



Tier 1 Recommendations October 30, 2017



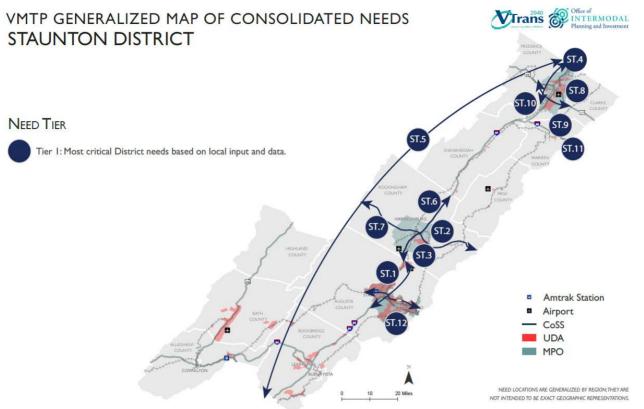


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Staunton District





| Tier 1 District Needs | | | | |
|-----------------------|---|--|--|--|
| Need | Need Description | | | |
| | | | | |
| | In SAWMPO, the I-64 and US 250 corridors have mode choice, | | | |
| ST.1 | safety, congestion, travel demand management, and connectivity needs. | | | |
| | | | | |
| | In Harrisonburg and Rockingham County, Downtown Harrisonburg and other activity | | | |
| | centers including James Madison University have mode choice, congestion, | | | |
| ST.2 | connectivity, travel demand management, and walkable/bikeable place needs. | | | |
| | In Harrisonburg and Rockingham County, the VA 253 corridor has mode choice, | | | |
| | congestion, walkable/bikeable places, travel demand management, and connectivity | | | |
| ST.3 | needs. | | | |
| | | | | |
| | In WinFred MPO, the I-81 and US 11 corridors have safety, congestion, redundancy, | | | |
| ST.4 | mode choice, connectivity, and travel demand management needs. | | | |
| | Across the Staunton District and neighboring Districts, the I-81 / US 11 corridors have | | | |
| ST.5 | safety, congestion, redundancy and reliability needs. | | | |
| | In Harrisonburg and Rockingham County, the I-81 / US 11 corridor and interchanges | | | |
| | have mode choice, congestion, redundancy, connectivity and travel demand | | | |
| ST.6 | management needs. | | | |
| | | | | |
| | In Harrisonburg and Rockingham County, the US 33 corridor has | | | |
| ST.7 | mode choice, congestion, connectivity, and travel demand management needs. | | | |



| Tier 1 District Needs | | | | | |
|-----------------------|--|--|--|--|--|
| Need | d Need Description | | | | |
| | | | | | |
| ST.8 | In WinFred MPO, the US 50/US 17/VA 7 corridors have regional corridor congestion, mode choice, and travel demand management needs. | | | | |
| ST.9 | In the Staunton District, the Inland Port / US 522 / US 340 corridors have rail access and roadway reliability needs. | | | | |
| ST.10 | In WinFred MPO, the VA 37 Extension and VA 277 have corridor congestion, connectivity, and mode choice needs. | | | | |
| ST.11 | In Warren County, commuters have park-and-ride, mode choice, and travel demand management needs to/from the County. | | | | |
| ST.12 | In SAWMPO, several activity centers and Urban Development Area / Designated Growth Areas (including Augusta County and Waynesboro) have mode choice, congestion, connectivity, travel demand management, and walkable/bikeable place needs. | | | | |



| | Funded Projects |
|------------------|---|
| Need(s) | Project Name |
| | Full Southern Corridor Project: New 1.6 mile roadway located south of I-64 between |
| ST.1 | Exits 94 and 96 (FY2017-2022 SYIP, SMART SCALE) |
| | Lifecore Shared Use Path - Project consists of an 0.61 mile segment along Lifecore |
| ST.1, ST.12 | Drive (Route 636) (FY2017-2022 SYIP, SMART SCALE), CST 2017 |
| ST.1 | I-64 Active Traffic Safety Management System (Waynesboro to Yancey Mills) |
| ST.1 | Lew Dewitt - Rosser Connector (FY2018-2023 SYIP, SMART SCALE) |
| | South Main Street and MLK Jr. Way Improvements (FY2017-2022 SYIP, SMART |
| ST.2 | SCALE), CST 2019 |
| | Harrisonburg bike/ped projects: Northend Greenway Trail, Bluestone Dr. shared-use |
| ST.2 | path, North Main Street Streetscape, and Grace Street Ext. |
| | Reconstruct East Market Street (US 33) and improve Exit 247 operations by |
| | implementing a channelized left turn strategy. (FY 2018-2023 SYIP, SMART |
| ST.2, ST.6, ST.7 | SCALE, State of Good Repair (SGR)) |
| | I-81 Exit 245 Improvements - Project relocates the I-81, Exit 245 northbound off-ramp |
| | to align with the signalized intersection at Route 253 and Forest Hills Road. |
| ST.3, ST.6 | (FY2017- 2022 SYIP, SMART Scale), CST 2021 |
| | I-81/US 11 (Exit 317) study to identify and evaluate feasible modifications to the |
| ST.4 | interchange to accommodate projected growth (WinFred MPO) |
| ST.4 | I-81 Exit 323 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE) |
| ST.4 | I-81 Exit 310 Interchange Modification (2017-2022 SYIP) (under construction) |
| | I-81/VA 7 (Exit 315) I-81 Northbound Decel Lane Ext. (FY 2018-2023 SYIP, SMART |
| ST.4, ST.8 | SCALE) |
| ST.5 | I-81 Exit 220 and Exit 221 Decel/Accel Lane Ext. (2017-2022 SYIP, SMART SCALE) |
| ST.5 | I-81 Exit 222 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE) |
| ST.5 | I-81 Exit 213 Safety Improvements (2017-2022 SYIP, SMART SCALE) |
| ST.5 | I-81 Northbound Truck Climbing Lane (Rockbridge County) (2017-2022 SYIP) |
| | Extend SB Accel lane from I-66 WB to I-81 SB (Exit 300) (FY2018-2023 SYIP, SMART |
| ST.5 | SCALE) |
| ST.5 | Interchange modification at Exit 235 (RT 256) (FY2018-2023 SYIP, SMART SCALE) |
| | US 11 South Valley Pike - Reconstructs a 1.3 mile segment of US 11 to a 4-lane, |
| ST.6 | divided roadway. (SMART Scale, FY2017-2022 SYIP), CST 2021 |
| | Realign Route 704 (Cecil Wampler Road) with Route 704 (Oakwood Drive) at US 11 |
| ST.6 | South Valley Pike. (FY2018-2023 SYIP, SMART SCALE) |
| | US 33 West - Rawley Pike Safety Enhancements (FY 2017-2022 SYIP, SMART SCALE), |
| ST.7 | CST 2022 |
| ST.7 | Construct right-turn lane on US 33 between Route 280 and Route 687 |
| | Complete Green Circle Trail in Winchester, connect to county/other trails (FY2018- |
| ST.8 | 2023 SYIP, SMART SCALE) |
| ST.9 | US 522 signal coordination from I-66 to RT 661 (2017-2022 SYIP, FY 2019 CST) |
| ST.10 | Route 277 Widening and Access Management (2017-2022 SYIP, SMART SCALE) |
| ST.10 | RT 37 safety improvements (RT 11S to RT 11N) (2017-2022 SYIP) |
| ST.11 | Linden Park & Ride Expansion project (construction underway) |
| | RT 624 (Happy Creek Road) reconstruction from Front Royal east city limits to RT 645 |
| ST.11 | (2017-2022 SYIP, SMART SCALE) |
| | · · · · · · · · · · · · · · · · · · · |



| | Project Recommendations | | | | | |
|---------|-------------------------|--|----------------------|----------------|-------------------|------|
| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Туре | Cost (\$M) | Page |
| | | | | Transportation | | |
| | | Study transit and TDM | | Demand | | |
| | | opportunities in the I-81/US 11 | | Management | \$0.10 | |
| StauA1 | ST.5 | corridor | Multiple | (TDM), Transit | (study) | 1 |
| | | Enhanced ITS/ATMS on I-81 and | | | | |
| | | US 11 throughout the Staunton | | | | |
| StauA2 | ST.5 <i>,</i> ST.6 | District | Multiple | Highway | TBD | 2 |
| | | I-81 corridor freight incident | | | | |
| StauA3 | ST.5 | management | Multiple | Highway | TBD | 3 |
| | ST.5,ST.7, | Implement District-wide park | | | | |
| StauA4 | ST.8,ST.11 | and ride lot expansion | Multiple | TDM | \$1.70 | 4 |
| | | Implement Harrisonburg's | | Bicycle, | | |
| StauC1 | ST.2,ST.7 | updated Bike/Ped Plan | Harrisonburg | Pedestrian | TBD | 5 |
| | | Develop bike lanes and shared | | | | |
| | | use paths on primary corridors | | Bicycle, | | |
| StauC2 | ST.2 | at JMU | Harrisonburg | Pedestrian | \$4.45 | 6 |
| | | Additional service on Blue Ridge | | | | |
| | | Community College-North Brite | | | No capital | |
| StauC3 | ST.2 | Bus route | Multiple | Transit | cost | 8 |
| | | Develop implementation plan | | Bicycle, | | |
| | | for Harrisonburg railroad | | Pedestrian, | | |
| StauC4 | ST.2 | crossing improvements | Harrisonburg | Highway | TBD | 10 |
| | | Expand and add new park-and- | Harrisonburg, | | | |
| | | ride lots in Mt. Crawford and | Rockingham | | | |
| StauC5 | ST.2 | Harrisonburg | County | TDM | \$10.00 | 11 |
| | | Implement Port Republic Road | Harrisonburg, | | | |
| | | (Rt. 253) bike/ped rec's (from | Rockingham | Bicycle, | | |
| StauC6 | ST.3 | local plans) | County | Pedestrian | \$0.83 | 12 |
| | | Study trip generation and | | | \$0.10 | |
| StauC7 | ST.3 <i>,</i> ST.7 | transit use by JMU students | Harrisonburg | TDM, Transit | (study) | 14 |
| | | Widen South Main Street (US | | | | |
| | | 11) from Harrisonburg City Limit | | | | |
| StauC8 | ST.6 | to Pleasant Valley Road | Harrisonburg | Highway | \$24.49 | 16 |
| | | Extend bike lanes on South | | | | |
| StauC9 | ST.6 | Main Street | Harrisonburg | Bicycle | \$1.04 | 18 |
| | | US 11 spot improvements from | Rockingham | | | |
| StauC10 | ST.6 | Mt. Clinton Pike to Exit 251 | County | Highway | \$2.50 | 20 |
| Ch. 011 | CT C | Study for VA 257 - US 11 | Rockingham | 11 | \$0.10 | |
| StauC11 | 51.6 | intersection in Mt. Crawford Study connector road corridors | County Rockingham | Highway | (study) \$0.10 | 22 |
| Stauc12 | ST 6 | near Mt. Crawford | County | Highwov | - | 24 |
| StauC12 | 51.0 | US 33 Corridor Management | Rockingham | Highway | (study) | 24 |
| StauC13 | ST 7 | Plan | County | Highway | TBD | 26 |
| StauCIS | 51.7 | | county | Ingilway | | 20 |



| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Туре | Cost (\$M) | Page |
|-----------|-------------------|--|------------------|-------------------|------------|------|
| | | | | | | |
| | | Implement bike/ped | | Bicycle, | | |
| StauC14 | ST.7 | recommendations for Route 33 | Multiple | Pedestrian | TBD | 28 |
| | | US 11 access management plan | | | | |
| StauN1 | ST.4 | spot improvements | Frederick County | Highway | TBD | 29 |
| a | CT 4 CT 0 | New WinTran service in US 11 | | | - | • |
| StauN2 | ST.4,ST.8 | and US 50 corridors | Multiple | Transit | TBD | 31 |
| Cha., N/2 | | I-81 (Exits 313 and 317) | | 11 | ĆE1 25 | 22 |
| StauN3 | ST.4,ST.8 | Interchange Enhancements | Multiple | Highway | \$51.25 | 33 |
| | | LIS 11 North widening from Evit | | | | |
| StauN4 | ST.4 | US 11 North widening from Exit 317 to Old Charles Town Rd. | Fradarick County | Highway | \$28.35 | 35 |
| Staun4 | ST.4,ST.8, | RideSmart TDM public | Frederick County | Highway | Ş26.55 | 35 |
| StauN5 | ST.10 | marketing and outreach | Frederick County | том | \$0.16 | 37 |
| Stauns | 31.10 | Study of I-81 mainline capacity | | | \$0.10 | 57 |
| StauN6 | ST.4 | and operational needs | Multiple | Highway | (study) | 38 |
| Stauno | 51.4 | US 11 North corridor | Multiple | ingnway | (study) | 30 |
| StauN7 | ST.4 | improvement program | Frederick County | Highway | TBD | 39 |
| Stauly | 51.4 | Spot improvement projects on | | Ingliway | | 35 |
| StauN8 | ST.8 | US 17/US 50 and Rt. 7 | Frederick County | Highway | TBD | 41 |
| Staarte | 0110 | Implement intercity bus service | | inginuay | | |
| StauN9 | ST.8 | from DC to Winchester | Multiple | Transit | TBD | 43 |
| otaano | • | Commuter shuttle bus in | indicipie | | | |
| StauN10 | ST.9 | Warren County | Warren County | Transit | \$0.20 | 45 |
| | | Separated grade crossing at Rt. | | | + • · = • | |
| | | 658/Rockland Rd. NS Railway | | | | |
| StauN11 | ST.9 | Bridge | Frederick County | Highway, Rail | \$12.98 | 47 |
| | | Support the development of | , | 0 // | | |
| | | off-terminal rail infrastructure | | | | |
| StauN12 | ST.9 | improvements | Multiple | Rail | TBD | 49 |
| | | Planning, engineering and ROW | · | | | |
| | | for the Rt. 37 Extension from | | | | |
| StauN13 | ST.10 | I- 81 to US 522 | Frederick County | Highway | \$90.92 | 50 |
| | | Study congestion, and mode | | | | |
| | | choice issues in northeast | | Highway, Transit, | \$0.25 | |
| StauN14 | ST.10 | Frederick County | Frederick County | TDM | (study) | 52 |
| | | Park-and-ride, mode choice, | | | | |
| | | and TDM strategies on Rt. 55 in | | | | |
| StauN15 | ST.11 | Warren County | Warren County | Transit, TDM | TBD | 53 |
| | | Lord Fairfax Community College | | | | |
| | | (Middletown)-Front Royal | | | | |
| StauN16 | ST.11 | Shuttle bus service | Multiple | Transit | \$0.15 | 54 |
| | | Regional park-and-ride and | | | \$0.10 | |
| StauN17 | ST.11 | vanpooling study | Warren County | TDM | (study) | 56 |



