

SMART SCALE PROPOSED PROJECT CANCELLATIONS

ROUTE 301 SOUTH MEDIAN CROSSOVER (UPC 111790) – HAMPTON ROADS DISTRICT

ROUTE 106/ROUTE 5 ROUNDABOUT (UPC 115406) – RICHMOND DISTRICT

**BACKLICK RUN MULTIUSE PATH PHASE I (UPC 111469) – NORTHERN VIRGINIA
DISTRICT**

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

February 2021

SMART SCALE Policy

SMART SCALE Policy on Scope Changes and/or Budget Increases, February 2020

- A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
- If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
 - » i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - » ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - » iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

SMART SCALE Policy - Project Cancellation

SMART SCALE Policy on Project Cancellation, February 2020

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board
- In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2- 214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project

SMART SCALE PROPOSED PROJECT CANCELLATION

**ROUTE 301 SOUTH MEDIAN CROSSOVER (UPC 111790) – HAMPTON
ROADS DISTRICT**

Kimberly Pryor – Director, Infrastructure Investment

Project Information

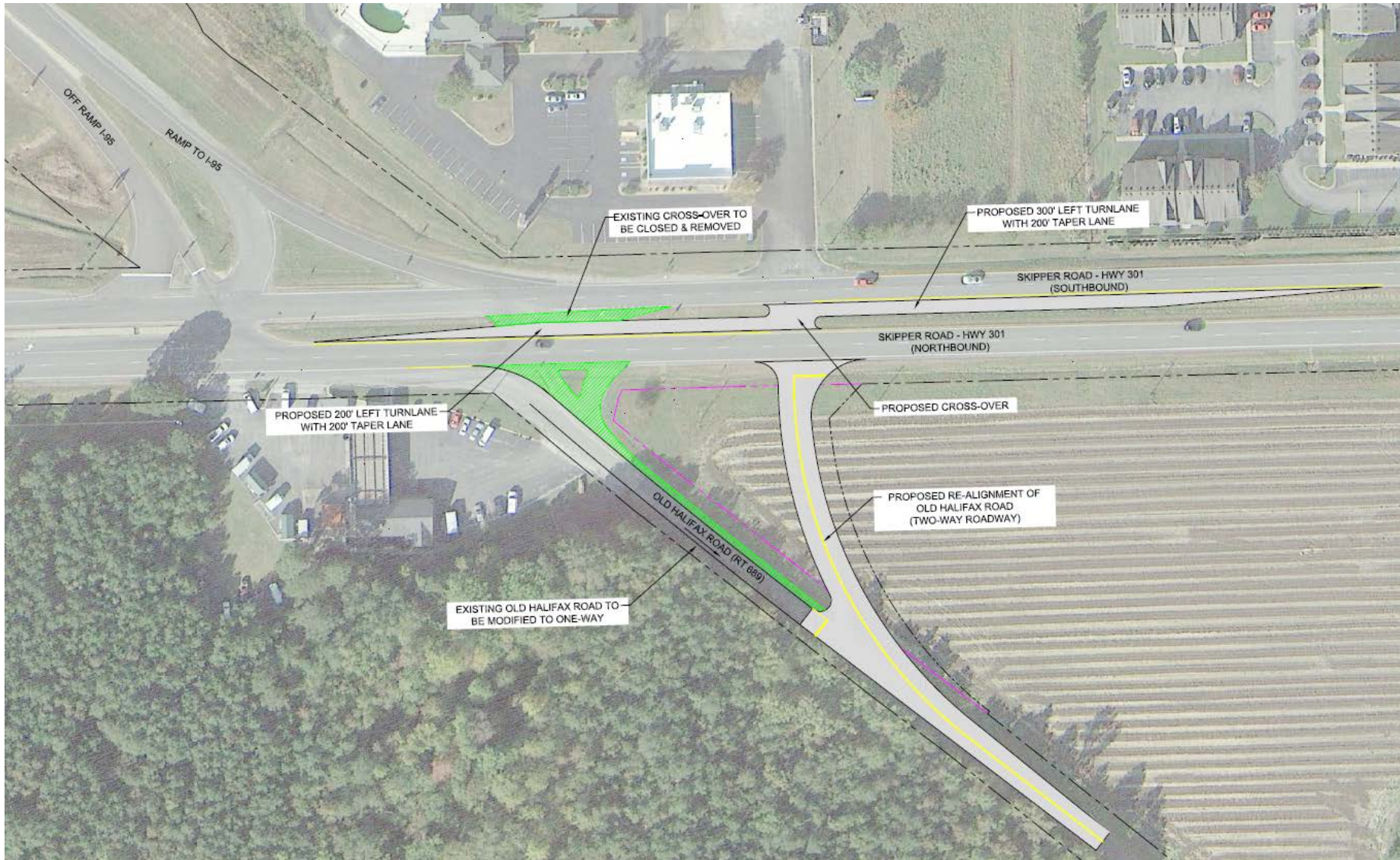
Rte. 301 South Median Crossover UPC 111790

