VA 35 West exit	Southampton	Access Management	5.80	-	22	0.53	Moderate	15.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	Southampton	Roadway Reconstruction	0.13	\$7,920,000	0	0.00	Severe	30.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	Southampton	Access Management	0.13	\$15,000	0	0.00	Severe	30.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	Southampton	Miscellaneous	0.13	\$90	0	0.00	Severe	30.00
VA 643	VA 644	VA 611	Southampton	Roadway Reconstruction	1.10	\$7,920,000	0	0.00	Moderate	15.00
Little Texas Rd (VA 653)	VA 730	VA 661	Southampton	Roadway Reconstruction	2.70	\$7,920,000	0	0.00	Low	3.00
Little Texas Rd (VA 653)	VA 661	VA 658 North	Southampton	Roadway Reconstruction	2.90	\$7,920,000	2	3.27	Low	3.00
Pinopolis Rd (VA 653)	VA 658 North	South Corporate Limits of Capro	Southampton	Roadway Reconstruction	2.18	\$7,920,000	0	0.00	Low	3.00
Clarksbury Rd (VA 668)	VA 666	Pinopolis Rd (VA 653)	Southampton	Roadway Reconstruction	5.01	\$7,920,000	2	3.64	Low	3.00
Statesville Rd (VA 673)	Norther Carolina State Limi	VA 672 East	Southampton	Roadway Reconstruction	6.64	\$7,920,000	2	4.12	Low	3.00
Monroe Rd (VA 684)	North Carolina State Limits	VA 720	Southampton	Roadway Reconstruction	5.98	\$7,920,000	1	1.52	Low	3.00
Delaware Rd (VA 687)	VA 684 North	General Thomas Hwy (VA 671)	Southampton	Roadway Reconstruction	1.64	\$7,920,000	5	5.97	Moderate	15.00
Popes Station Rd (VA 609)	VA 735	VA 608 East	Southampton	Roadway Reconstruction	3.00	\$7,920,000	0	0.00	Low	3.00
Carys Bridge Rd (VA 653)	VA 651	Plank Rd (VA 35)	Southampton	Roadway Reconstruction	5.25	\$7,920,000	1	2.66	Low	3.00
The Rolfe Hwy/Wakefield Rd (VA 628)	VA 728	Milfield Rd (VA 605 South)	Southampton	Roadway Reconstruction	6.40	\$7,920,000	4	5.77	Low	3.00
The Rolfe Hwy/Wakefield Rd (VA 628)	Milfield Rd (VA 605 South)	Sussex County Line	Southampton	Roadway Reconstruction	3.60	\$7,920,000	2	8.33	Low	3.00
Milfield Rd (VA 605)	The Rolfe Hwy (VA 628)	Seacock Chapel Rd (VA 614)	Southampton	Roadway Reconstruction	7.00	\$7,920,000	2	5.90	Low	3.00

Background Information - Systems Management / TDM / O					Safety (15 Points)			Regional Significance (15 Points)		
Project Name	From	To	Improvement to Incident Management or Evacuation Routes? <i>Select from the Dropdown Menu: (Yes/No)</i>	Includes Emergency Preemption or Incident Detection? <i>Select from the Dropdown Menu: (Yes/No)</i>	Project Will Reduce the Number of Crashes? <i>Select from the Dropdown Menu: (Yes/No)</i>	SAFETY TOTAL (CELLS LOCKED)	Mobility or Accessibility Needs of Region?		Is the Project Part of a Regional Safety Study (i.e. STARS)?	
							<i>Select from the Dropdown Menu: (Regional, Multi-Jurisdictional, or Local)</i>	<i>Select from the Dropdown Menu: (Yes/No)</i>		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	Yes	No	Yes	10.00	multi-jurisdictional	4.00	Yes	9.00
Country Club Rd (VA 649) at Hunterdale Rd (VA 641)	N/A	N/A	No	No	Yes	5.00	multi-jurisdictional	4.00	No	0.00
Bailey Dr at Steward Dr	N/A	N/A	No	No	Yes	5.00	Local	2.00	No	0.00
Fairview Dr (VA 3912)	Hunterdale Rd (VA 3907)	High St (VA 3905)	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Armory Dr (VA 671)	Franklin City Limits / US 58 College Dr (VA 3907)		Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
2nd Ave at Armory Dr (VA 3904)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Mechanic St North (US 58) at 4th Ave	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
Mechanic St North (US 58) at 4th Ave	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
Clay St (US 58) at 4th Ave	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
Hunterdale Rd (VA 641) at VA 687	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Pretlow St (VA 3903)	South Corporate Limits of US 58 Bypass East Bound off Rd		Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Pretlow St (VA 3903)	US 58 Bypass East Bound off Rd	Progress	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Pretlow St (VA 3903)	Laurel St	South St (US 258)	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
High St (VA 3905)	Birch St	South St (US 258)	Yes	No	Yes	10.00	Local	2.00	No	0.00
2nd Ave (US 258) at Main St (US 258)	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	Yes	9.00
South St (US 258) at College Dr (VA 3907)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
Fairview Dr (VA 3912) at High St (VA 3905)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
2nd Ave at Mechanic St (US 58)	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	Yes	9.00
2nd Ave at High St (VA 3905)	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	Yes	9.00
Armory Dr (VA 3904) at College Dr (VA 3907)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Elm St at Main St (US 258)	N/A	N/A	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
Bowers Rd over Norfolk Southern railroad	N/A	N/A	No	No	Yes	5.00	Local	2.00	No	0.00
High St (VA 3905) over CSX railroad	N/A	N/A	No	No	Yes	5.00	Local	2.00	No	0.00
Beaman St over Norfolk Southern railroad	N/A	N/A	No	No	Yes	5.00	Local	2.00	No	0.00
Pretlow St (VA 3903)	Progress Parkway	Morton St (VA 3915)	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
Pretlow St (VA 3903)	Morton St (VA 3915)	0-17 North Morton St	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	No	0.00
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Woods Trail (VA 706)	Northern City Limits of Franklin Corporate Limits	Black Creek Road (VA 635)	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Plank Rd (VA 35) at VA 719	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Plank Rd (VA 35) at VA 647	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Plank Rd (VA 35) at VA 713	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	4.00	Yes	9.00
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	Yes	No	Yes	10.00	Regional	6.00	No	0.00
Southampton Pkwy (VA 58)	Camp Pkwy (US 58 Bus)	VA 35 West exit	Yes	No	Yes	10.00	Regional	6.00	No	0.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 614) at Broadwater Rd (VA 620)	Broadwater Rd (VA 620)	Yes	No	Yes	10.00	Regional	6.00	No	0.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 614) at Broadwater Rd (VA 620)	Broadwater Rd (VA 620)	Yes	No	Yes	10.00	Regional	6.00	No	0.00
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 614) at Broadwater Rd (VA 620)	Broadwater Rd (VA 620)	Yes	No	Yes	10.00	Regional	6.00	No	0.00
VA 643	VA 644	VA 611	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
Little Texas Rd (VA 653)	VA 730	VA 661	No	No	Yes	5.00	Local	2.00	No	0.00
Little Texas Rd (VA 653)	VA 661	VA 658 North	No	No	Yes	5.00	Local	2.00	No	0.00
Pinopolis Rd (VA 653)	VA 658 North	South Corporate Limits of Capri	No	No	Yes	5.00	Local	2.00	No	0.00
Clarksbury Rd (VA 668)	VA 666	Pinopolis Rd (VA 653)	No	No	Yes	5.00	Local	2.00	No	0.00
Statesville Rd (VA 673)	Norther Carolina State Line	VA 672 East	No	No	Yes	5.00	Local	2.00	No	0.00
Monroe Rd (VA 684)	North Carolina State Line	VA 720	No	No	Yes	5.00	Local	2.00	No	0.00
Delaware Rd (VA 687)	VA 684 North	General Thomas Hwy (VA 671)	No	No	Yes	5.00	Local	2.00	No	0.00
Popes Station Rd (VA 609)	VA 735	VA 608 East	No	No	Yes	5.00	Local	2.00	No	0.00
Carys Bridge Rd (VA 653)	VA 651	Plank Rd (VA 35)	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
The Rolfe Hwy/Wakefield Rd (VA 628)	VA 728	Millfield Rd (VA 605 South)	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
The Rolfe Hwy/Wakefield Rd (VA 628)	Millfield Rd (VA 605 South)	Sussex County Line	No	No	Yes	5.00	Multi-Jurisdictional	4.00	No	0.00
Millfield Rd (VA 605)	The Rolfe Hwy (VA 628)	Seacock Chapel Rd (VA 614)	No	No	Yes	5.00	Local	2.00	No	0.00