| ID | Tier 1 Need(s) | Project Name | Jurisdiction | Туре | Cost (\$M) | Page |
|---------|---------------------|---------------------------------|------------------|-----------------|------------|------|
| | | Study feasibility of commuter | | | | |
| | | bus service from Winchester to | | | \$0.10 | |
| StauN18 | ST.8 | Northern Virginia and DC. | Frederick County | Transit | (study) | 57 |
| | | Conduct a study to examine | | | | |
| | | freight movement and needs on | | | \$0.10 | |
| StauN19 | ST.10 | VA 37 and VA 277 | Frederick County | Highway | (study) | 58 |
| | | Implement recommendations | | | | |
| | | from Staunton and SAWMPO | | Bicycle, | | |
| StauS1 | ST.1,ST.12 | Bike/Pedestrian Plans | Multiple | Pedestrian | TBD | 59 |
| | | | | | | |
| | | Increase new hourly fixed-route | | | No capital | |
| StauS2 | ST.1 | Brite Bus service on US 250 | Multiple | Transit | cost | 60 |
| | | Access Management and Traffic | | | | |
| | a- 4 | Management Program on | | | | |
| StauS3 | ST.1 | US250 | Multiple | Highway | TBD | 61 |
| | CT 4 CT 2 | Implement I-81/I-64 corridor | | | | |
| | ST.1,ST.2, | intercity bus study | N A 111 1 | - | | |
| StauS4 | ST.6,ST.12 | recommendations | Multiple | Transit | TBD | 63 |
| CL CT | ст 4 | I-64 Congestion and Safety | | 11 | TOD | |
| StauS5 | ST.1 | Study implementation | Multiple | Highway | TBD | 64 |
| | | Truck climbing lanes on I-81 | | | | |
| | | near Weyers Cave and I-81 ITS | | | | |
| StauS6 | ST.5 | improvements in Lexington area | Multinle | Highway | \$54.19 | 66 |
| Stauso | 51.5 | Implement the | wuttple | Ingriway | ŞJ4.19 | 00 |
| | | recommendations of the | | | | |
| | ST.2,ST.5, | Central Shenandoah Planning | | | | |
| StauS7 | ST.2,31.3, ST.12 | Commission TDM plan | Multiple | том | TBD | 68 |
| 510057 | 51.12 | Waynesboro bicycle network | | | | 00 |
| | | and transportation demand | | Bicycle, | | |
| StauS8 | ST.12 | management | Waynesboro | Pedestrian, TDM | \$3.45 | 69 |



Staunton District

Project Sheets





Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Referenc | e Number StauA1 | | |
|---|--|-------------------------|-----------------|--|--|
| Study transit and TDM opportunities in the I-81/US 11 corridor throughout the District, with initial focus in Augusta and Warren Counties | | | | | |
| District Local Jurisdiction | | | | | |
| Staunton Multiple | | | | | |
| VMTP Need Type (Place X in all applic | e X Regional Ne | | Safety | | |
| Needs Addressed from VMTP Need | IS ASSESSMENT (List needs as nu | mbered in reports) | | | |
| Project Status: | Nev | v Project Idea | | | |
| program to incentivize ridesharing. Ide along the corridor in Augusta County of Road, Staunton Crossing, Waynesboro | Type (Place X in all applicable boxes) Highway Bike/Pedestrian X Bus Transit Rail Transit Freight Rail X Travel Demand Management Detailed Description of Improvements Focus on expanding regional TDM activities, increasing marketing, advertising, direct outreach; explore the potential for a program to incentivize ridesharing. Identify TDM, transit and park-and-ride projects that increase Park and Ride capacity along the corridor in Augusta County and Warren County. Specific locations for park and rides may include Port Republic Road, Staunton Crossing, Waynesboro Park and Ride, and Weyers Cave. Study potential intercity transit or ridesharing connecting RVARC and CSPDC. Focus on maximizing existing capacity through reducing congestion on I-81/US 11. | | | | |
| Estimated Project Cost (in \$M) | \$ 0.10 Ri | ght of Way Required for | Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | | |
| Safety | | | | | |
| Congestion Mitigation | | | | | |
| Accessibility | | | | | |
| Land Use | | | | | |
| Environment | | | | | |
| Economic Development | | | | | |

Note: No map provided with this recommendation profile.

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2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number | r StauA2 | | | |
|---|---|------------------------------|--|--|--|
| Short Description | | | | | |
| Enhanced ITS/ATMS on I-81 and US 11 throug | ghout the Staunton District | | | | |
| District | District Local Jurisdiction | | | | |
| Staunton | Staunton Multiple | | | | |
| VMTP Need Type (Place X in all applice | able boxes) | | | | |
| X Corridor of Statewide Significanc | e X Regional Network UDAs | Safety | | | |
| Needs Addressed from VMTP Need | s Assessment (List needs as numbered in reports) | | | | |
| ST. 5 / ST. 6 | | | | | |
| Project Status: | New Project Idea | | | | |
| Recommendation Features Type (Place X in all applicable boxes) | | | | | |
| X Highway Bike/Pedestrian | Bus Transit Rail Transit Freight Rail X Travel De | emand Management | | | |
| Detailed Description of Improvements | | | | | |
| (New Market) and Exit 296 (Strasburg) t information and route highlights when Integrated Corridor Management tech | hroughout the Staunton District, particularly from US 60 (Exit 188) in Le o West Virginia State line. The ATMS should be designed to provide tr I-81 is congested or during incidents. Explore the potential for expand aniques in the I-81 corridor. In addition, the ITS should be linked to truc me information to trucks operating on I-81. | avel time ding the use of | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | MAQ XHSIP XPrescoping XOther: Interstate | maintenance | | | |
| Estimated Project Cost (in \$M) | TBD Right of Way Required for Project |] | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | | |
| Safety | Comments | | | | |
| · · | Minimal impact to safety, but will reduce delays associated with incidents. | | | | |
| Congestion Mitigation | Improved utilization of existing capacity and incident management | | | | |
| Accessibility | Unlikely to impact regional accessibility to jobs. | | | | |
| Land Use | Not applicable within this region. | | | | |
| Environment | Minor environmental footprint and can help reduce emissions. | | | | |
| Economic Development | The project will impact high-truck volumes and address reliability issues. | | | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number StauA3 | | | | |
|--|---|--|--|--|--|
| Short Description | | | | | |
| I-81 corridor freight incident management for detection, response, and clearance | | | | | |
| District | Local Jurisdiction | | | | |
| Staunton | Multiple | | | | |
| VMTP Need Type (Place X in all applicable boxes) | | | | | |
| X Corridor of Statewide Significance X Region | unal Network UDAs X Safety | | | | |
| Needs Addressed from VMTP Needs Assessment (List need | s as numbered in reports) | | | | |
| ST. 5 | | | | | |
| Project Status: | New Project Idea | | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| X Highway Bike/Pedestrian Bus Transit Ref | ail Transit Freight Rail X Travel Demand Management | | | | |
| Detailed Description of Improvements | | | | | |
| strategies to reroute traffic to reduce overall delay. | management to reduce duration and safety impacts, and ITS | | | | |
| Potential Funding Sources | | | | | |
| (Place X in all applicable boxes) | | | | | |
| SMART SCALE TAP CMAQ X HSIP X | Prescoping X Other: FASTLANE, other Federal | | | | |
| Estimated Project Cost (in \$M) TBD | Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | Comments | | | | |
| Safatu | | | | | |
| Safety | | | | | |
| Congestion Mitigation | | | | | |
| Accessibility | | | | | |
| Land Use | | | | | |
| Environment | | | | | |
| Economic Development | | | | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number | StauA4 | | | |
|--|--|--|----------------|--|--|--|
| Short Description Implement park and ride expansions, improvements, and new lots as presented in VDOT's Park and Ride Investment Strategy (2014). | | | | | | |
| | | | gy (2014). | | | |
| District Staunton | | | | | | |
| | | Moniple | | | | |
| X Corridor of Statewide Significance | VMTP Need Type (Place X in all applicable boxes) X Corridor of Statewide Significance X Regional Network UDAs Safety | | | | | |
| Needs Addressed from VMTP Need | | | | | | |
| ST. 5 / ST. 7 / ST. 8 / ST. 11 | | | | | | |
| Project Status: | Unfu | nded Pipeline Project | | | | |
| Recommendation Features | | | | | | |
| Type (Place X in all applicable boxes) | | | | | | |
| Highway Bike/Pedestrian | X Bus Transit Rail | Transit Freight Rail X Travel Dem | and Management | | | |
| Detailed Description of Improvements | | | | | | |
| (2014). Includes Warren County (US 340 | D/Route 522 near I-66), She mesboro (Route 340 near I- | ts as presented in VDOT's Park and Ride Inves nandoah County (Route 55 near I-81), Rockir -64), Frederick County (Route 704 near US 50 | ngham County | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | | | | |
| | CMAQ HSIP Pr | escoping X Other: FTA/DRPT di | scretionary | | | |
| Estimated Project Cost (in \$M) | \$ 1.70 | Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | | | |
| | Comments | | | | | |
| Safety | Reduction in congestion reduces crashes and increases safety | | | | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | | | | |
| Accessibility | Projects will increase multi-modal accessibility (depending on locations). | | | | | |
| Land Use | Not applicable within this region. | | | | | |
| Environment | Moderate surface environment impact with emission benefits anticipated. | | | | | |
| Economic Development | Program should increase attractiveness of the areas for development. | | | | | |





Based on Analysis of VMTP Needs Assessments

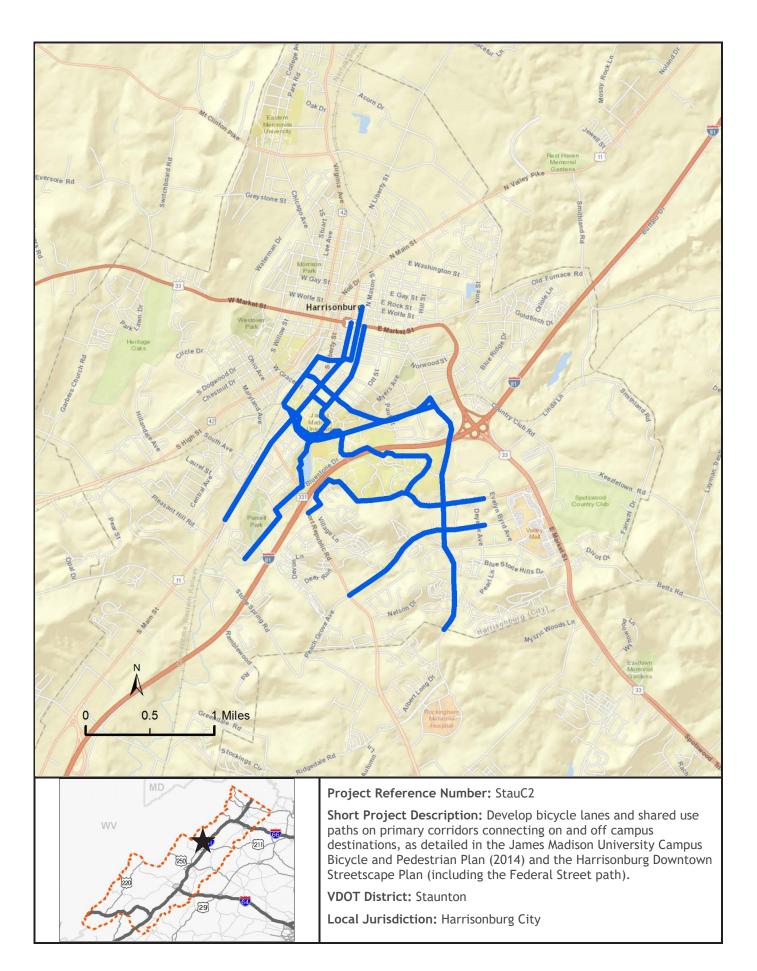
| Recommendation Details Short Description | | Project Reference Number StauC1 | | | | |
|--|--|---|--|--|--|--|
| | Implement recommendations in Harrisonburg's updated Bike/Ped Plan. | | | | | |
| District Staunton | | Local Jurisdiction Harrisonburg City | | | | |
| | /MTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network X UDAs Safety | | | | | |
| Needs Addressed from VMTP Need | Is Assessment (List nee | eds as numbered in reports) | | | | |
| ST. 2 / ST. 7 | | | | | | |
| Project Status: | U | Infunded Pipeline Project | | | | |
| Recommendation Features Type (Place X in all applicable boxes) | | | | | | |
| Highway X Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Management | | | | |
| | Implement the recommendations contained in the Harrisonburg Bicycle and Pedestrian plan to increase access within and into downtown Harrisonburg and the James Madison University Campus, including intersections, sidewalk, shared use paths, and bike lanes. | | | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | | | | |
| X SMART SCALE X TAP | MAQ X HSIP X | Prescoping X Other: Revenue sharing, hwy. maint. | | | | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | | | |
| Safety | Will addres | ss bicycle and pedestrian safety and reduce conflicts. | | | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | | | | |
| Accessibility | Will increase multi-modal accessibility (depending on locations). | | | | | |
| Land Use | Not applicable within this region. | | | | | |
| Environment | Negligible surface environment impact; emission benefits anticipated. | | | | | |
| Economic Development | Should | Should increase attractiveness of the Harrisonburg area | | | | |