- Submitted by Greensville County in Round 2 of SMART SCALE
 - Total Original Project Cost: \$729,480
 - Total SMART SCALE Request: \$729,480
 - Request funded with DGP funds
- Project is VDOT administered
 - Ready to begin utility relocation
 - Approximately \$60K has been spent to date
- Original Scope Included:
 - Relocate median crossover at Rte. 689/Hwy. 301
 - Add left turn lanes to serve crossover and improve access to an existing business

Project Snapshot

	Original Application
Total \$	\$729K
SMART SCALE \$	\$729K (DGP)
Score	32.9
Funding Scenario	9/25
Expenditures as of 1/27/21	~\$60K
Current Project Estimate	\$927K (\$198K shortfall)

Project Location



Change in Project Design

What changed after Project Selection?

- Project administration changed from locality to VDOT
- Estimated cost increased to \$927,175 (increase of \$197,695) due to increased preliminary engineering costs and unanticipated utility relocation
- Existing business adjacent to the project closed
- Project features were minimized to reduce construction costs
- County assumed responsibility for acquiring right of way to reduce costs
- Construction incentives were removed to reduce construction cost
- Estimated project cost remains higher than available budget
- Greensville County passed a resolution requesting cancellation of the project and agreeing to repay costs incurred in October 2020

Recommendation for Action

- **Approve proposed project cancellation**
 - Bill Greensville County for project expenditures to date
 - Transfer funds to Hampton Roads Construction District Grant balance entry