Background Information - Systems Management / TDM / Other											
Project Name	From	To	REGIONAL SIGNIFICANCE TOTAL (CELLS LOCKED)	Enhances Other Categories (10 Points)		Percentage of Funding Committed?	Is the Project Included in the currently adopted SYP?	Percentage of Project Design Complete? (Manual Entry %)			
				How Many Other Categories Does the Project Include?	ENHANCES OTHER CATEGORIES TOTAL (CELLS LOCKED)						
									Select from the Dropdown Menu: (0, 1, 2, or 3+)		
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	13.00	3+ Categories	10.00	0%	No	0.00			
Country Club Rd (VA 649) at Hunterdale Rd (VA 641)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Bailey Dr at Steward Dr	N/A	N/A	2.00	0 Categories	0.00	0%	No	0.00			
Fairview Dr (VA 3912)	Hunterdale Rd (VA 3907)	High St (VA 3905)	4.00	0 Categories	0.00	0%	No	0.00			
Armory Dr (VA 671)	Franklin City Limits / US 58	College Dr (VA 3907)	4.00	0 Categories	0.00	0%	No	0.00			
2nd Ave at Armory Dr (VA 3904)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Mechanic St North (US 58) at 4th Ave	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Mechanic St North (US 58) at 4th Ave	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
Clay St (US 58) at 4th Ave	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Hunterdale Rd (VA 641) at VA 687	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 3903)	South Corporate Limits of US 58 Bypass East Bound off Ramp	Progress	4.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 3903)	US 58 Bypass East Bound off Ramp	Progress	4.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 3903)	Laurel St	South St (US 258)	4.00	0 Categories	0.00	0%	No	0.00			
High St (VA 3905)	Birch St	South St (US 258)	2.00	0 Categories	0.00	0%	No	0.00			
2nd Ave (US 258) at Main St (US 258)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
South St (US 258) at College Dr (VA 3907)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
Fairview Dr (VA 3912) at High St (VA 3905)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
2nd Ave at Mechanic St (US 58)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
2nd Ave at High St (VA 3905)	N/A	N/A	13.00	0 Categories	0.00	0%	No	0.00			
Armory Dr (VA 3904) at College Dr (VA 3907)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Elm St at Main St (US 258)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Bowers Rd over Norfolk Southern railroad	N/A	N/A	2.00	0 Categories	0.00	0%	No	0.00			
High St (VA 3905) over CSX railroad	N/A	N/A	2.00	0 Categories	0.00	0%	No	0.00			
Beaman St over Norfolk Southern railroad	N/A	N/A	2.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 3903)	Progress Parkway	Morton St (VA 3915)	4.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 3903)	Morton St (VA 3915)	0.17 North Morton St	4.00	0 Categories	0.00	0%	No	0.00			
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	6.00	1 Category	3.50	3.50	No	0.00			
Woods Trail (VA 706)	Northern City Limits of Franklin Corporate Limits	Black Creek Road (VA 635)	4.00	0 Categories	0.00	0%	No	0.00			
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	6.00	0 Categories	0.00	0%	No	0.00			
Plank Rd (VA 35) at VA 719	N/A	N/A	6.00	1 Category	3.50	3.50	No	0.00			
Plank Rd (VA 35) at VA 647	N/A	N/A	6.00	0 Categories	0.00	0%	No	0.00			
Plank Rd (VA 35) at VA 713	N/A	N/A	6.00	0 Categories	0.00	0%	No	0.00			
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	13.00	1 Category	3.50	3.50	No	0.00			
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	13.00	1 Category	3.50	3.50	No	0.00			
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	6.00	0 Categories	0.00	0.00	No	0.00			
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	6.00	0 Categories	0.00	0.00	No	0.00			
Southampton Pkwy (VA 58)	Camp Pkwy (US 58 Bus)	VA 35 West exit	6.00	0 Categories	0.00	0.00	No	0.00			
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	6.00	0 Categories	0.00	0%	No	0.00			
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	6.00	0 Categories	0.00	0.00	No	0.00			
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	6.00	0 Categories	0.00	0%	No	0.00			
VA 643	VA 644	VA 611	4.00	0 Categories	0.00	0.00	No	0.00			
Little Texas Rd (VA 653)	VA 730	VA 661	2.00	0 Categories	0.00	0.00	No	0.00			
Little Texas Rd (VA 653)	VA 661	VA 658 North	2.00	0 Categories	0.00	0%	No	0.00			
Pinopolis Rd (VA 653)	VA 658 North	South Corporate Limits of Capro	2.00	0 Categories	0.00	0%	No	0.00			
Clarksbury Rd (VA 668)	VA 666	Pinopolis Rd (VA 653)	2.00	0 Categories	0.00	0%	No	0.00			
Statesville Rd (VA 673)	Northern Carolina State Limits	VA 672 East	2.00	0 Categories	0.00	0.00	No	0.00			
Monroe Rd (VA 684)	North Carolina State Limits	VA 720	2.00	0 Categories	0.00	0%	No	0.00			
Delaware Rd (VA 687)	VA 684 North	General Thomas Hwy (VA 671)	2.00	0 Categories	0.00	0%	No	0.00			
Popes Station Rd (VA 609)	VA 735	VA 608 East	2.00	0 Categories	0.00	0%	No	0.00			
Carys Bridge Rd (VA 653)	VA 651	Plank Rd (VA 35)	4.00	0 Categories	0.00	0.00	No	0.00			
The Rolfe Hwy/Wakefield Rd (VA 628)	VA 728	Millfield Rd (VA 605 South)	4.00	0 Categories	0.00	0%	No	0.00			
Millfield Rd (VA 628)	Millfield Rd (VA 605 South)	Sussex County Line	4.00	0 Categories	0.00	0%	No	0.00			
Millfield Rd (VA 605)	The Rolfe Hwy (VA 628)	Seacock Chapel Rd (VA 614)	2.00	0 Categories	0.00	0%	No	0.00			