2025 Tier 1 Recommendation Profile

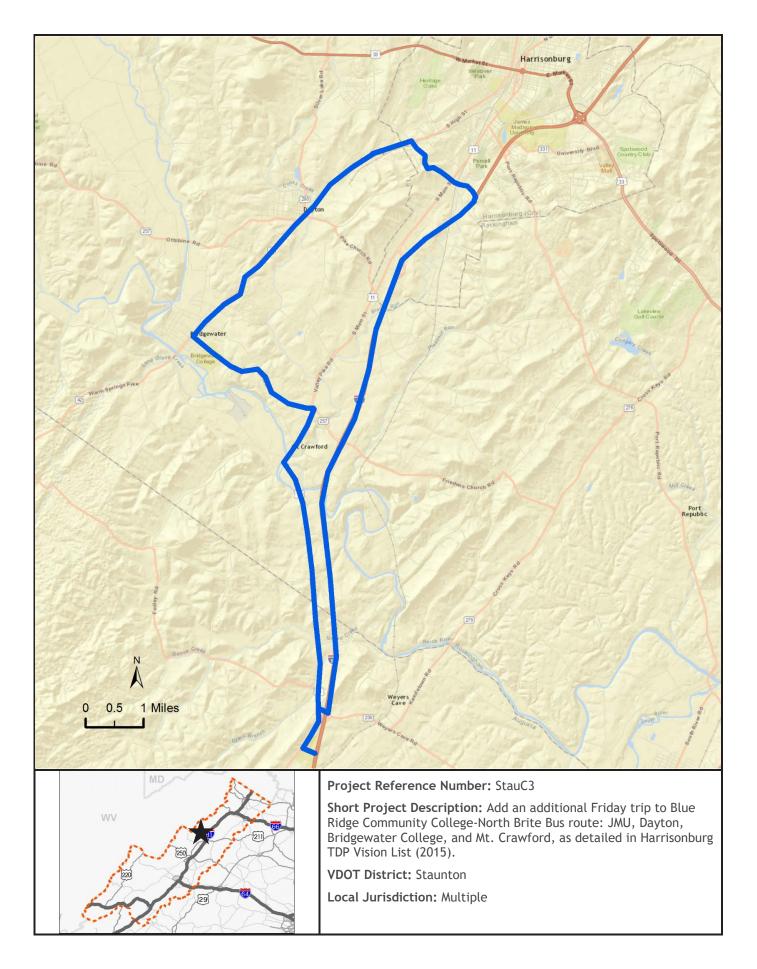
| Recommendation Details | | Project Reference Number StauC2 | | | |
|---|--|--|--|--|--|
| Short Description | | | | | |
| Develop bike lanes and shared use paths o | n primary corridors at JMU | | | | |
| District Local Jurisdiction | | | | | |
| Staunton | | Harrisonburg City | | | |
| VMTP Need Type (Place X in all applice | able boxes) | | | | |
| Corridor of Statewide Significanc | e X Regio | nal Network X UDAs Safety | | | |
| Needs Addressed from VMTP Need | Is Assessment (List needs | as numbered in reports) | | | |
| ST. 2 | | | | | |
| Project Status: | Uni | unded Pipeline Project | | | |
| Recommendation Features | | | | | |
| Type (Place X in all applicable boxes) | | | | | |
| Highway X Bike/Pedestrian | Bus Transit Rc | ill Transit Freight Rail Travel Demand Managemen | | | |
| Detailed Description of Improvements | | | | | |
| | | ors connecting on and off campus destinations, as detailed in Plan (2014) and the Harrisonburg Downtown Streetscape Plan | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE X TAP | :maq —hsip [X]I | Prescoping Other: | | | |
| Estimated Project Cost (in \$M) | \$ 4.45 | Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | | |
| Safety | Comments | | | | |
| <i>'</i> | Will address bicycle and pedestrian safety and reduce conflicts. | | | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | | | |
| Accessibility | Increase multi-modal accessibility | | | | |
| Land Use | Not applicable within this region. | | | | |
| Environment | Negligible surface environment impact; emission benefits | | | | |
| Economic Development | Should ir | ncrease attractiveness of the Harrisonburg area | | | |







| Recommendation Details | Project Reference Number StauC3 | |
|--|---|--|
| Short Description | | |
| Additional service on Blue Ridge Community College-North Brite Bus r | route | |
| District | Local Jurisdiction | |
| Staunton | Multiple | |
| VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X | onal Network X UDAs Safety | |
| Needs Addressed from VMTP Needs Assessment (List need | ds as numbered in reports) | |
| ST. 2 | | |
| Project Status: U | nfunded Pipeline Project | |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| | Cail Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | ge-North Brite Bus route: JMU, Dayton, Bridgewater College, and | |
| Mt. Crawford, as detailed in Harrisonburg TDP Vision List (2015) expansion bus purchases can accommodate service expans expansion vehicle is required, this may be funded through SM total cost). | | |
| Potential Funding Sources | | |
| (Place X in all applicable boxes) | Prescoping X Other: DRPT/FTA discretionary | |
| Estimated Project Cost (in \$M) Ops. cost only | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | |
| | Comments | |
| Safety | | |
| Congestion Mitigation | | |
| Accessibility | | |
| Land Use | | |
| Environment | | |
| Economic Development | | |







Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number | StauC4 |
|--|--|---|--------------------|
| Short Description | | | |
| Develop concepts and implementation plo | an for railroad crossing impro | vements in Harrisonburg | |
| District | | Local Jurisdiction | |
| Staunton | | Harrisonburg City | |
| VMTP Need Type (Place X in all applied Corridor of Statewide Significance | | nal Network X UDAs | Safety |
| Needs Addressed from VMTP Need | s Assessment (List needs | as numbered in reports) | |
| ST. 2 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway X Bike/Pedestrian | Bus Transit Ra | il Transit X Freight Rail Travel Dem | and Management |
| Detailed Description of Improvements | | rogram of railroad crossing improvements with | |
| (US 11 - S. Main Street, Reservoir Street, improvements to both vehicle and bic | and within JMU Campus cycle and pedestrian cros |). Railroad crossing improvements would cons sings, and where appropriate consider potent MART Scale, transportation alternatives, or HSI | ider tial grade |
| Potential Funding Sources (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP | CMAQ XHSIP XF | Prescoping Other: | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility | | | |
| Based on Qualitative Review of Projec | 1 | Comments | |
| Safety | Will address ve | nicle and non-motorized safety and reduce co | onflicts. |
| Congestion Mitigation | Minimal impact on recurring congestion within Harrisonburg. | | |
| Accessibility | Projects will have a limited benefit to multi-modal accessibility. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Negligible surface environment impact; emission benefits | | |
| Economic Development | Program will improve travel time reliability within Harrisonburg. | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

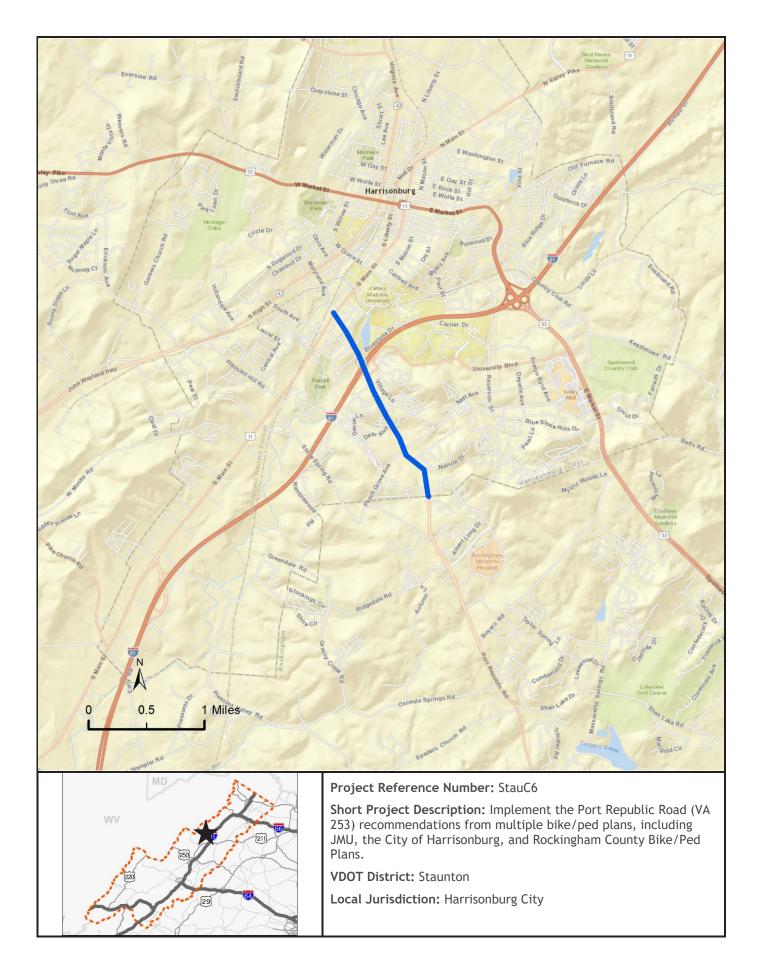
| Recommendation Details | | Project Reference Number StauC5 | |
|--|--|---|--|
| Short Description Expand and add new park-and-ride lots in Mt. Crawford and Harrisonburg | | | |
| | MT. Crawtora and Harrisons | | |
| District | | Local Jurisdiction | |
| | | Multiple | |
| VMTP Need Type (Place X in all applied Corridor of Statewide Significance | | nal Network X UDAs Safety | |
| | | | |
| Needs Addressed from VMTP Need | as Assessment (List need | s as numbered in repons) | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian Detailed Description of Improvements | X Bus Transit Ro | ail Transit Freight Rail X Travel Demand Management | |
| Develop formal Mt. Crawford Park and Ride to meet current and anticipated demand and locate a new park and ride lot within Harrisonburg with access to existing HDPT service and the I-81/I-64 corridor. SMART Scale funding or other discretionary DRPT/FTA funding could be used for the Mt. Crawford park-and-ride lot expansion and the construction of a new park-and- ride lot in Harrisonburg. The estimated project cost presumes ROW acquisition and construction for two park-and- both with over 100 paved parking spaces, lighting, and other access requirements. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ HSIP Prescoping X Other: DRPT/FTA discretionary | | | |
| Estimated Project Cost (in \$M) | \$ 10.00 | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Reduction in congestion reduces crashes and increases safety | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | |
| Accessibility | Better accessibility through mode choice and reduction in VMT | | |
| Land Use | Not applicable within this region. | | |
| Environment | Negligible surface environment impact; emission benefits | | |
| Economic Development | Reduction in VMT increases reliability | | |





2025 Tier 1 Recommendation Profile

| Recommendation Details | Project Reference Number StauC6 | | |
|--|--|--|--|
| Short Description Implement the Port Republic Road (Rt. 253) Recommendations in multiple bike/ped plans covering the area | | | |
| District Local Jurisdiction | | | |
| Staunton | Harrisonburg City | | |
| VMTP Need Type (Place X in all applica | able boxes) | | |
| Corridor of Statewide Significanc | e X Regional Network X UDAs Safety | | |
| | ds Assessment (List needs as numbered in reports) | | |
| ST. 3 | | | |
| Project Status: | Unfunded Pipeline Project | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway X Bike/Pedestrian | Bus Transit Rail Transit Freight Rail Travel Demand Management | | |
| Implement the Port Republic Road (VA 253) recommendations from multiple bike/ped plans, including JMU, the City of Harrisonburg, and Rockingham County Bike/Ped Plans. Includes bike lanes between US 11 and I-81 (JMU), shared use path crossing over I-81 (HRMPO), and an extension of the shared use path to Shen Lake Dr (Rockingham County) | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE X TAP CMAQ X HSIP | | | |
| Estimated Project Cost (in \$M) | \$ 0.83 Right of Way Required for Project | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Projects will benefit bicycle and pedestrian safety. | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | |
| Accessibility | Projects will increase multi-modal accessibility within the corridor. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Minimal surface environmental impact with potential emission benefits. | | |
| Economic Development | Possible impact for new businesses in Port Republic Road corridor. | | |