SMART SCALE PROPOSED PROJECT CANCELLATION

**ROUTE 106/ROUTE 5 ROUNDABOUT (UPC 115406) – RICHMOND
DISTRICT**

Kimberly Pryor – Director, Infrastructure Investment

Project Information

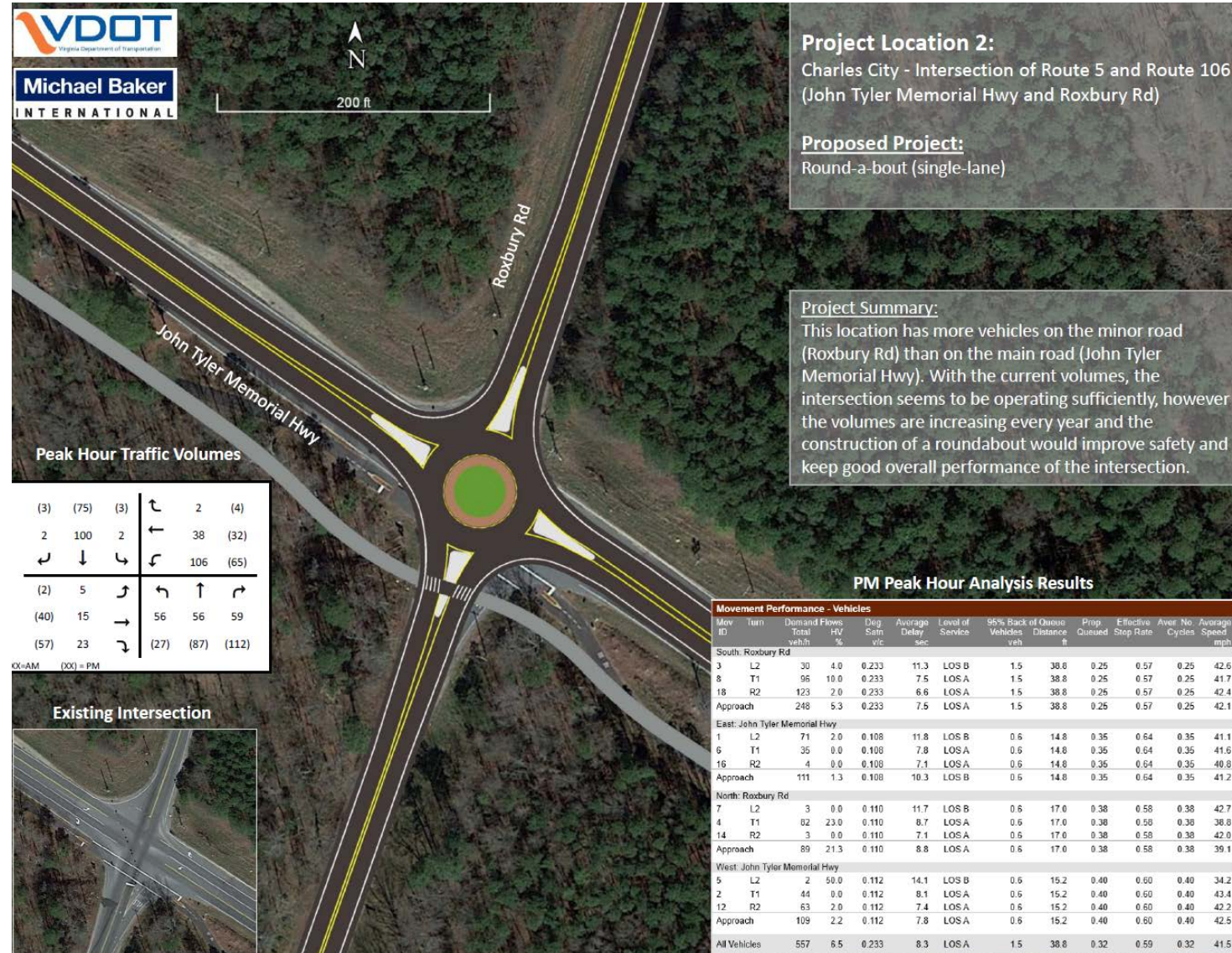
Route 106/Route 5 Roundabout (UPC 115406)

- Submitted by Charles City County in Round 3 of SMART SCALE
 - Total Original Project Cost: \$4,110,000
 - Total SMART SCALE Request: \$4,110,000
 - Request funded with DGP funds
- Project is VDOT administered
 - Project is scheduled to begin preliminary engineering in September 2023
- Original Scope Included:
 - Redesign the existing intersection at Route 5 and Route 106 to replace the flashing lights with a single-lane roundabout
 - Slightly reroute the Virginia Capital Trail to cross at an appropriate place

Project Snapshot

	Original Application
Total \$	\$4.1M
SMART SCALE \$	\$4.1M (DGP)
Score	9.9
Funding Scenario	9/20
Expenditures as of 1/27/21	\$0
Current Project Estimate	\$4.1M (no change)

Project Location



Project Location 2:
Charles City - Intersection of Route 5 and Route 106 (John Tyler Memorial Hwy and Roxbury Rd)

Proposed Project:
Round-a-bout (single-lane)

Project Summary:
This location has more vehicles on the minor road (Roxbury Rd) than on the main road (John Tyler Memorial Hwy). With the current volumes, the intersection seems to be operating sufficiently, however the volumes are increasing every year and the construction of a roundabout would improve safety and keep good overall performance of the intersection.