Background Information - Systems Management / TDM / OjProject Viability (100 Points)										GRAND TOTAL FOR UTILITY (CELLS LOCKED)	GRAND TOTAL SCORE
Project Name	From	To	Project Readiness? Select from the Dropdown Menu:				PROJECT VIABILITY TOTAL				
			Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	N/A	N/A	Full	Yes	Full	Not Needed	37.00	37.00	63.00	163.00	
Country Club Rd (VA 649) at Hunterdale Rd (VA 641)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
Bailey Dr at Steward Dr	N/A	N/A	None	No	None	Not Needed	5.00	5.00	22.00	49.00	
Fairview Dr (VA 3912)	N/A	High St (VA 3905)	None	No	None	Not Needed	5.00	5.00	44.00	93.00	
Armory Dr (VA 671)	Franklin City Limits / US 58	College Dr (VA 3907)	None	No	None	Not Needed	5.00	5.00	44.00	93.00	
2nd Ave at Armory Dr (VA 3904)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	44.00	93.00	
Mechanic St North (US 58) at 4th Ave	N/A	N/A	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
Mechanic St North (US 58) at 4th Ave	N/A	N/A	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	38.00	81.00	
South St (US 258) at Pretlow St (VA 3903)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	38.00	81.00	
Clay St (US 58) at 4th Ave	N/A	N/A	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
Hunterdale Rd (VA 641) at VA 687	N/A	N/A	None	No	None	Not Needed	5.00	5.00	44.00	93.00	
Pretlow St (VA 3903)	South Corporate Limits of	US 58 Bypass East Bound off Rd	None	No	None	Not Needed	5.00	5.00	17.00	39.00	
Pretlow St (VA 3903)	US 58 Bypass East Bound off Rd	Progress	None	No	None	Not Needed	5.00	5.00	17.00	39.00	
Pretlow St (VA 3903)	Laurel St	South St (US 258)	None	No	None	Not Needed	5.00	5.00	29.00	63.00	
High St (VA 3905)	Birch St	South St (US 258)	None	No	None	Not Needed	5.00	5.00	15.00	35.00	
2nd Ave (US 258) at Main St (US 258)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	48.00	101.00	
South St (US 258) at College Dr (VA 3907)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	38.00	81.00	
Fairview Dr (VA 3912) at High St (VA 3905)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	38.00	81.00	
2nd Ave at Mechanic St (US 58)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	48.00	101.00	
2nd Ave at High St (VA 3905)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	48.00	101.00	
Armory Dr (VA 3904) at College Dr (VA 3907)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	44.00	93.00	
Elm St at Main St (US 258)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
Bowers Rd over Norfolk Southern railroad	N/A	N/A	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
High St (VA 3905) over CSX railroad	N/A	N/A	None	No	None	Not Needed	5.00	5.00	22.00	49.00	
Beaman St over Norfolk Southern railroad	N/A	N/A	None	No	None	Not Needed	5.00	5.00	22.00	49.00	
Pretlow St (VA 3903)	Progress Parkway	Morton St (VA 3915)	None	No	None	Not Needed	5.00	5.00	17.00	39.00	
Pretlow St (VA 3903)	Morton St (VA 3915)	0.17 North Morton St	None	No	None	Not Needed	5.00	5.00	29.00	63.00	
General Thomas Hwy (VA 671) at US 58 westbound exit	N/A	N/A	None	No	None	Not Needed	5.00	5.00	49.50	104.00	
Woods Trail (VA 706)	Northern City Limits of Fra	Black Creek Road (VA 635)	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
General Thomas Hwy (VA 671)	VA 650	Franklin Corporate Limits	None	No	None	Not Needed	5.00	5.00	31.00	67.00	
Plank Rd (VA 35) at VA 719	N/A	N/A	None	No	None	Not Needed	5.00	5.00	22.50	50.00	
Plank Rd (VA 35) at VA 647	N/A	N/A	None	No	None	Not Needed	5.00	5.00	19.00	43.00	
Plank Rd (VA 35) at VA 713	N/A	N/A	None	No	None	Not Needed	5.00	5.00	19.00	43.00	
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	29.50	64.00	
Pretlow St (VA 714) at South Quay Rd (VA 189)	N/A	N/A	None	No	None	Not Needed	5.00	5.00	29.50	64.00	
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	None	No	None	Not Needed	5.00	5.00	46.00	97.00	
Southampton Pkwy (VA 58) at VA 659	N/A	N/A	None	No	None	Not Needed	5.00	5.00	46.00	97.00	
Southampton Pkwy (VA 58)	Camp Pkwy (US 58 Bus)	VA 35 West exit	None	No	None	Not Needed	5.00	5.00	46.00	97.00	
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	None	No	None	Not Needed	5.00	5.00	31.00	67.00	
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	None	No	None	Not Needed	5.00	5.00	46.00	97.00	
General Mahone Blvd (US 460)	Proctors Bridge Rd (VA 616)	Broadwater Rd (VA 620)	None	No	None	Not Needed	5.00	5.00	46.00	97.00	
VA 643	VA 644	VA 611	None	No	None	Not Needed	5.00	5.00	24.00	53.00	
Little Texas Rd (VA 653)	VA 730	VA 661	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Little Texas Rd (VA 653)	VA 661	VA 658 North	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Pinopolis Rd (VA 653)	VA 658 North	South Corporate Limits of Capro	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Clarksbury Rd (VA 668)	VA 666	Pinopolis Rd (VA 653)	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Statesville Rd (VA 673)	Norther Carolina State Lim	VA 672 East	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Monroe Rd (VA 684)	North Carolina State Limits	VA 720	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Delaware Rd (VA 687)	VA 684 North	General Thomas Hwy (VA 671)	None	No	None	Not Needed	5.00	5.00	22.00	49.00	
Popes Station Rd (VA 609)	VA 735	VA 608 East	None	No	None	Not Needed	5.00	5.00	10.00	25.00	
Carys Bridge Rd (VA 653)	VA 651	Plank Rd (VA 35)	None	No	None	Not Needed	5.00	5.00	12.00	29.00	
The Rolfe Hwy/Wakefield Rd (VA 628)	VA 728	Millfield Rd (VA 605 South)	None	No	None	Not Needed	5.00	5.00	12.00	29.00	
The Rolfe Hwy/Wakefield Rd (VA 628)	Millfield Rd (VA 605 South)	Sussex County Line	None	No	None	Not Needed	5.00	5.00	12.00	29.00	
Millfield Rd (VA 605)	The Rolfe Hwy (VA 628)	Seacock Chapel Rd (VA 614)	None	No	None	Not Needed	5.00	5.00	10.00	25.00	