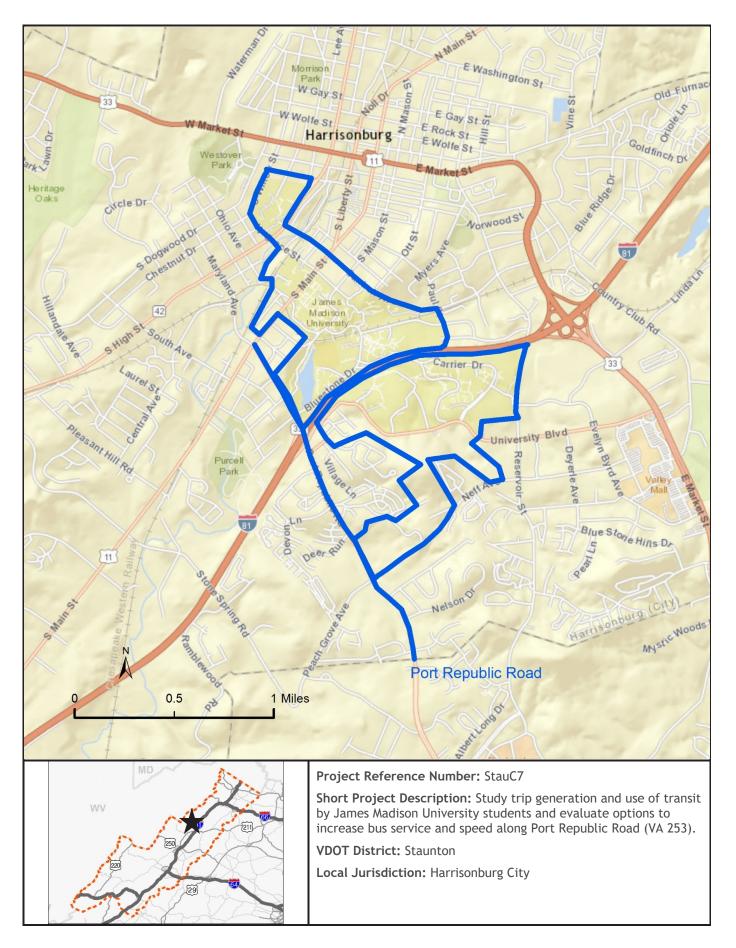






2025 Tier 1 Recommendation Profile

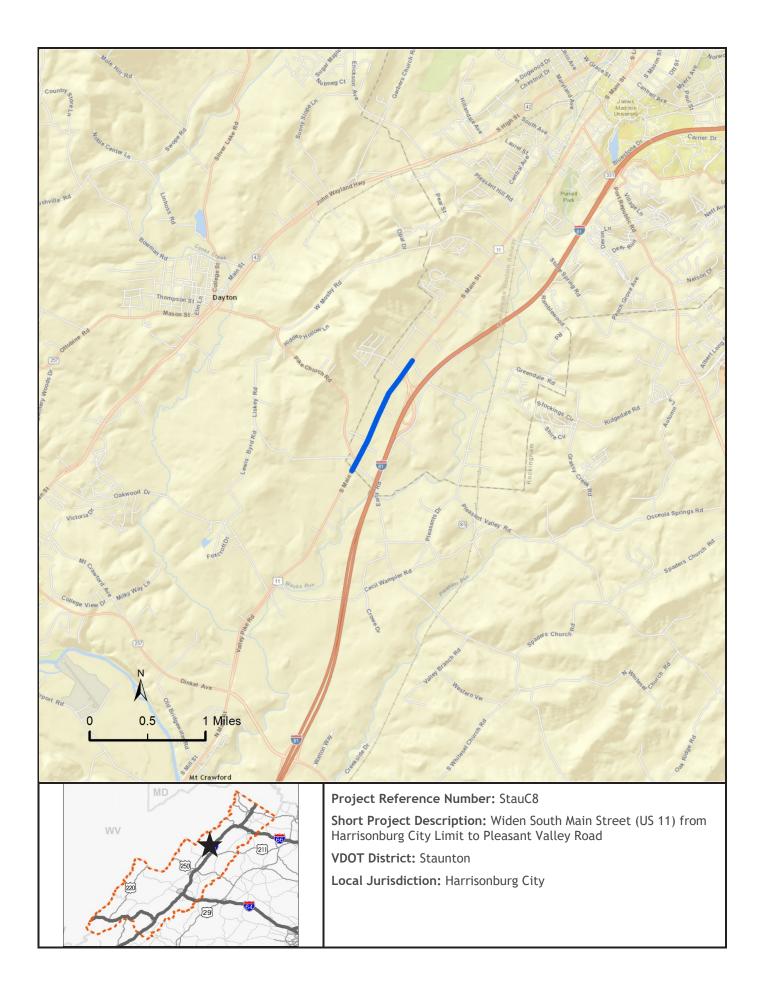
| Recommendation Details | | Project Reference Number StauC7 | |
|--|--|---|--|
| Short Description | | | |
| Study trip generation and transit use by JMU students and options to increase service/speed and promote increased service | | | |
| District | | Local Jurisdiction | |
| Staunton | | Harrisonburg City | |
| VMTP Need Type (Place X in all applica | able boxes) | | |
| Corridor of Statewide Significanc | e X Regio | nal Network X UDAs Safety | |
| Needs Addressed from VMTP Need | s Assessment (List need | s as numbered in reports) | |
| ST. 3 / ST. 7 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | X Bus Transit Ro | ail Transit Freight Rail X Travel Demand Management | |
| Detailed Description of Improvements | | | |
| Study use of transit by James Madison University students and evaluate options to increase bus service and speed along Port Republic Road (VA 253). Recommendations may include bus-priority treatments or a dedicated transit bus-way on Port Republic Road (VA 253) as described in the City of Harrisonburg's comprehensive plan (2011). Study trip generation and transit/TDM needs associated with the James Madison University campus buildings and activities, which are situated on both sides of I-81/US 11 corridor. Following study completion, recommendations could be funded through a combination of SMART Scale, TAP, and other discretionary DRPT/FTA transit funding. | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP | CMAQ HSIP X | Prescoping X Other: DRPT/FTA discretionary | |
| Estimated Project Cost (in \$M) | \$ 0.10 | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Reduction in congestion reduces crashes and increases safety | | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | |
| Accessibility | Projects will increase multi-modal accessibility | | |
| Land Use | Not applicable within this region. | | |
| Environment | | | |
| l | No surface environment impact and potential emissions benefits. | | |
| Economic Development | evelopment May spur development and increase travel time reliability | | |







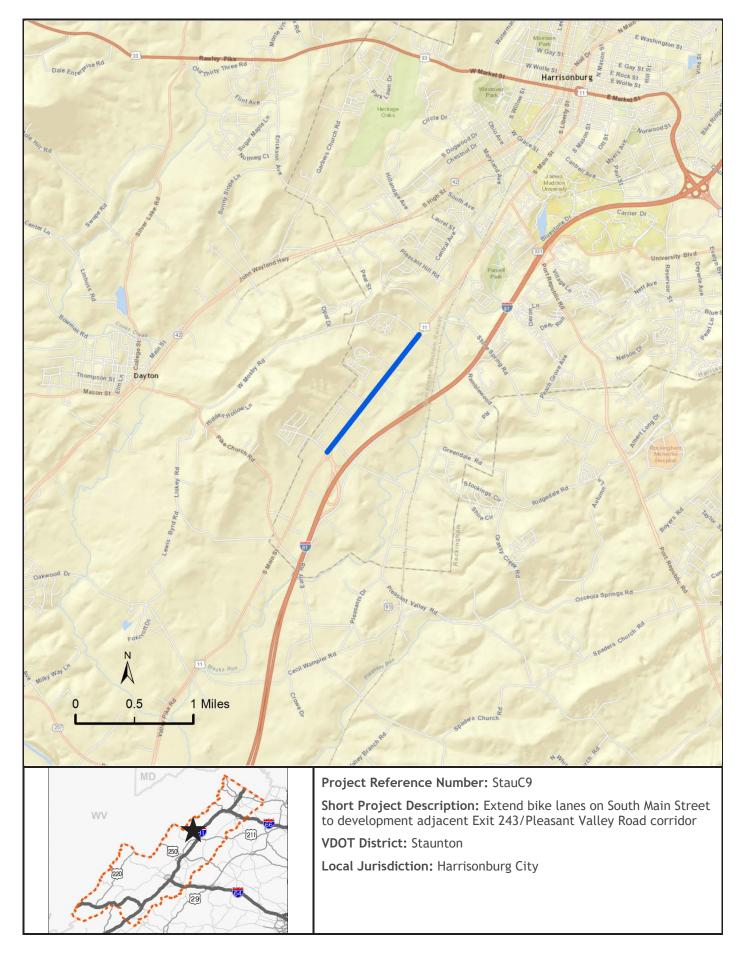
| Recommendation Details | | Project Reference Number | StauC8 |
|---|--|--|-------------------|
| Short Description | | | |
| Widen South Main Street (US 11) from Harrise | onburg City Limit to Pleasar | t Valley Road | |
| District | | Local Jurisdiction | |
| Staunton | | Harrisonburg City | |
| VMTP Need Type (Place X in all applied Corridor of Statewide Significance | | nal Network UDAs | Safety |
| Needs Addressed from VMTP Need | ds Assessment (List need | as numbered in reports) | |
| ST. 6 | | | |
| Project Status: | Un | funded Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| XHighwayXBike/PedestrianDetailed Description of Improvements | Bus Transit Ro | ill Transit Freight Rail Travel Dem | nand Management |
| Harrisonburg and Mt. Crawford (RT 257) for a consistent 4-lane section with bicycle lanes. (HRMPO Updated 2040 Vision List) | | | 2040 Vision List) |
| Potential Funding Sources (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP | CMAQ HSIP | Prescoping Other: | |
| Estimated Project Cost (in \$M) | \$ 24.49 | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Possible reducti | on in congestion reduces crashes and increas | es safety |
| Congestion Mitigation | Project could reduce intersection related delay. | | |
| Accessibility | Project will have a minimal impact on regional accessibility. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Minor surface environment impact with minimal emission benefits. | | |
| Economic Development | Program should improve reliability within the US 11 corridor. | | |







| Recommendation Details | | Project Reference Number | StauC9 |
|--|------------------------------------|--|-----------------|
| Short Description | | | |
| Extend bike lanes on South Main Street | | | |
| District | | Local Jurisdiction | |
| Staunton | | Harrisonburg City | |
| VMTP Need Type (Place X in all applica | able boxes) | | |
| X Corridor of Statewide Significance | e X Region | nal Network X UDAs | Safety |
| Needs Addressed from VMTP Need | ds Assessment (List needs | as numbered in reports) | - |
| ST. 6 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway X Bike/Pedestrian | Bus Transit Ra | il Transit Freight Rail Travel Dem | and Management |
| Detailed Description of Improvements | | | nand Management |
| | t to development adjace | ent Exit 243/Pleasant Valley Road corridor. In c | ombination with |
| | | system on US 11/South Main Street from Harris | |
| | | of South Main Street for the 1.3 mile segment | - |
| | | | |
| | | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE X TAP | CMAQ XHSIP | Prescoping Other: | |
| Estimated Project Cost (in \$M) | \$ 1.04 | Right of Way Required for Project | |
| | ψ 1.04 | | |
| If Applicable: Smart Scale Project Feasibility | | | |
| Based on Qualitative Review of Project | - | | |
| | | Comments | |
| Safety | Project will i | ncrease safety for bicycles on this section of U | IS 11. |
| Congestion Mitigation | Taking perso | nal vehicles off the road will help congestion i | ssues. |
| Accessibility | | Increase in multi-modal accessibility | |
| Land Use | Not applicable within this region. | | |
| Environment | No surface en | vironmental impact with potential emission be | enefits. |
| Economic Development | Minor poten | ial benefit for existing and new corridor busine | esses. |
| | | | |