PM Peak Hour Analysis Results

Movement Performance - Vehicles												
Mov ID	Turn	Demand	Flows	HV	Dist	Average	Level of	95% Back of Queue	Prog	Effective	Aver No	Average
		Total	Total	%	Satn	Delay	Service	Vehicles	Queued	Step Rate	Cycles	Speed
		veh/h	veh/h		v/c	sec		veh	ft			mph
South: Roxbury Rd												
3	L2	30	4.0	0.233		11.3	LOS B	1.5	38.6	0.25	0.57	0.25 42.6
8	T1	96	10.0	0.233		7.5	LOS A	1.5	38.8	0.25	0.57	0.25 41.7
18	R2	123	2.0	0.233		6.6	LOS A	1.5	38.8	0.25	0.57	0.25 42.4
Approach		248	5.3	0.233		7.5	LOS A	1.5	38.8	0.25	0.57	0.25 42.1
East: John Tyler Memorial Hwy												
1	L2	71	2.0	0.108		11.8	LOS B	0.6	14.8	0.35	0.64	0.35 41.1
6	T1	35	0.0	0.108		7.8	LOS A	0.6	14.8	0.35	0.64	0.35 41.6
16	R2	4	0.0	0.108		7.1	LOS A	0.6	14.8	0.35	0.64	0.35 40.8
Approach		111	1.3	0.108		10.3	LOS B	0.6	14.8	0.35	0.64	0.35 41.2
North: Roxbury Rd												
7	L2	3	0.0	0.110		11.7	LOS B	0.6	17.0	0.38	0.58	0.38 42.7
4	T1	82	23.0	0.110		8.7	LOS A	0.6	17.0	0.38	0.58	0.38 38.8
14	R2	3	0.0	0.110		7.1	LOS A	0.6	17.0	0.38	0.58	0.38 42.0
Approach		89	21.3	0.110		8.8	LOS A	0.6	17.0	0.38	0.58	0.38 39.1
West: John Tyler Memorial Hwy												
5	L2	2	50.0	0.112		14.1	LOS B	0.6	15.2	0.40	0.60	0.40 34.2
2	T1	44	0.0	0.112		8.1	LOS A	0.6	15.2	0.40	0.60	0.40 43.4
12	R2	63	2.0	0.112		7.4	LOS A	0.6	15.2	0.40	0.60	0.40 42.2
Approach		109	2.2	0.112		7.8	LOS A	0.6	15.2	0.40	0.60	0.40 42.5
All Vehicles		557	6.5	0.233		8.3	LOS A	1.5	38.8	0.32	0.59	0.32 41.5

Change in Project Design

What changed after Project Selection?

- Concerns were raised by adjacent property owners regarding property impacts and the benefit of the project
- A traffic signal was evaluated in lieu of the roundabout design, but a traffic signal is not warranted due to traffic volumes
- Charles City County passed a resolution withdrawing their request for funding for this project and requesting cancellation in August 2020

Recommendation for Action

- **Approve proposed project cancellation**
 - Transfer funds to Richmond Construction District Grant balance entry