Background Information - Systems Management / TDM / Operational Improvement Projects										Congestion Level (30 Points)	
Project Name	From	To	Jurisdiction <i>(Primary)</i> Select from the Dropdown Menu:	Systems Management, TDM, or Operational Improvement Project? <i>(This Column NEEDS to be Filled In)</i>	Length <i>(miles)</i>	Estimated Cost of Project	Crashes per MVMt (2008)		Existing Average Level of Congestion on Project Impact Area (Peak Period)	CONGESTION LEVEL TOTAL (CELLS LOCKED)	
							Total Crashes (2008)	Crashes per MVMt (2008)			
Seacock Rd (VA 614)	Milfield Rd (VA 605)	VA 635	Southampton	Roadway Reconstruction	3.60	\$7,920,000	0	0.00	Low	3.00	
Seacock Rd (VA 614)	VA 635	Isle of Wight County Line	Southampton	Roadway Reconstruction	1.47	\$7,920,000	0	0.00	Low	3.00	
Governor Darden Rd (VA 646)	East Corporate Limits of Cd	VA 641 North	Southampton	Roadway Reconstruction	5.12	\$7,920,000	1	0.94	Low	3.00	
Sycamore Rd (VA 641)	VA 632	VA 1006	Southampton	Roadway Reconstruction	0.54	\$7,920,000	0	0.00	Low	3.00	
Johnson Mill (VA 641)	VA 645	VA 616	Southampton	Roadway Reconstruction	3.70	\$7,920,000	0	0.00	Low	3.00	
Unity Rd (VA 603)	VA 616	Cottage Hill Rd / Sycamore Rd (N	Southampton	Roadway Reconstruction	2.50	\$7,920,000	1	4.55	Low	3.00	
Unity Rd (VA 603)	Cottage Hill Rd / Sycamore	VA 635 West	Southampton	Roadway Reconstruction	5.51	\$7,920,000	0	0.00	Low	3.00	
Unity Rd (VA 603)	VA 635 East	Isle of Wight County Line	Southampton	Roadway Reconstruction	1.26	\$7,920,000	2	4.67	Low	3.00	
Black Creek Rd (VA 635)	VA 626	Unity Rd (VA 603 North)	Southampton	Roadway Reconstruction	4.20	\$7,920,000	4	3.53	Low	3.00	
Proctors Bridge Rd (VA 616)	North Corporate Limits of	VA 737	Southampton	Roadway Reconstruction	0.76	\$7,920,000	1	5.99	Low	3.00	
Proctors Bridge Rd (VA 616)	VA 617	VA 621	Southampton	Roadway Reconstruction	3.25	\$7,920,000	0	0.00	Low	3.00	
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	Southampton	Signage/Pavement Markings	0.00	-	3	0.95	Moderate	15.00	
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	Southampton	Access Management	0.00	\$15,000	3	0.95	Moderate	15.00	
Main St (VA 653) Capron	South Corporate Limits of	Southampton Pkwy (VA 58)	Southampton	Roadway Reconstruction	0.15	\$7,920,000	3	99.35	Low	3.00	
Main St (VA 616) Ivor	South Corporate Limits of	VA 1201	Southampton	Roadway Reconstruction	0.30	\$7,920,000	0	0.00	Moderate	15.00	

Background Information - Systems Management / TDM / O				Safety (15 Points)			Regional Significance (15 Points)		
Project Name	From	To	Improvement to Incident Management or Evacuation Routes? <i>Select from the Dropdown Menu: (Yes/No)</i>	Includes Emergency Preemption or Incident Detection?	Project Will Reduce the Number of Crashes?	SAFETY TOTAL (CELLS LOCKED)	Mobility or Accessibility Needs of Region? <i>Select from the Dropdown Menu: (Regional, Multi-Jurisdictional, or Local)</i>	Is the Project Part of a Regional Safety Study (i.e. STARS)?	
									<i>Select from the Dropdown Menu: (Yes/No)</i>
Seacock Rd (VA 614)	Millfield Rd (VA 605)	VA 635	No	No	Yes	5.00	Local	No	0.00
Seacock Rd (VA 614)	VA 635	Isle of Wight County Line	No	No	Yes	5.00	Local	No	0.00
Governor Darden Rd (VA 646)	East Corporate Limits of Cd	VA 641 North	No	No	Yes	5.00	Local	No	0.00
Sycamore Rd (VA 641)	VA 632	VA 1006	No	No	Yes	5.00	Local	No	0.00
Johnson Mill (VA 641)	VA 645	VA 616	No	No	Yes	5.00	Local	No	0.00
Unity Rd (VA 603)	VA 616	Cottage Hill Rd / Sycamore Rd (VA 635 West)	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Unity Rd (VA 603)	Cottage Hill Rd / Sycamore Rd	VA 635 West	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Black Creek Rd (VA 635)	VA 635 East	Isle of Wight County Line	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Proctors Bridge Rd (VA 616)	VA 626	Unity Rd (VA 603 North)	No	No	Yes	5.00	Local	No	0.00
Proctors Bridge Rd (VA 616)	North Corporate Limits of	VA 737	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Southampton Pkwy (VA 58) at Main St (VA 653)	VA 617	VA 621	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Main St (VA 653) Capron	N/A	N/A	Yes	No	Yes	10.00	Multi-Jurisdictional	No	0.00
Main St (VA 616) Ivor	South Corporate Limits of	Southampton Pkwy (VA 58)	No	No	Yes	5.00	Local	No	0.00
	South Corporate Limits of	VA 1201	No	No	Yes	5.00	Local	No	0.00

Background Information - Systems Management / TDM / Of											
Project Name	From	To	REGIONAL SIGNIFICANCE TOTAL (CELLS LOCKED)	Enhances Other Categories (10 Points)		Percentage of Funding Committed?	Is the project included in the currently adopted SYIP?	Percentage of Project Design Complete? (Manual Entry %)			
				How Many Other Categories Does the Project Include?	ENHANCES OTHER CATEGORIES TOTAL (CELLS LOCKED)						
									Select from the Dropdown Menu: (0, 1, 2, or 3+)		
Seacock Rd (VA 614)	Millfield Rd (VA 605)	VA 635	2.00	0 Categories	0.00	0%	No	0.00			
Seacock Rd (VA 614)	VA 635	Isle of Wight County Line	2.00	0 Categories	0.00	0%	No	0.00			
Governor Darden Rd (VA 646)	East Corporate Limits of Cc	VA 641 North	2.00	0 Categories	0.00	0%	No	0.00			
Sycamore Rd (VA 641)	VA 632	VA 1006	2.00	0 Categories	0.00	0%	No	0.00			
Johnson Mill (VA 641)	VA 645	VA 616	2.00	0 Categories	0.00	0%	No	0.00			
Unity Rd (VA 603)	VA 616	Cottage Hill Rd / Sycamore Rd (N	4.00	0 Categories	0.00	0%	No	0.00			
Unity Rd (VA 603)	Cottage Hill Rd / Sycamore	VA 635 West	4.00	0 Categories	0.00	0%	No	0.00			
Unity Rd (VA 603)	VA 635 East	Isle of Wight County Line	4.00	0 Categories	0.00	0%	No	0.00			
Black Creek Rd (VA 616)	VA 626	Unity Rd (VA 603 North)	2.00	0 Categories	0.00	0%	No	0.00			
Proctors Bridge Rd (VA 616)	North Corporate Limits of	VA 737	4.00	0 Categories	0.00	0%	No	0.00			
Proctors Bridge Rd (VA 616)	VA 617	VA 621	4.00	0 Categories	0.00	0%	No	0.00			
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	4.00	0 Categories	0.00	0%	No	0.00			
Main St (VA 653) Capron	South Corporate Limits of	Southampton Pkwy (VA 58)	2.00	0 Categories	0.00	0%	No	0.00			
Main St (VA 616) Ivor	South Corporate Limits of	VA 1201	2.00	0 Categories	0.00	0%	No	0.00			