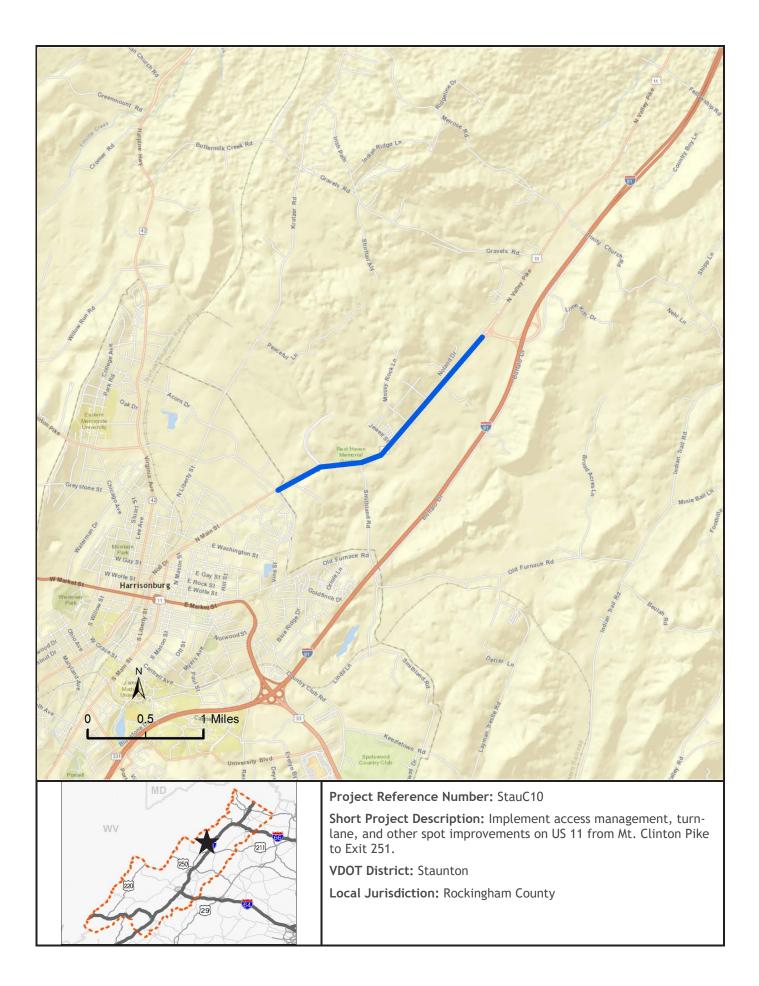






2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

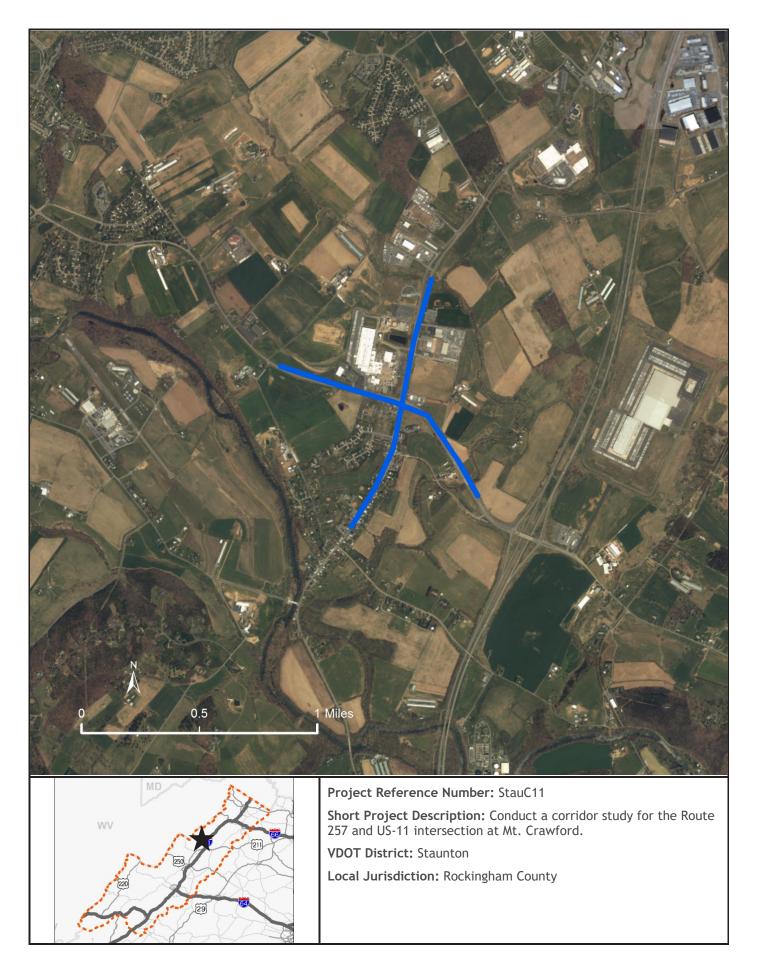
| Recommendation Details | | Project Reference Number StauC10 | |
|---|---|---|--|
| Short Description | | | |
| Spot improvements on US 11 from Mt. Clinto | ON PIKE TO EXIT 251 | | |
| District Stounton | | Local Jurisdiction | |
| | Staunton Rockingham County | | |
| VMTP Need Type (Place X in all applied Corridor of Statewide Significance | | nal Network UDAs X Safety | |
| Needs Addressed from VMTP Need | s Assessment (List need | s as numbered in reports) | |
| ST. 6 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit Re | ail Transit Freight Rail Travel Demand Manageme | |
| Detailed Description of Improvements | | — — | |
| Implement access management, turn-lane extension or addition, increased turning radii for trucks, and other spot improvements to address safety issues and intersection operations on US 11 from Mt. Clinton Pike to Exit 251. Prescoping funds may be necessary to identify final scope of improvements. Estimated project cost assumes consistent paved shoulder in both directions and select right turn lane extensions/additions. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ X HSIP X Prescoping Other: Estimated Project Cost (in \$M) \$ 2.50 Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Access management and turn lanes address safety issues | | |
| Congestion Mitigation | Access management and turn lanes may address corridor congestion. | | |
| Accessibility | Minimal impact on regional accessibility. | | |
| Land Use | Not applicable within this region. | | |
| Environment | No surface environmental impact with potential emission benefits. | | |
| Economic Development | Minor potential benefit for existing and new corridor businesses. | | |







| Short Description Corridor Study for VA 257 - US 11 intersection in Mt. Crawford District Staunton VMTP Need Type (Place X in all applicable boxes) X Corridor of Statewide Significance X Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) | | | |
|---|--|--|--|
| District Local Jurisdiction Staunton Rockingham County VMTP Need Type (Place X in all applicable boxes) UDAs X Corridor of Statewide Significance X Regional Network UDAs Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) | | | |
| Staunton Rockingham County VMTP Need Type (Place X in all applicable boxes) Image: Corridor of Statewide Significance X Corridor of Statewide Significance Image: Corridor of Statewide Significance Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) Image: Corridor of Statewide Significance | | | |
| VMTP Need Type (Place X in all applicable boxes) X Corridor of Statewide Significance X Regional Network UDAs X Safety Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) | | | |
| X Corridor of Statewide Significance X Regional Network UDAs X Safety Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) VDAs V V | | | |
| Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) | | | |
| | | | |
| ST. 6 | | | |
| | | | |
| Project Status: New Project Idea | | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian Bus Transit Freight Rail Travel Demand Management | | | |
| Detailed Description of Improvements Conduct a corridor study for the Route 257 and US-11 intersection at Mt. Crawford. | | | |
| Condoct d condor stody for the Roote 237 and 03-11 thressection driver. Crawford. | | | |
| | | | |
| | | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| SMART SCALE TAP CMAQ HSIP Prescoping X Other: DRPT/FTA discretionary | | | |
| Estimated Project Cost (in \$M) \$0.10 (study) Right of Way Required for Project | | | |
| Estimated Project Cost (in \$M) \$0.10 (study) Right of Way Required for Project | | | |
| If Applicable: Smart Scale Project Feasibility | | | |
| Based on Qualitative Review of Project | | | |
| Comments | | | |
| Safety | | | |
| Congestion Mitigation | | | |
| Accessibility | | | |
| Land Use | | | |
| Environment | | | |
| Economic Development | | | |







2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Numbe | r StauC12 |
|---|---------------------------|---|--------------------|
| Short Description Study possible connector roads near Mt. Cru | awford | | |
| District | | Local Jurisdiction | |
| Staunton | | Rockingham County | |
| VMTP Need Type (Place X in all applica Corridor of Statewide Significanc | | nal Network UDAs | Safety |
| Needs Addressed from VMTP Need | ls Assessment (List needs | as numbered in reports) | |
| ST. 6 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit Rc | il Transit Freight Rail Travel De | emand Management |
| Detailed Description of Improvements | | | |
| Study the teasibility and potential impo Drive to Friedens Church Road (Rt. 682) | | from Cecil Wampler Rd (Rt. 704) at Early Rd | (Rt. 988) or Crowe |
| Potential Funding Sources (Place X in all applicable boxes) | :maq [] hsip [] | Prescoping X Other: DRPT/FTA | discretionary |
| Estimated Project Cost (in \$M) | \$0.10 (study) | Right of Way Required for Project |] |
| If Applicable: Smart Scale Project Based on Qualitative Review of Project | - | Comments | |
| Safety | | | |
| Congestion Mitigation | | | |
| Accessibility | | | |
| Land Use | | | |
| Environment | | | |
| Economic Development | | | |
| | | | |

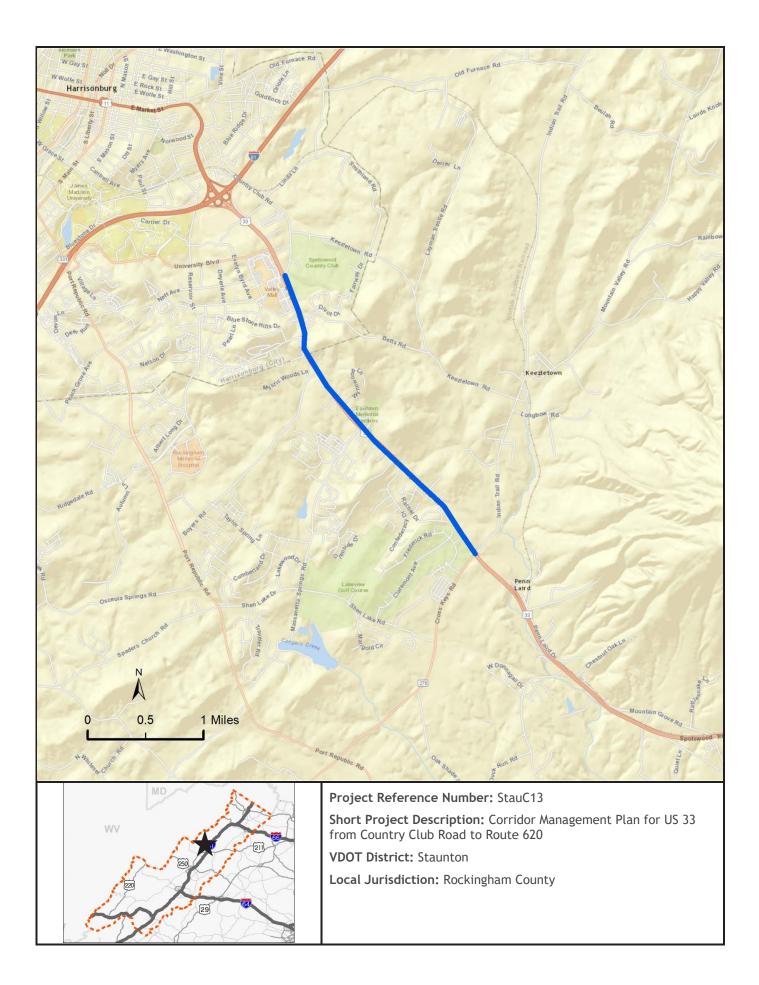






2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number StauC13 | |
|---|---|---|--|
| Short Description Corridor Management Plan for US 33 from Country Club Road to Route 620 | | | |
| District | | Local Jurisdiction | |
| Staunton | | Rockingham County | |
| VMTP Need Type (Place X in all applica Corridor of Statewide Significanc | | nal Network UDAs X Safety | |
| Needs Addressed from VMTP Need | Is Assessment (List need | s as numbered in reports) | |
| ST. 7 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway X Bike/Pedestrian | Bus Transit Ro | ail Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | | | |
| Corridor Management Plan and implementation strategy/spot improvements for US 33 from Country Club Road to Route 620 (access management, intersection operations, and bicycle and pedestrian improvements). Would connect to/support ultimate design of the Exit 247 interchange improvement. Study could be conducted through VDOT STARS program. Ultimate recommendations may be funded through a combination of SMART Scale and HSIP. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ X HSIP X Prescoping Other: | | | |
| X SMART SCALE TAP C | MAQ X HSIP X | Prescoping Other: | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| | | Comments | |
| Safety | Will address and resolve safety issues. | | |
| Congestion Mitigation | Access management and turn lanes may address corridor congestion. | | |
| Accessibility | Increase in multi-modal accessibility | | |
| Land Use | Not applicable within this region. | | |
| Environment | No surface environmental impact with potential emission benefits. | | |
| Economic Development | Minor potential benefit for existing and new corridor businesses. | | |







2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

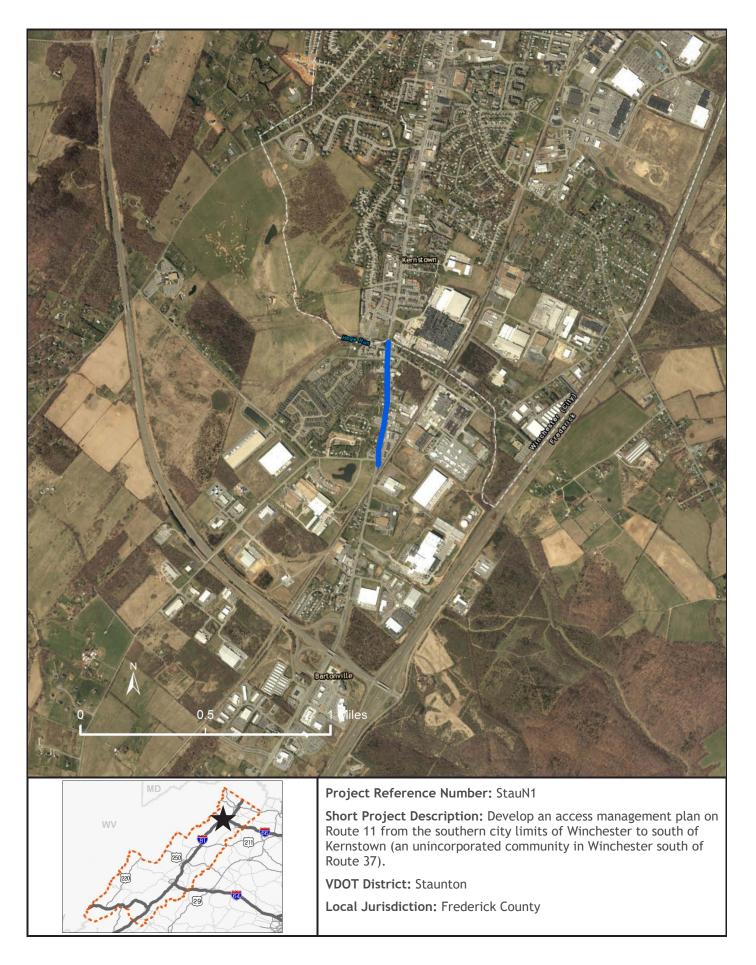
| Recommendation Details | | Project Reference Number StauC14 |
|--|---|--|
| Short Description Implement bike/ped recommendations for | Poute 33 | 1 |
| | | Loogl Jurisdiction |
| District Staunton | | Local Jurisdiction Multiple |
| VMTP Need Type (Place X in all applica | able boxes) | |
| Corridor of Statewide Significanc | | ional Network X UDAs Safety |
| Needs Addressed from VMTP Need | ls Assessment (List nee | ds as numbered in reports) |
| ST. 7 | | |
| Project Status: | U | Infunded Pipeline Project |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| Highway X Bike/Pedestrian | Bus Transit | Rail Transit Freight Rail Travel Demand Management |
| Detailed Description of Improvements | | 33 corridor bike/ped needs in the Rockingham County MPO |
| Pedestrian Plan (2016). | a the Harrisonburg & Ko | ockingham Metropolitan Planning Organization Bicycle and |
| Potential Funding Sources (Place X in all applicable boxes) | | |
| X SMART SCALE X TAP | maq Xhsip X | Prescoping Other: |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | |
| Safety | Will addres | s bicycle and pedestrian safety and reduce conflicts. |
| Congestion Mitigation | | sonal vehicles off the road will help congestion issues. |
| Accessibility | Increase multi-modal accessibility | |
| Land Use | Not applicable within this region. | |
| Environment | No surface environmental impact with potential emission benefits. | |
| Economic Development | I | ncrease attractiveness of Harrisonburg area |