SMART SCALE PROPOSED PROJECT CANCELLATION

**BACKLICK RUN MULTIUSE PATH PHASE I (UPC 111469) – NORTHERN
VIRGINIA DISTRICT**

Kimberly Pryor – Director, Infrastructure Investment

Project Information

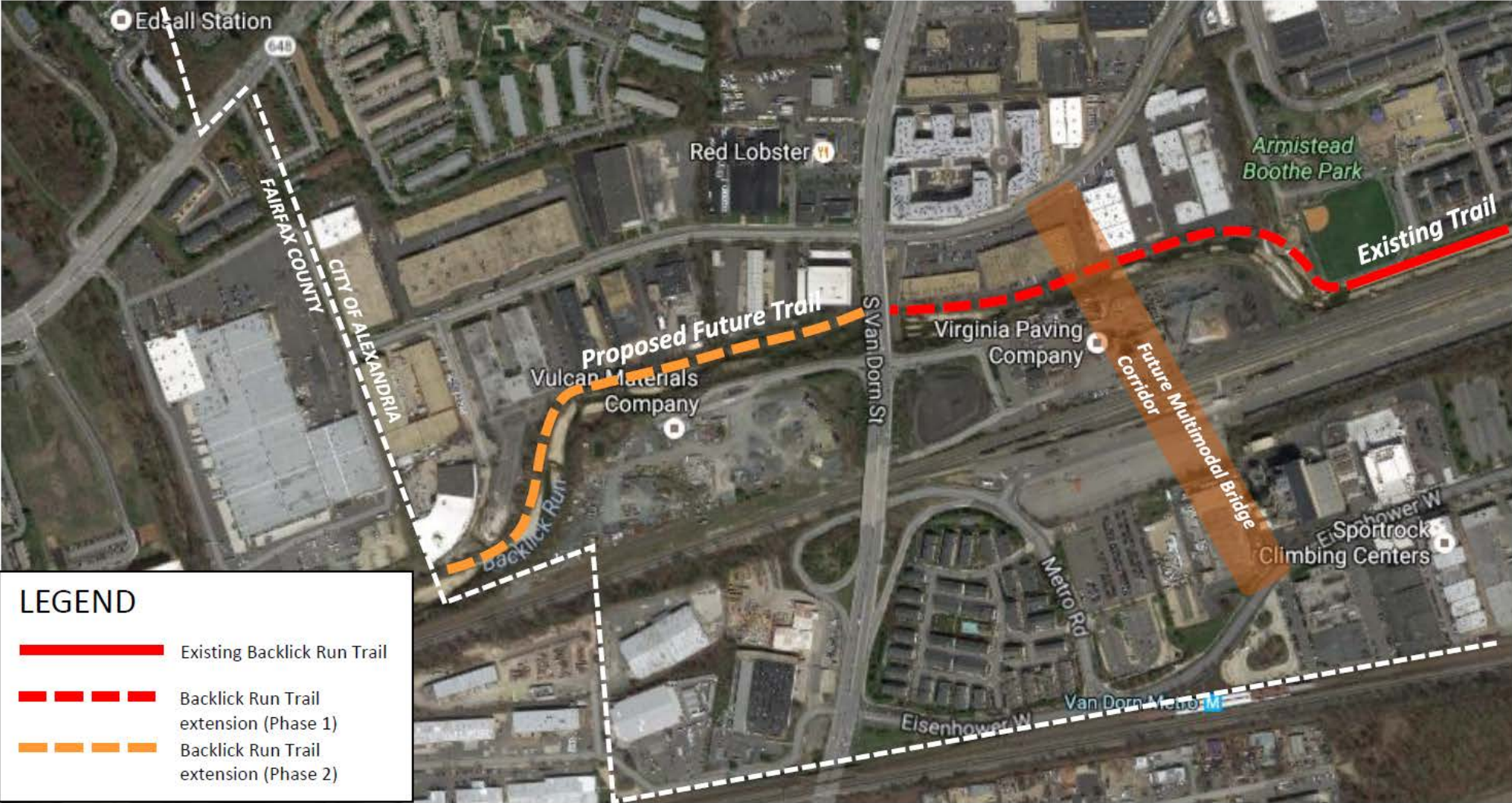
Backlick Run Multiuse Path Phase I (UPC 111469)

- Submitted by the City of Alexandria in Round 2 of SMART SCALE
 - Total Original Project Cost: \$7,162,783
 - Total SMART SCALE Request: \$5,044,545
 - Request funded with DGP funds
- Project is locally administered
 - Project is in the preliminary engineering phase
- Original Scope Included:
 - Extend the Backlick Run trail from Cameron Station to South Van Dorn Street

Project Snapshot

	Original Application
Total \$	\$7.2M
SMART SCALE \$	\$5.0M (DGP) \$2.4M (RSTP & CMAQ)
Score	9.3
Funding Scenario	12/21
Expenditures as of 1/27/21	\$0
Current Project Estimate	\$7.2M (no change)

Project Location



Change in Project Design

What changed after Project Selection?

- Anticipated redevelopment did not occur at the pace initially projected
- City of Alexandria does not currently own enough right of way to construct the trail, and impacted properties have not yet indicated a timetable for redevelopment
- Obtaining the needed ROW would significantly impede existing business operations adjacent to the proposed trail site
- City of Alexandria has developed initial trail concepts and conditions for consideration during future development special use permits as a means of completing some or all of the proposed trail
- City of Alexandria passed a resolution withdrawing their request for funding for this project and requesting cancellation in December 12, 2020

Recommendation for Action

- **Approve proposed project cancellation**
 - Transfer funds to Northern Virginia Construction District Grant balance entry