Background Information - Systems Management / TDM / Q/Project Viability (100 Points)									
Project Name	From	To	Project Readiness? Select from the Dropdown Menu:				PROJECT VIABILITY TOTAL	GRAND TOTAL FOR UTILITY (CELLS LOCKED)	GRAND TOTAL SCORE
			Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)			
Seacock Rd (VA 614)	Milfield Rd (VA 605)	VA 635	None	No	None	Not Needed	5.00	10.00	25.00
Seacock Rd (VA 614)	VA 635	Isle of Wight County Line	None	No	None	Not Needed	5.00	10.00	25.00
Governor Darden Rd (VA 646)	East Corporate Limits of Cq	VA 641 North	None	No	None	Not Needed	5.00	10.00	25.00
Sycamore Rd (VA 641)	VA 632	VA 1006	None	No	None	Not Needed	5.00	10.00	25.00
Johnson Mill (VA 641)	VA 645	VA 616	None	No	None	Not Needed	5.00	10.00	25.00
Unity Rd (VA 603)	VA 616	Cottage Hill Rd / Sycamore Rd (N	None	No	None	Not Needed	5.00	17.00	39.00
Unity Rd (VA 603)	Cottage Hill Rd / Sycamore	VA 635 West	None	No	None	Not Needed	5.00	17.00	39.00
Unity Rd (VA 603)	VA 635 East	Isle of Wight County Line	None	No	None	Not Needed	5.00	17.00	39.00
Black Creek Rd (VA 635)	VA 626	Unity Rd (VA 603 North)	None	No	None	Not Needed	5.00	10.00	25.00
Proctors Bridge Rd (VA 616)	North Corporate Limits of	VA 737	None	No	None	Not Needed	5.00	17.00	39.00
Proctors Bridge Rd (VA 616)	VA 617	VA 621	None	No	None	Not Needed	5.00	17.00	39.00
Southampton Pkwy (VA 58) at Main St (VA 653)	N/A	N/A	None	No	None	Not Needed	5.00	29.00	63.00
Main St (VA 653) Capron	South Corporate Limits of	Southampton Pkwy (VA 58)	None	No	None	Not Needed	5.00	29.00	63.00
Main St (VA 616) Ivor	South Corporate Limits of	VA 1201	None	No	None	Not Needed	5.00	10.00	25.00
							5.00	22.00	49.00

Highway Projects				Check
CRITERIA			POINTS	
Congestion Level: (P4,P5, P7)			30.00	✓
% Reduction in Existing and Future V/C Ratios (Daily Delay)			10.00	✓
50%		If ≥ 50% Reduction	10.00	✓
0%		If 0% Reduction	0.00	✓
Interchange Improvements			10.00	✓
		Interchange Approach	2.50	✓
		Arterial Approach	1.50	✓
Existing V/C Ratio			10.00	✓
1.00		If > 1.0	10.00	✓
		If ≥ 0.85 – 1.0	5.00	✓
0.85		If < 0.85	0.00	✓
Existing Queuing			10.00	✓
		Interchange Approach	2.50	✓
		Arterial Approach	1.50	✓
Impact to Nearby Roadways			10.00	✓
30,000		if ≥ 30,000	10.00	✓
0		if 0	0.00	✓
Number of Interchange Improvements			10.00	✓
8		if 8	10.00	✓
0		if 0	0.00	✓
System Continuity and Connectivity (P4, P6)			25.00	✓
		Regional	25.00	✓
		Multi-Jurisdictional	16.75	✓
		Local Only	8.25	✓
Cost Effectiveness (Cost/VMT) (P8)			15.00	✓
\$500		≤ \$500/VMT	15.00	✓
\$2,500		≥ \$2,500/VMT	0.00	✓
Compatibility with Existing Land Use Patterns and Future Plans and Development (P1, P5)			10.00	✓
		Compatible and officially documented (by an elected body)	10.00	✓
		Compatible but not officially documented (by an elected body)	5.00	✓
		Not compatible	0.00	✓
Safety and Security: (P2, P3)			15.00	✓
Crash Ratio			8.00	✓
2.00		Ratio ≥ 2.0	8.00	✓
1.00		Ratio ≤ 1.0	0.00	✓
Improvement to Geometric Deficiencies			0.00	✓
		If all geometric deficiencies are improved or it is brought up to standard	0.00	✓
		2+ Improvements	0.00	✓
		1 Improvement	0.00	✓
		No Improvements	0.00	✓
Improvement to Incident Management or Evacuation Routes			7.00	✓
		Yes	7.00	✓
		No	0.00	✓
Infrastructure (Pavement) Condition (Critical Condition Index) (P2, P4, P8)			0.00	✓
		Very Poor (< 50)	0.00	✓
		Poor (≥50-59)	0.00	✓
		Fair (≥60-69)	0.00	✓
		Good (≥70-89)	0.00	✓
		Excellent (≥ 90)	0.00	✓
Modal Enhancements: (P4,P6, P8)			5.00	✓
Improves Vehicular Access to freight distribution facilities, ports, major industrial clients, or employment and population centers			2.00	✓
		Yes and Regional	2.00	✓
		Yes but not Regional	1.00	✓
		No	0.00	✓
Enhances Other Categories			3.00	✓
		3+ Categories	3.00	✓

Supports Economic Vitality <i>(P1)</i>	2 Categories	2.00	✓
	1 Category	1.00	✓
	0 Categories	0.00	✓
		100.00	✓
	Total Reduction in Travel Time	30.00	✓
	Very High	30.00	✓
	High	20.00	✓
	Medium	10.00	✓
	Low	5.00	✓
	Very Low	0.00	✓
	Labor Market Access - Travel Time Reliability	15.00	✓
	High	15.00	✓
	Medium High	12.00	✓
	Medium	9.00	✓
	Medium Low	6.00	✓
Labor Market Access - Increased Access for High Density Employment Areas	Low	3.00	✓
		15.00	✓
	Very High	15.00	✓
	High	11.00	✓
	Medium	7.00	✓
Addresses the Needs of Basic Sector Industries - Access for Tourist Destinations	Low	3.00	✓
		10.00	✓
	High	10.00	✓
	Medium	5.00	✓
	Low	0.00	✓

Addresses the Needs of Basic Sector Industries - Access for Defense Installations		0.00	✓
	High	0.00	✓
	Medium	0.00	✓
	Low	0.00	✓
Addresses the Needs of Basic Sector Industries - Access for Defense Installations - STRAHNET		0.00	✓
	Yes	0.00	✓
	No	0.00	✓
Addresses the Needs of Basic Sector Industries - Access for Freight-Related Facilities		10.00	✓
	High	10.00	✓
	Medium	5.00	✓
	Low	0.00	✓
Increased Oppurtunity - Providing New Access		10.00	✓
	Provides New Acces	10.00	✓
	Provides Increased Access	5.00	✓
	Provides No New or Increased Access	0.00	✓
Increased Oppurtunity - Supports Plans for Future Growth		10.00	✓
	Yes	10.00	✓
	No	0.00	✓
Project Viability: (P5)		100.00	✓
Percentage of Funding Committed		50.00	✓
	100%	50.00	✓
	0%	0.00	✓
Prior Commitment – Has the project been included in the LRTP or documented by the Transit Agency?		10.00	✓
	Yes	10.00	✓
	No	0.00	✓
Percentage of Project Design Complete		10.00	✓
	100%	10.00	✓
	0%	0.00	✓
Environmental Decisions Obtained		5.00	✓
	Yes	5.00	✓
	No	0.00	✓
Additional Environmental Permits Obtained		5.00	✓
	Yes, Not Needed	5.00	✓
	No	0.00	✓
If environmental documents are complete (Formula in each Tab already has "Partial" defined as 1/2 * "Full") If ROW is obtained and Utilities Coordinated		20.00	✓
		15.00	✓
		5.00	✓
TOTAL		100.00	✓