2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number StauN1 | |
|---|--|--|--|
| Short Description US 11 access management plan spot impro | vements | | |
| | venienis | Loog Unicipation | |
| District Staunton |] | Local Jurisdiction Frederick County | |
| VMTP Need Type (Place X in all applica | able boxes) | | |
| X Corridor of Statewide Significanc | e Regio | nal Network UDAs X Safety | |
| Needs Addressed from VMTP Need | ls Assessment (List needs | s as numbered in reports) | |
| ST. 4 | | | |
| Project Status: | Un | funded Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway X Bike/Pedestrian | Bus Transit Ro | ail Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | | | |
| Develop an access management plan on Route 11 from the southern city limits of Winchester to south of Kernstown (an unincorporated community in Winchester south of Route 37). Once the access management plan is complete (through prescoping funding sources, fund and implement strategies consistent with the access management plan recommendations (many of which may be consistent with WinFred MPO LRTP Vision list projects highlighted within this corridor). These implementation strategies could be funded through SMART Scale or transportation alternatives. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | :maq —hsip X | Prescoping Other: | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| | | Comments | |
| Safety | | ss management plan includes safety aspects | |
| Congestion Mitigation | | ement plan strategies would support congestion relief. | |
| Accessibility | Minimal impact on regional accessibility to jobs. | | |
| Land Use | Not applicable within this region. | | |
| Environment | No surface environmental impact; minor emissions reduction | | |
| Economic Development | Could suppo | rt/enhance corridor attractiveness for development. | |

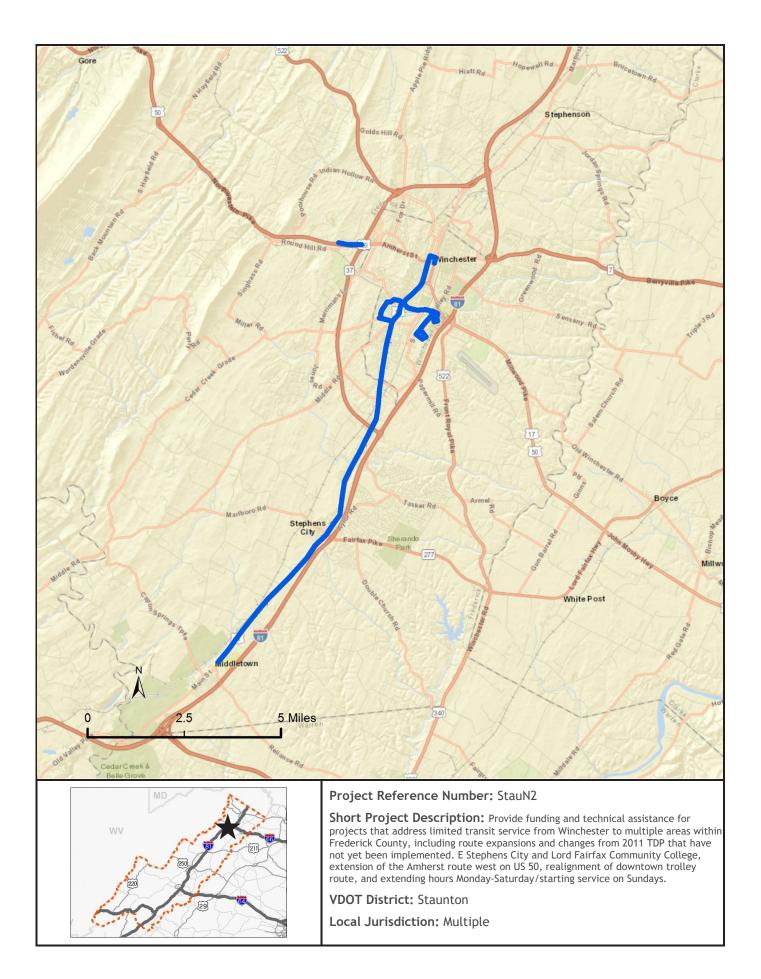






2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number StauN2 | |
|--|--------------------------------------|--|--|
| Short Description | | | |
| Provide funding/technical assistance for ne | ew and expanding WinTran s | ervice in US 11 and US 50 corridors | |
| District | | Local Jurisdiction | |
| Staunton | | Multiple | |
| VMTP Need Type (Place X in all applic | able boxes) | | |
| X Corridor of Statewide Significance | ce X Region | nal Network UDAs Safety | |
| Needs Addressed from VMTP Need | ds Assessment (List needs | as numbered in reports) | |
| ST. 4 / ST. 8 | | | |
| Project Status: | Uni | unded Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | X Bus Transit Rc | il Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | | | |
| County, including route expansions and changes from 2011 TDP that have not yet been implemented. These include new service between Stephens City and Lord Fairfax Community College, extension of the Amherst route west on US 50, realignment of downtown trolley route, and extending hours Monday-Saturday/starting service on Sundays. Depending on extent of new service recommendations, expansion vehicles could be funded through SMART Scale or other discretionary FTA transit funds managed by DRPT. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ HSIP Prescoping X Other: FTA discretionary | | | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Reduction in | n congestion reduces crashes and increases safety | |
| Congestion Mitigation | Taking perso | nal vehicles off the road will help congestion issues. | |
| Accessibility | May increase transit access to jobs. | | |
| Land Use | Not applicable within this region. | | |
| Environment | No surface | environmental impact and will reduce emissions. | |
| Economic Development | May suppo | rt enhanced access to existing/future businesses. | |

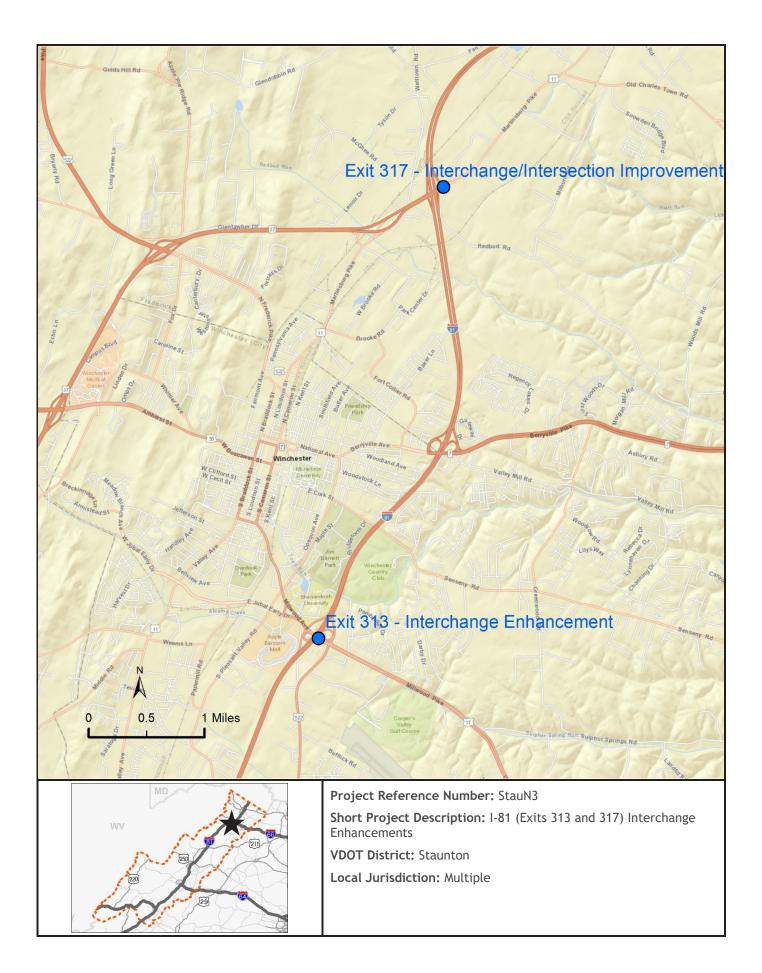






2025 Tier 1 Recommendation Profile

| Recommendation Details | Project Reference Number StauN3 | | |
|--|--|--|--|
| Short Description | | | |
| I-81 (Exits 313 and 317) Interchange Enhanc | | | |
| District Staunton | Local Jurisdiction | | |
| | Multiple | | |
| VMTP Need Type (Place X in all applica X Corridor of Statewide Significance | | | |
| | Is Assessment (List needs as numbered in reports) | | |
| ST. 4 / ST. 8 | | | |
| Project Status: | Unfunded Pipeline Project | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian | Bus Transit Rail Transit Freight Rail Travel Demand Management | | |
| Detailed Description of Improvements | | | |
| | ancement (preferred alternative from SYIP study). rchange/Intersection Improvement (Smart Scale, Round 2 application) | | |
| Potential Funding Sources (Place X in all applicable boxes) | (Place X in all applicable boxes) | | |
| Estimated Project Cost (in \$M) | \$ 51.25 Right of Way Required for Project X | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| | Comments | | |
| Safety | Projects could alleviate safety issues on I-81 at each interchange. | | |
| Congestion Mitigation | Projects may mitigate congestion at each interchange. | | |
| Accessibility | Minor impact on regional accessibility to jobs. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Minor surface environmental impact with minor emission reductions. | | |
| Economic Development | May increase reliability. | | |

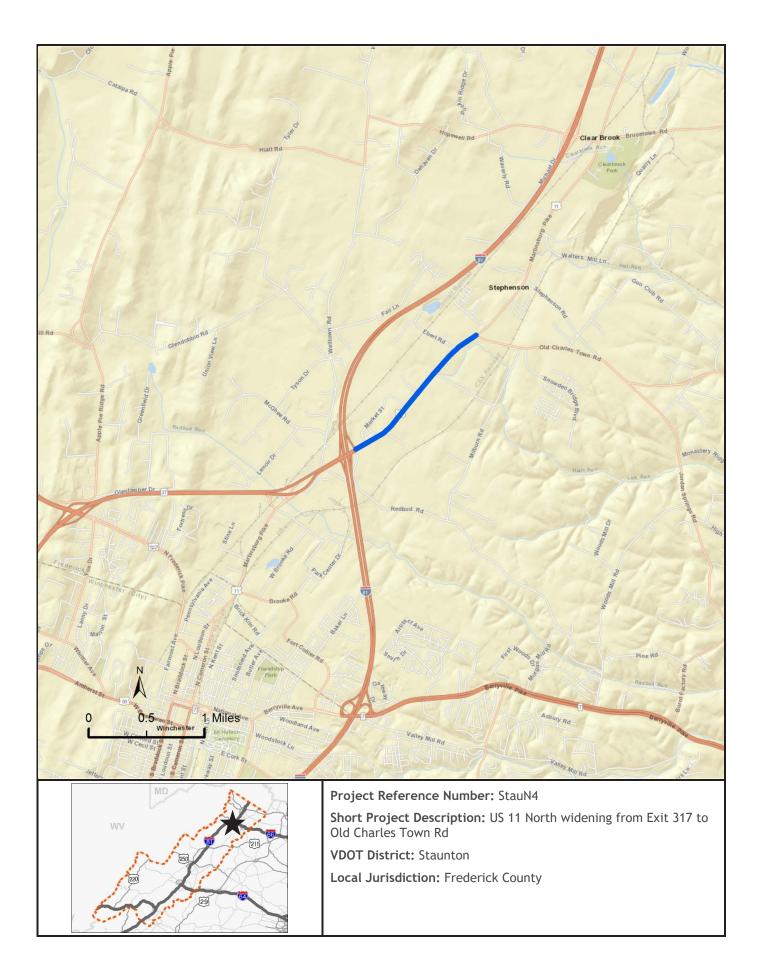






2025 Tier 1 Recommendation Profile

| Recommendation Details | Project Re | ference Number StauN4 |
|--|---|--------------------------------------|
| Short Description US 11 North widening from Exit 317 to Old C | agries Town Pd |] |
| | | |
| District Staunton | Local Jurisdiction Frederick County | |
| VMTP Need Type (Place X in all applic | able boxes) | |
| X Corridor of Statewide Significance | e Regional Network | UDAs Safety |
| | s Assessment (List needs as numbered in reports) | |
| ST. 4 | | |
| Project Status: | Unfunded Pipeline Projec | t |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| X Highway X Bike/Pedestrian | Bus Transit Rail Transit Freight | Rail Travel Demand Management |
| Detailed Description of Improvements | Nd Charles Town Road (Smart Scale, Round 2 app | lication) Route 11 North of Snowden |
| Bridge Blvd. is currently a two-lane roa | dway. This project would widen that facility to a 6 | lane divided roadway with turn lanes |
| where appropriate and a multiuse pa | h and sidewalks with bicycle/pedestrian crossing | improvements at intersections. |
| | | |
| | | |
| Potential Funding Sources | | |
| (Place X in all applicable boxes) | | |
| X SMART SCALE TAP | MAQ HSIP X Prescoping Othe | er: |
| Estimated Project Cost (in \$M) | \$ 28.35 Right of Way Required | for Project X |
| | | |
| If Applicable: Smart Scale Project Feasibility | | |
| Based on Qualitative Review of Projec | t Comments | |
| Safety | Will address safety issues within cross-so | ection and at intersections |
| Congestion Mitigation | Projects may mitigate congestion, p | |
| Accessibility | Minor impact on regional ac | |
| Land Use | Not applicable within | |
| Environment | Moderate surface environmental impact | - |
| Economic Development | May support enhanced access to e | |
| | | |







2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number StauN5 |
|--|---|
| Short Description | |
| RideSmart TDM public marketing and outreach ca | npaign |
| District | Local Jurisdiction |
| Staunton | Frederick County |
| VMTP Need Type (Place X in all applicable bo | (es) |
| X Corridor of Statewide Significance | Regional Network UDAs Safety |
| Needs Addressed from VMTP Needs Asse | ssment (List needs as numbered in reports) |
| ST. 4 / ST. 8 / ST. 10 | |
| Project Status: | New Project Idea |
| Recommendation Features | |
| Type (Place X in all applicable boxes) | |
| Highway Bike/Pedestrian | us Transit Rail Transit Freight Rail Travel Demand Management |
| Detailed Description of Improvements | |
| on the I-81 and US 11 corridors to support exp guaranteed ride home. Provide funding for R outreach to large employers on the US 50/US | DM provider) to conduct targeted marketing and outreach to large employers ansion of regional TDM programs, including ridesharing, vanpools, and deSmart (the regional TDM provider) to conduct targeted marketing and 17/VA 7 corridors. Consider developing a public marketing campaign aimed at I at off-peak times to address congestion issues on VA-37. |
| Potential Funding Sources (Place X in all applicable boxes) | |
| SMART SCALE TAP CMAQ | HSIP Prescoping X Other: FTA discretionary |
| Estimated Project Cost (in \$M) \$ | 0.16 Right of Way Required for Project |
| If Applicable: Smart Scale Project Fee Based on Qualitative Review of Project | |
| | Comments |
| Safety | |
| Congestion Mitigation | |
| | |
| Land Use | |
| Environment | |
| Economic Development | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

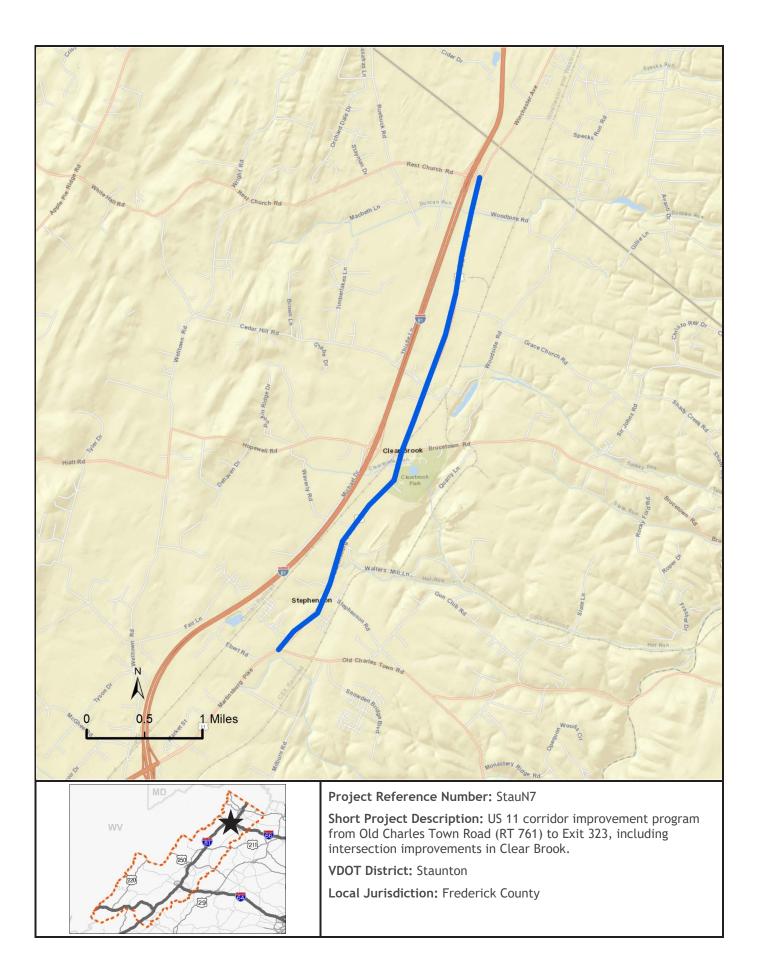
| Recommendation Details | | Project Reference Number StauN6 |
|---|---|--|
| Short Description | | |
| Evaluation/study of I-81 mainline capacity of | and operational needs | |
| | | Local Jurisdiction |
| Staunton | | Multiple |
| VMTP Need Type (Place X in all applica | | |
| X Corridor of Statewide Significanc | | unal Network UDAs Safety |
| Needs Addressed from VMTP Need | as Assessment (List need | s as numbered in reports) |
| | | |
| Project Status: | | New Project Idea |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| X Highway Bike/Pedestrian | Bus Transit R | ail Transit Freight Rail Travel Demand Management |
| Detailed Description of Improvements | | erational needs from Exit 310 to Exit 317 (within the MPO) |
| identifying priority segments. This study would evaluate short-term options including the potential for hard-shoulder running during peak periods, and longer-term needs (10 or more years) and associated long-term capacity projects within the corridor building from the short-term improvements recommended in StauN3. Following study completion, recommendations ultimately would be eligible for competition within SMART Scale. | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | CMAQ HSIP X | Prescoping Other: |
| Estimated Project Cost (in \$M) | \$0.25 (study) | Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | |
| | | Comments |
| Safety | Projects cou | d alleviate safety issues on I-81 at each interchange. |
| Congestion Mitigation | Projects | may mitigate congestion at each interchange. |
| Accessibility | Minor impact on regional accessibility to jobs. | |
| Land Use | Not applicable within this region. | |
| Environment | Moderate surfac | ce environmental impact with minor emission reductions. |
| Economic Development | | May increase reliability. |





2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number StauN7 | |
|--|------------------------------------|--|--|
| Short Description | | | |
| US 11 North corridor improvement program | | | |
| District | | Local Jurisdiction | |
| Staunton | | Frederick County | |
| VMTP Need Type (Place X in all applica | | | |
| X Corridor of Statewide Significanc | e Regio | unal Network UDAs X Safety | |
| Needs Addressed from VMTP Need | ds Assessment (List need | s as numbered in reports) | |
| ST. 4 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway X Bike/Pedestrian | Bus Transit Ro | ail Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | | | |
| US 11 corridor improvement program from Old Charles Town Road (RT 761) to Exit 323, including intersection improvements in Clear Brook. This recommendation would conduct a study to consider the optimal approach to expand capacity and operational conditions within this corridor, particularly related to the recommendation StauN4 which widens US 11 to a 6 lane divided section from Exit 317 to Old Charles Town Road. Implementation of study recommendations could include capacity improvements, intersection improvements, safety enhancements, bicycle/pedestrian network, and access management, and could compete for SMART Scale funding or HSIP funds. | | | |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE TAP Estimated Project Cost (in \$M) | CMAQ XHSIP X | Prescoping Other: | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Will address s | safety issues within cross-section and at intersections. | |
| Congestion Mitigation | Projects mo | y mitigate congestion, particularly at intersections. | |
| Accessibility | Mir | nor impact on regional accessibility to jobs. | |
| Land Use | Not applicable within this region. | | |
| Environment | Surface environ | mental impact with small potential to reduce emissions. | |
| Economic Development | | ort enhanced access to existing/future businesses | |
| | | | |

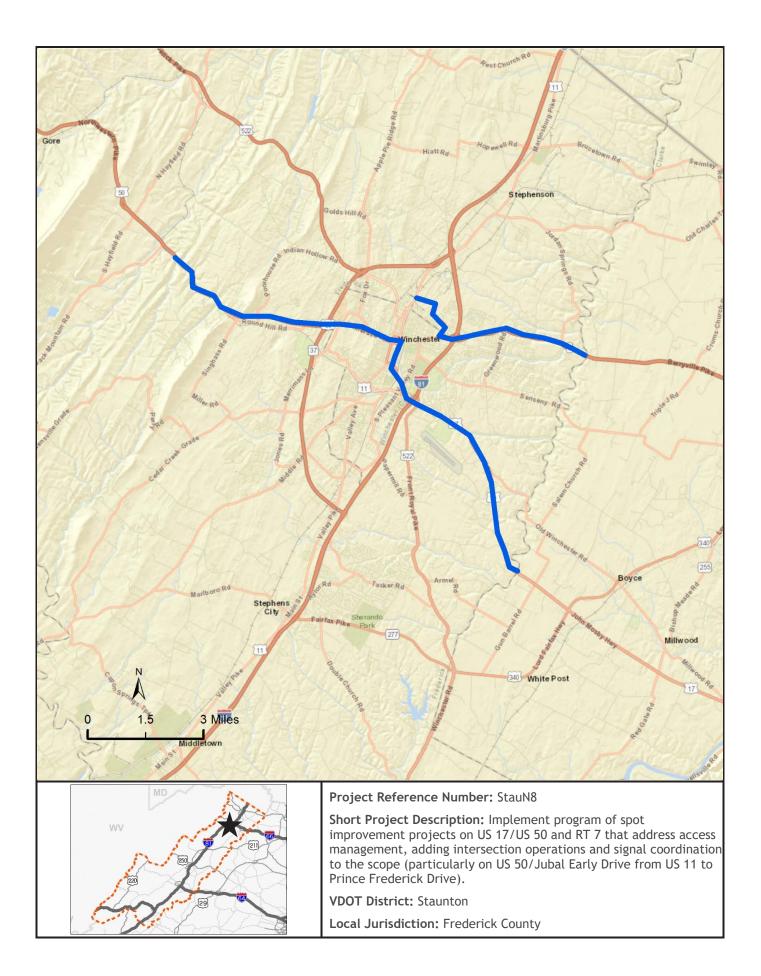






2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number StauN8 | |
|---|---|--|-------|
| Short Description Implement program of spot improvement p | projects on US 17/US 50 and | Rt. 7 | |
| District Staunton | | Local Jurisdiction Frederick County | _ |
| VMTP Need Type (Place X in all applicable boxes) X Corridor of Statewide Significance X Regional Network | | | |
| Needs Addressed from VMTP Need | ds Assessment (List need | ls as numbered in reports) | |
| ST. 8 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features Type (Place X in all applicable boxes) | | | |
| XHighwayBike/PedestrianDetailed Description of Improvements | Bus Transit Ro | ail Transit Freight Rail Travel Demand Managen | nent |
| MPO. Following study completion, imp that address access management, int | lement comprehensive ersection capacity and | nts in the US 17/US 50 and Rt. 7 corridors within the WinFred program of spot improvement projects on US 17/US 50 and F operations, and signal coordination (including the section o ovements ultimately could be funded through a combinatio | of US |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP Estimated Project Cost (in \$M) | CMAQ XHSIP X | Prescoping Other: | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Access mgm | t and safety improvements will alleviate safety issues. | |
| Congestion Mitigation | Access mgmta | nd intersection improvements may address congestion. | |
| Accessibility | Minor impact on regional accessibility to jobs. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Minimal surface environmental impact; emission benefits | | |
| Economic Development | Will improve | reliability for commercial vehicles on US 50 and RT. 7. | |

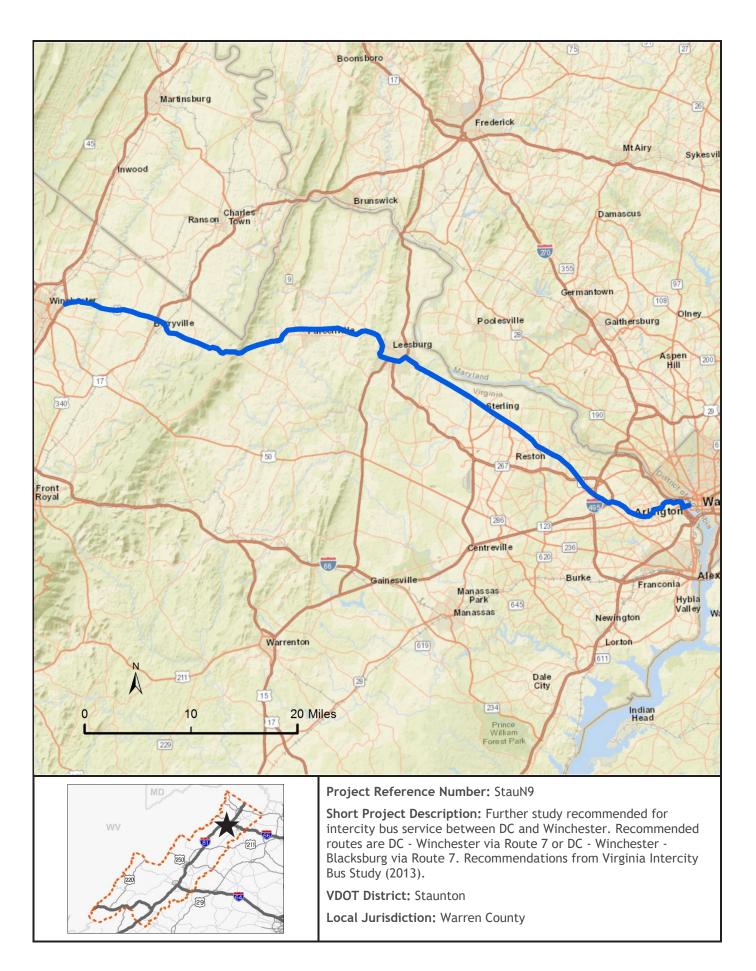






2025 Tier 1 Recommendation Profile

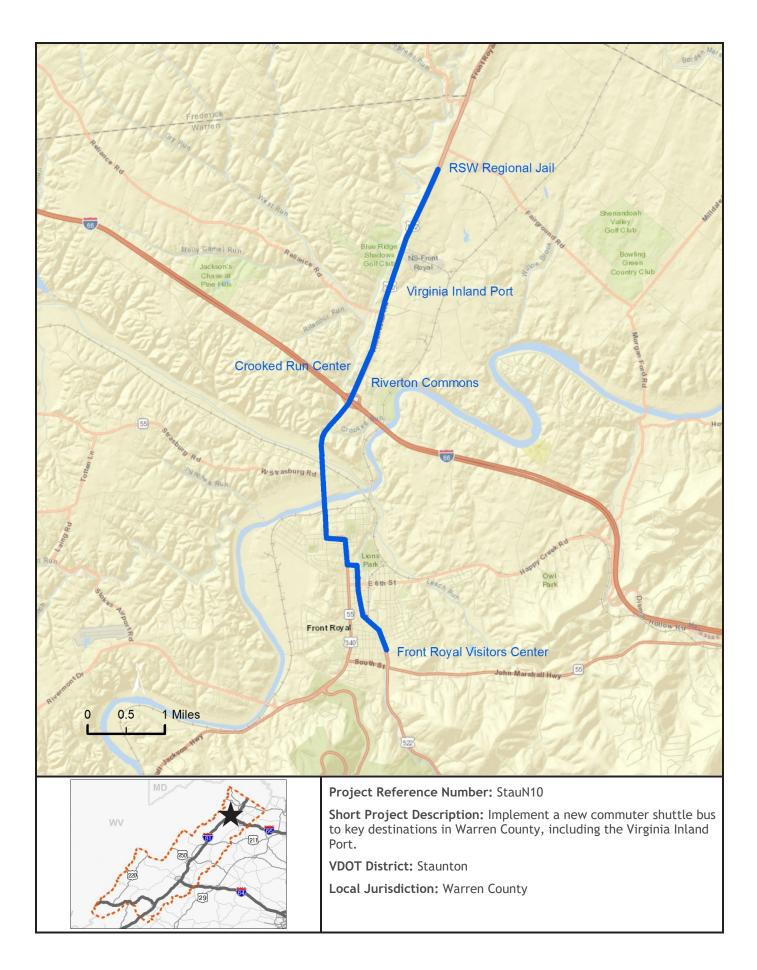
| Recommendation Details | | Project Reference Number StauN9 |
|--|------------------------------------|--|
| Short Description Implement intercity bus service from DC to | Winchester | |
| | | wight of the se |
| District Staunton | Local Ji Multip | urisdiction |
| VMTP Need Type (Place X in all applica | | |
| Corridor of Statewide Significance | | ork X UDAs Safety |
| Needs Addressed from VMTP Need | ds Assessment (List needs as numbe | red in reports) |
| ST. 8 | | |
| Project Status: | Unfunded P | ipeline Project |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| Highway Bike/Pedestrian | X Bus Transit Rail Transit | Freight Rail Travel Demand Management |
| Detailed Description of Improvements | | |
| | - | ington DC via Route 7 or service connecting DC to ad routes from the Virginia Intercity Bus Study (2013). |
| | | |
| | | |
| | | |
| | | |
| Potential Funding Sources | | |
| (Place X in all applicable boxes) | | |
| X SMART SCALE TAP | CMAQ HSIP X Prescopir | ng Other: |
| Estimated Project Cost (in \$M) | TBD by study Right c | of Way Required for Project |
| If Applicable, Crear Coale Dreis | | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Project | - | |
| | | Comments |
| Safety | Reduction in congest | ion reduces crashes and increases safety |
| Congestion Mitigation | New service could remo | ve personal car trips, improving congestion. |
| Accessibility | New intercity service | will increase regional transit accessibility |
| Land Use | Not ap | plicable within this region. |
| Environment | Minimal surface er | vironmental impact; emission benefits |
| Economic Development | Will increase attractiver | ness of Winchester area for new businesses. |
| | | |