Bridge/Tunnel Projects			Check
CRITERIA		POINTS	
Congestion Level: (P4, P5, P7)		30.00	✓
% Reduction in Existing and Future V/C Ratios (Daily Delay)		10.00	✓
50%	If ≥ 50% Reduction	10.00	✓
0%	If 0% Reduction	0.00	✓
Existing V/C Ratio		10.00	✓
1.00	If > 1.0	10.00	✓
	If ≥ 0.85 – 1.0	5.00	✓
0.85	If < 0.85	0.00	✓
Impact to Nearby Roadways		10.00	✓
30,000	if ≥ 30,000	10.00	✓
0	if 0	0.00	✓
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence) (P2, P4, P8)		20.00	✓
50	< 50 (BRIDGE ONLY)	20.00	✓
	≥ 50 – 80 (BRIDGE ONLY)	10.00	✓
80	> 80 (BRIDGE ONLY)	0.00	✓
Tunnel Age		6.50	✓

100	Is Tunnel >100 Years Old in Forecast Year- Yes (TUNNEL ONLY)	6.50	✓
25	Is Tunnel < 25 Years Old in Forecast Year- Yes (TUNNEL ONLY)	0.00	✓
Last Tunnel Repair		6.75	✓
100	Last Repair > 100 Years Ago - Yes (TUNNEL ONLY)	6.75	✓
25	Last Repair < 25 Years Ago - Yes (TUNNEL ONLY)	0.00	✓
Tunnel Repair		6.75	✓
100	Necessary Repairs > \$100M - Yes (TUNNEL ONLY)	6.75	✓
10	Necessary Repairs < \$10M - Yes (TUNNEL ONLY)	0.00	✓
Necessary Repairs > \$10M - Yes (TUNNEL ONLY)		6.75	✓
System Continuity and Connectivity (P4, P6)		10.00	✓
	Regional	10.00	✓
	Multi-Jurisdictional	6.75	✓
	Local Only	3.50	✓
Safety and Security: (P2, P3)		10.00	✓
Crash Ratio		4.50	✓
2.00	Ratio ≥ 2.0	4.50	✓
1.00	Ratio ≤ 1.0	0.00	✓
Improvement to Geometric Deficiencies		0.00	✓

Improvements to Incident Management or Evacuation Routes	If all geometric deficiencies are improved or it is brought up to standard	0.00	✓
	2+ Improvements	0.00	✓
	1 Improvement	0.00	✓
	No Improvements	0.00	✓
		3.00	✓
	Yes	3.00	✓
	No	0.00	✓
		2.50	✓
	Regional Impact (> 250,000 Daily Vehicle Miles Traveled)	2.50	✓
	Multi – Jurisdictional Impact (≥ 10,000 – 250,000 Daily Vehicle Miles Traveled)	1.75	✓
Diversion Impact Due to Failure – Daily Vehicle Miles Traveled		1.00	✓
	250,000		
	10,000		
Local Impact (< 10,000 Daily Vehicle Miles Traveled)			
Cost Effectiveness (Cost/VTMT) (P8)		15.00	✓
\$2,000	≤ \$2,000/ADT	15.00	✓
	≥ \$20,000/ADT	0.00	✓
Compatibility with Existing Land Use Patterns and Future Plans and Development (P1, P5)		10.00	✓
	Compatible and officially documented (by an elected body)	10.00	✓
	Compatible but not officially documented (by an elected body)	5.00	✓
	Not compatible	0.00	✓
Modal Enhancements: (P4, P6, P8)		5.00	✓
Enhances Other Categories		1.50	✓
	3+ Categories	1.50	✓
	2 Categories	1.00	✓
	1 Category	0.50	✓
	0 Categories	0.00	✓
Improves Vehicular Access to freight distribution facilities, ports, major industrial clients, or employment and population centers		2.00	✓
	Yes and Regional	2.00	✓
	Yes but not Regional	1.00	✓
	No	0.00	✓
Provides Continuous Maritime Crossing		1.50	✓
	Yes	1.50	✓
	No	0.00	✓
Supports Economic Vitality (P1)		100.00	✓
Total Reduction in Travel Time (minutes)		30.00	✓
	Very High	30.00	✓
	High	20.00	✓
	Medium	10.00	✓
	Low	5.00	✓
	Very Low	0.00	✓
Labor Market Access - Travel Time Reliability		15.00	✓
	High	15.00	✓
	Medium High	12.00	✓
	Medium	9.00	✓
	Medium Low	6.00	✓
	Low	3.00	✓
Labor Market Access - Increased Access for High Density Employment Areas		15.00	✓
	Very High	15.00	✓
	High	11.00	✓
	Medium	7.00	✓
	Low	3.00	✓
Addresses the Needs of Basic Sector Industries - Access to Shopping/Grocery/Medical, etc.		10.00	✓
	High	10.00	✓
	Medium	5.00	✓
	Low	0.00	✓
Addresses the Needs of Basic Sector Industries - Access for Defense Installations		0.00	✓
	High	0.00	✓
	Medium	0.00	✓
	Low	0.00	✓
Addresses the Needs of Basic Sector Industries - Access for Defense Installations - STRAHNET		0.00	✓

Addresses the Needs of Basic Sector Industries - Access for Freight-Related Facilities	Yes	0.00	✓
	No	0.00	✓
		10.00	✓
	High	10.00	✓
	Medium	5.00	✓
	Low	0.00	✓
		10.00	✓
	Provides New Access	10.00	✓
	Provides Increased Access	5.00	✓
	Provides No New or Increased Access	0.00	✓
Increased Opportunity - Providing New Access		10.00	✓
		10.00	✓
		0.00	✓
Increased Opportunity - Supports Plans for Future Growth	Yes	10.00	✓
	No	0.00	✓
		100.00	✓
Project Viability: (P5)		100.00	✓
Percentage of Funding Committed		50.00	✓
	100%	50.00	✓
	0%	0.00	✓
Prior Commitment – Has the project been included in the L RTP or documented by the Transit Agency?		10.00	✓
	Yes	10.00	✓
	No	0.00	✓
Percentage of Project Design Complete		10.00	✓
	100%	10.00	✓
	0%	0.00	✓
Environmental Decisions Obtained		5.00	✓
	Yes	5.00	✓
	No	0.00	✓
Additional Environmental Permits Obtained		5.00	✓
	Yes	5.00	✓
	No	0.00	✓
If environmental documents are complete		20.00	✓
		15.00	✓
	(Formula in each Tab already has "Partial" defined as 1/2 * "Full") If ROW is obtained and Utilities Coordinated	5.00	✓
TOTAL		100.00	✓

Systems Management, TDM, and Operational Improvement Projects			Check
CRITERIA		POINTS	
Existing Congestion Level (P4, P5, P7)		30.00	✓
	Severe	30.00	✓
	Moderate	15.00	✓
	Low	3.00	✓
			✓
Cost Effectiveness = (Travel Cost Savings/Total Cost) (P8)		15.00	✓
3	≥ 3.0	15.00	✓
	≤ 0	0.00	✓
			✓
Air Quality/Emissions Reduction (Tons of emissions (VOC and NOx) reduced per year) (P5)		15.00	✓
10	≥ 10	15.00	✓
	0	0.00	✓
			✓
Safety (P2, P3)		15.00	✓
	If the Project Improves an Evacuation or Incident Management Route	5.00	✓
	If the Project Includes Emergency Preemption or Incident Detection	5.00	✓
	If the Project Reduces the Number of Crashes	5.00	✓
Regional Significance: (P6)		15.00	✓
Addresses Mobility or Accessibility Needs of Region		6.00	✓
	Regional	6.00	✓
	Multi - Jurisdictional	4.00	✓
	Local	2.00	✓
Improvements to Communications among Various Operating Agencies		0.00	✓
	Yes	0.00	✓

APPENDIX E – DATA SOURCES FOR PRIORITIZATION TOOL

Project Summary Input Data	Source	Calculation Method
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth
Existing Lanes	HRTPO/CMP	
Proposed Lanes	Locality	
Existing Function Class	VDOT	
Proposed Function Class	VDOT	
2040 VMT	HRTPO	Project Length * Future ADT
Existing V/C	HRTPO	Existing ADT/Existing Daily Capacity
Existing Capacity	HRTPO/CMP	
Parallel Facility	HRTPO	
Change in Forecast V/C from Existing V/C	HRTPO	
Forecast V/C	HRTPO	
Future Capacity	HRTPO/CMP	
Existing ADT	HRTPO/CMP	Weighted average ADT by distance
Total Crashes MVMT Past 3 Years	HRTPO/CMP	(Total Project Corridor Crashes/Total Project Corridor VMT) * 1x10 ⁶
Jurisdiction Average Crash Rate	HRTPO/CMP	(Total Jurisdiction Crashes/Total Jurisdiction VMT) * 1x10 ⁶
Future ADT	HRTPO	Straight Line Interpolation Using Existing ADT and 2035 ADT Forecast
Statewide Roadway System Classification	HRTPO	
Estimated Cost of the Project	VDOT/HRTPO/Localities	

Congestion Level Data	Source	Calculation Method
% Reduction in Existing and Future V/C Ratios	HRTPO	(Existing V/C - Forecast V/C) / Existing V/C
Existing V/C Ratio	HRTPO	Existing V/C
Impact to Nearby Roadway	HRTPO	Future ADT - Existing ADT

System Continuity and Connectivity Data	Source	Calculation Method
Degree of Regional Impact	HRTPO	Future ADT > 50k = Regional Future ADT < 50k = Local, Crosses 2 jurisdictions & Future ADT < 50k = Multi-jurisdictional

Cost Effectiveness Data	Source	Calculation Method
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2040 VMT

Land Use Compatibility Data	Source	Calculation Method
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans

Safety and Security Data	Source	Calculation Method
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate
Improvement to Incident Management or Evacuation Routes	VDOT/Locality/HRTPO	

Modal Enhancements Data	Source	Calculation Method
Vehicular Access to Port/Military/Major Employment Centers	HRTPO	
Additional Dedicated Modal Facility with Project	Locality	

Project Summary Input Data	Source	Calculation Method
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth
Existing Lanes	HRTPO / CMP	
Proposed Lanes	Locality	
2040 VMT	HRTPO	Refer to Table 1
Total Crashes MVMT Past 3 Years	HRTPO/CMP	
Jurisdictional Average Crash Rate	HRTPO/CMP	$(\text{Total Jurisdiction Crashes} / \text{Total Jurisdiction VMT}) * 1 \times 10^6$
Statewide Roadway System Classification	HRTPO	
Estimated Cost of Project	VDOT/HRTPO/Localities	

Congestion Level Data	Source	Calculation Method
Queueing Interstate Approaches	HRTPO/CMP	
Queueing Arterial Approaches	HRTPO/CMP	
Queue Improvements Interstate Approaches	HRTPO/CMP	
Queue Improvements Arterial Approaches	HRTPO/CMP	
Number of Movements Added or Improved	HRTPO/CMP	

System Continuity and Connectivity Data	Source	Calculation Method
Degree of Regional Impact	HRTPO	Future ADT > 50k = Regional Future ADT < 50k = Local, Crosses 2 jurisdictions & Future ADT < 50k = Multi-jurisdictional

Cost Effectiveness Data	Source	Calculation Method
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2040 VMT

Land Use Compatibility Data	Source	Calculation Method
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review Local Comprehensive Plans

Safety and Security Data	Source	Calculation Method
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate
Improvement to Incident management or Evacuation Routes	VDOT/Locality/HRTPO	

Modal Enhancements Data	Source	Calculation Method
Vehicular Access to Freight	HRTPO	
Additional Dedicated Modal Facilities with project	Locality	

Project Summary Input Data	Source	Calculation Method
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth
Existing Lanes	HRTPO /CMP	
Proposed Lanes	Locality	
Existing Detour Route VMT	HRTPO/CMP	Detour Route Existing VMT (Length * Existing ADT)
2040 VMT	HRTPO	Project Length * Future ADT
Existing V/C	HRTPO	Existing ADT / Existing Daily Capacity
Existing Capacity	HRTPO/CMP	
Change in Forecast V/C from Existing V/C	HRTPO	
Forecast V/C	HRTPO	Future ADT / Future Daily Capacity
Future Capacity	HRTPO/CMP	
Existing ADT	HRTPO/CMP	Weighted Average ADT by Distance
Total Crashes MVMT Past 3 Years	HRTPO/CMP	(Total Project Corridor Crashes/Total Project Corridor VMT) * 1×10^6
Jurisdiction Average Crash Rate	HRTPO/CMP	Total Jurisdiction Crashes/Total Jurisdiction VMT * 1×10^6
Future ADT	HRTPO	Straight Line Interpolation Using Existing ADT and 2035 ADT Forecast
Detour Length	HRTPO/CMP	
Statewide Roadway System Classification	HRTPO	
Estimated Cost of the Project	VDOT/Localities/HRTPO	

Congestion Level Data	Source	Calculation Method
% Reduction in Existing and Future V/C Ratios	HRTPO	(Existing V/C - Forecast V/C) / Existing V/C
Existing V/C Ratio	HRTPO	Existing V/C
Impact to Nearby Roadway	HRTPO	Future ADT - Existing ADT

Infrastructure Condition Data	Source	Calculation Method
Bridge Sufficiency Rating	HRTPO/CMP	
Tunnel Age in Horizon year	HRTPO	Horizon Year - Opening Date of Tunnel
Age since Last Major Tunnel Repair	HRTPO	Horizon Year - Date of Last Major Tunnel Repair
Cost for Necessary Repairs	VDOT	

System Continuity and Connectivity Data	Source	Calculation Method
Degree of Regional Impact	HRTPO	Future ADT > 50k = Regional Future ADT < 50k = Local, Crosses 2 jurisdictions & Future ADT < 50k = Multi-jurisdictional

Safety and Security Data	Source	Calculation Method
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate
Improvement to Incident management or Evacuation Routes	VDOT/Locality/HRTPO	
Diversion Impact Due to Failure	HRTPO	Existing Detour Route VMT + (Future ADT * Detour Length)

Cost Effectiveness Data	Source	Calculation Method
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2040 VMT

Land Use Compatibility Data	Source	Calculation Method
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans

Modal Enhancements Data	Source	Calculation Method
Vehicular Access to Port/Military/Major Employment Centers	HRTPO	
Additional Dedicated Modal Facility with Project	Locality	
Unimpeded Commercial Maritime/Rail Traffic	HRTPO	

Project Viability Data	Source	Calculation Method
Percentage of Funding Committed	Locality/VDOT	
LRTP Inclusion	HRTPO	
Percent Project Design Complete	Locality/VDOT	
Environmental Documents Complete	Locality/VDOT	
Environmental Decisions Obtained	Locality/VDOT	
ROW Obtained/Utilities Coordinated	Locality/VDOT	
Additional Environmental Permits	Locality/VDOT	

Economic Vitality Data	Source	Calculation method
Total Reduction in Travel Time	HRTPO	Difference Regional Total Travel Time between Base and Project Implementation
Travel Time Reliability	HRTPO/CMP	Change in V/C between Existing and Future, Safety Ranking (Crashes per MVMT), volume, number of uncogested diversion routes
Reduction Travel Time to Shopping, Grocery, and Medical, etc?	HRTPO	Difference Regional Total Travel Time between base and project implementation
Reduction Travel Time to Freight Related Facilities	HRTPO	Difference Regional Total Travel Time between Base and Project Implementation
Provision of new or increased access opportunities	HRTPO	
Support Plans for Future Growth	HRTPO	Review of Local Comprehensive Plans

Table 1 - Interchange VMT Update Formula

Facility	N Leg Weekday Vol	S Leg Weekday Vol	E Leg Weekday Vol	W Leg Weekday Vol	Arterial Length (all 1/2 mile, or within 1/4 mi. of int.)	Arterial Length (all 1/2 mile, or within 1/4 mi. of int.)	Arterial 1 VMT	Arterial 2 VMT	Total VMT
General Thomas Hwy (VA 671) at US 58 Eastbound exit	19713	5451	21205	24813	1	1	12,582	23,009	35,590
General Thomas Hwy (VA 671) at US 58 Westbound exit	19713	5451	21205	24813	1	1	12,582	23,009	35,590
Southampton Pkwy (US 58) at VA 650/East End Courtland Bypass	26569	14043	3313.5	N/A	1	1	20,306	9,612	29,918
Hunterdale Rd (VA 3907) at Fairview Dr (VA 3912)	17589	2647	2245.5	N/A	0.5	0.5	5,059	561	5,620

Formula for Arteria 1 VMT

Formula for Arterial 2 VMT

Total VMT

[North Leg * (Arterial Length/2)] + [South Leg * (Arterial Length/2)]

[West Leg * (Arterial Length/2)] + [East Leg * (Arterial Length/2)]

Arterial 1 VMT + Arterial 2 VMT

Source for Volumes:

VDOT SPS Tool

Table 2 - ADT Figures

Project	From	To	Locality	Project Description	Length	Existing La	Future Lane	Existing ADT	2035 ADT	2040 ADT
VA 3905 (High St)	Fairview Dr	North City Limits of Franklin	Franklin	Widen from 2-lanes to 3-lanes	1.37	2	3	1,981	5,400	6,255
VA 687 (Delaware Rd)	Franklin Corporate Limits	Hunterdale Rd (VA 641)	Franklin	Widen to 3-lanes	0.52	2	3	1,200	1,900	2,075
US 258 (South St)	Anber St	High St (VA 3905)	Franklin	Widen from 2-lanes to 4-lanes	1.22	2	4	8,758	19,700	22,436
2nd Ave	High St (VA 3905)	Mechanic St (US 58)	Franklin	Widen from 2-lanes to 4-lanes	0.25	2	4	6,089	14,200	16,228
VA 3907 (College Dr)	South St (US 258)	Armory Dr (VA 671)	Franklin	Widen from 2-lanes to 3-lanes	0.48	2	4	7,930	18,200	20,768
High St (VA 3905)	Beaman St	Fairview (VA 3912)	Franklin	Widen from 2-lanes to 3-lanes, include 40' section standards w/ curb & gut, sidewalk, 8' hike and bike trail	0.55	2	3	3,517	7,400	8,371
VA 3907 (Hunterdale Rd)	Clay St	Northern City Limits of Franklin	Franklin	Widen to 4-lanes and include 8' hike and bike trail	1.74	2	4	5,417	25,200	30,146
Andrew Ave Extension	Chaucer Ct	High St (VA 3905)	Franklin	Construct 24' wide two-lane rural roadway	0.90	0	2	2,925	5,000	5,519
Council Dr	Clay St (US 58 Bus)	Armory Dr (VA 671)	Franklin	Construct 24' wide two-lane rural roadway	1.00	0	2	10,582	10,000	9,855
Washington St Extension	Railroad Crossing	Armory Dr (VA 671)	Franklin	Construct 24' wide two-lane rural roadway	0.10	0	2	7,930	1,500	1,500
Armory Dr	College Dr (VA 3907)	High St (VA 3905)	Franklin	Widen to 4-lanes and include left turn lanes where needed	0.87	2	4	7,105	19,100	22,099
VA 687 (Delaware Rd)	Camp Parkway (US 58 Bus)	Franklin Corporate Limits	Southampton	Widen from 2-lanes to 3-lanes when volumes warrant	0.71	2	3	1,200	1,900	2,075
US 460 Expressway	Sussex County Line	Isle of Wight	Southampton	Construct 4-lane rural road on new alignment with controlled access. Construct interchange at VA 210	8.70	0	4	8,497	17,532	19,791
VA 671 (General Thomas Hwy)	VA 650	Franklin Corporate Limits	Southampton	Widen from 2-lanes to 5-lanes	2.54	4	5	5,268	18,800	22,183
VA 35 (Plank Rd) at VA 719	N/A	N/A	Southampton	Realign Plank Rd (VA 35), include full intersection with minor roadway:	0.25	2	2	1,900	2,500	2,650

Forecast Formula: Straight Line Interpolation

APPENDIX F - ACRONYMS

3-C: Continuing, comprehensive, and cooperative

HB2: House Bill 2

HRTPO: Hampton Roads Transportation Planning Organizations

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991

LRTP: Long-Range Transportation Plan

MPO: Metropolitan Planning Organization

OIPI: Office of Intermodal Planning and Investment

RLRTP: Rural Long-Range Transportation Plan

SSSEVA: Senior Services of Southeastern Virginia

SSYP: Secondary Six-Year Plan

SYIP: Six-Year Improvement Plan

TAZ: Transportation Analysis Zone

TDM: Travel Demand Management

TEA-21: Transportation Efficiency Act for the 21st Century

TIP: Transportation Improvement Program

TPO: Transportation Planning Organization

UPWP: Unified Planning Work Program

VTDP: Virginia Transportation Development Plan