| Recommendation Details | | Project Reference Number StauN10 |
|---|---|---|
| Short Description | | |
| Commuter shuttle bus in Warren County | | |
| District | | Local Jurisdiction |
| Staunton | | Warren County |
| VMTP Need Type (Place X in all applic Corridor of Statewide Significance | | nal Network UDAs Safety |
| Needs Addressed from VMTP Need ST. 9 | ds Assessment (List need | s as numbered in reports) |
| Project Status: | Un | funded Pipeline Project |
| Recommendation Features Type (Place X in all applicable boxes) Highway Bike/Pedestrian | X Bus Transit Ro | ail Transit Freight Rail Travel Demand Management |
| associated industry/logistics firms. The Wal-Mart), and Crooked Run Center (a | shuttle will also provides anchored by Target) (VR | Warren County, including the Virginia Inland Port and service to RSW Regional Jail, Riverton Commons (anchored by T, West Central TDP, 2015). SMART Scale could be used to vered through FTA formula funds administered by DRPT. |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE TAP Estimated Project Cost (in \$M) | CMAQ HSIP \$ 0.20 | Prescoping X Other: FTA discretionary Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | |
| Safety | Reduction i | n congestion reduces crashes and increases safety |
| Congestion Mitigation | | nal vehicles off the road will help congestion issues. |
| Accessibility | | e impact on regional transit accessibility to jobs. |
| Land Use | | Not applicable within this region. |
| Environment | Minimal surface environmental impact; emission benefits | |
| | | |
| Economic Development | Will increase | e attractiveness of Warren County for new business. |

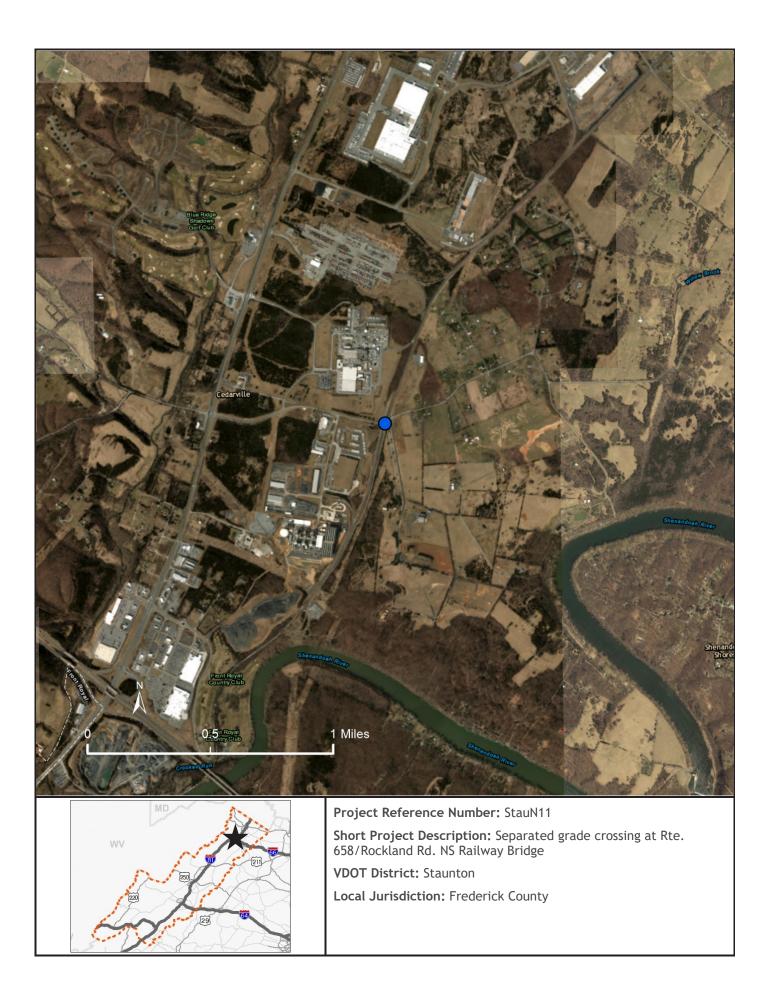






2025 Tier 1 Recommendation Profile

| Recommendation Details | Project Reference Number StauN11 | |
|--|--|--|
| Short Description | | |
| Separated grade crossing at Rt. 658/Rocklo | ind Kd. NS Kailway Bridge | |
| District | Local Jurisdiction | |
| | Frederick County | |
| VMTP Need Type (Place X in all applied Corridor of Statewide Significance | | |
| | ds Assessment (List needs as numbered in reports) | |
| ST. 9 | | |
| Project Status: | Unfunded Pipeline Project | |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| X Highway Bike/Pedestrian | Bus Transit X Freight Rail X Travel Demand Management | |
| Detailed Description of Improvements | | |
| the neighborhood and preventing em | ge: Rail traffic is currently restricting access to a neighborhood of 450 homes, isolating ergency vehicle access. This project would create a grade separated crossing (Smart t was also mentioned in the Master Rail Plan for the Port of Virginia). | |
| Potential Funding Sources (Place X in all applicable boxes) | | |
| | CMAQ X HSIP X Prescoping Other: | |
| Estimated Project Cost (in \$M) | \$ 12.98 Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility | | |
| Based on Qualitative Review of Projec | Comments | |
| Safety | Increases safety by eliminating vehicle-train conflicts | |
| Congestion Mitigation | Reduces congestion due to train crossing | |
| Accessibility | No net increase in access to jobs. | |
| Land Use | Not applicable within this region. | |
| Environment | Minimal surface environmental impact and minor emissions benefit. | |
| | | |
| Economic Development | Increase in reliability | |







2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

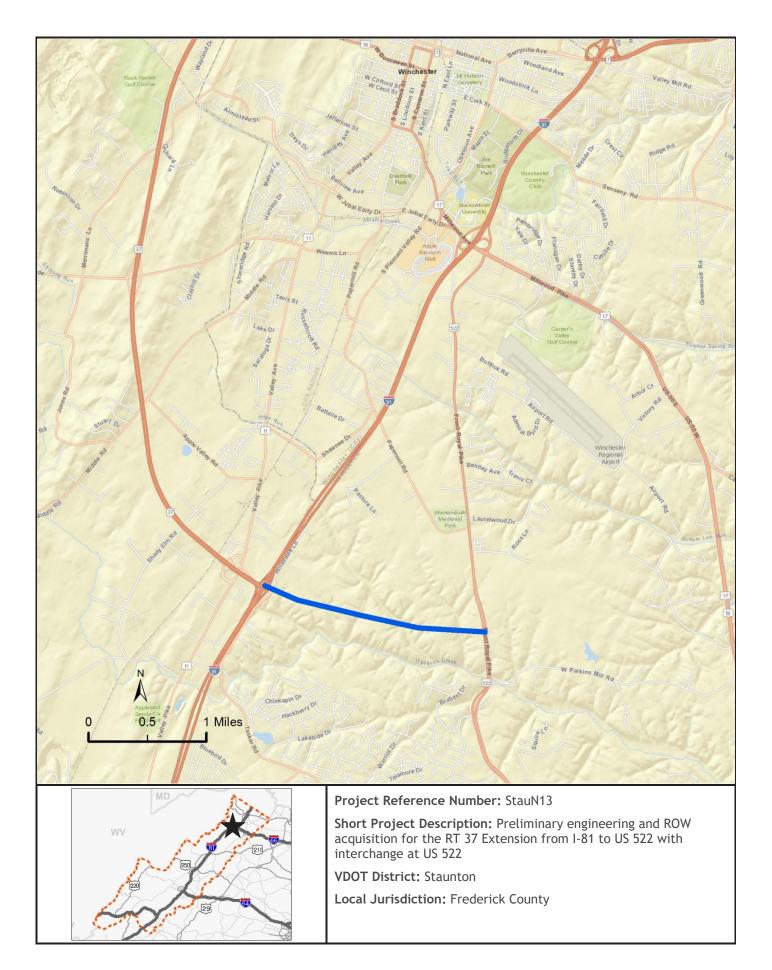
| Recommendation Details | | Project Reference Number | StauN12 |
|---|----------------------------------|--|--------------|
| Short Description | | | |
| Support the development of off terminal rai | l infrastructure improvements | | |
| District | [| Jurisdiction | |
| Staunton | Mult | iple | |
| VMTP Need Type (Place X in all applica | | | |
| Corridor of Statewide Significance | | | Safety |
| Needs Addressed from VMTP Need | s Assessment (List needs as numb | pered in reports) | |
| ST. 9 | | | |
| Project Status: | Unfunded | Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | Bus Transit Rail Transit | X Freight Rail X Travel Demand | d Management |
| Detailed Description of Improvements | | | |
| operations at Inland Port with Norfolk S growth projections at Port and the Mas | | dditional working tracks at the Port of Virg ia (2015). | inia, per |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE | MAQ HSIP X Prescop | oing X Other: | |
| Estimated Project Cost (in \$M) | TBD by study Right | t of Way Required for Project | |
| If Applicable: Smart Scale Project Based on Qualitative Review of Project | - | | |
| , , , , , , , , , , , , , , , , , , , | | Comments | |
| Safety | | | |
| Congestion Mitigation | | | |
| Accessibility | | | |
| Land Use | | | |
| Environment | | | |
| Economic Development | | | |





2025 Tier 1 Recommendation Profile

| Recommendation Details | Project Reference Number StauN13 | | |
|--|---|--|--|
| Short Description | | | |
| Planning, engineering and ROW for the Rt. 3 | 37 Extension from I-81 to US 522 | | |
| District | Local Jurisdiction | | |
| Staunton | Frederick County | | |
| VMTP Need Type (Place X in all application of Statewide Significance) | | | |
| | Is Assessment (List needs as numbered in reports) | | |
| ST. 10 | | | |
| Project Status: | New Project Idea | | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian Detailed Description of Improvements | Bus Transit Rail Transit Freight Rail Travel Demand Management | | |
| Advance preliminary engineering, ROW acquisition, and construct the RT 37 Extension from I-81 to US 522 with an interchange at US 522 (WinFred MPO LRTP). This connection, located equidistant between Exits 307 and 313 offers a new network connection that will divert traffic from Exits 310 and 307 while also providing additional and more efficient access to the Virginia Inland Port. | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | MAQ HSIP X Prescoping X Other: Potential developer proffers | | |
| Estimated Project Cost (in \$M) | \$ 90.92 Right of Way Required for Project Y | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Reduction in congestion reduces crashes and increases safety | | |
| Congestion Mitigation | Congestion benefits on adjacent interchanges. | | |
| Accessibility | Minor net increase in regional access to jobs. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Significant surface environmental impact and minor emissions benefit. | | |
| Economic Development | Supports enhanced access near the Virginia Inland Port. | | |







2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number | r StauN14 |
|---|-----------------------------|------------------------------------|------------------|
| Short Description | | | |
| Study travel demand, congestion, and moc | le choice issues in northea | st Frederick County | |
| District | | Local Jurisdiction | |
| Staunton | | Frederick County | |
| VMTP Need Type (Place X in all applica | | | _ |
| X Corridor of Statewide Significance | e Regio | onal Network UDAs | Safety |
| Needs Addressed from VMTP Need | ls Assessment (List need | is as numbered in reports) | |
| ST. 10 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| X Highway X Bike/Pedestrian | X Bus Transit X R | ail Transit Freight Rail Travel De | emand Management |
| Detailed Description of Improvements | | | |
| Study and evaluate travel demand, congestion, connectivity, and mode choice issues within Frederick County within the general area connecting the Route 37 Extension (recommendation StauN13) to Route 7. Given the conceptual, needs based approach within this study, potential capital funding sources have not been identified. | | | |
| | | | |
| | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| SMART SCALE TAP C | MAQ HSIP X | Prescoping Other: | |
| Estimated Project Cost (in \$M) | \$0.25 (study) | Right of Way Required for Project |] |
| If Applicable: Smart Scale Proje | ct Feasibility | | |
| Based on Qualitative Review of Project | - | | |
| | | Comments | |
| Safety | | | |
| Congestion Mitigation | | | |
| Accessibility | | | |
| Land Use | | | |
| Environment | | | |
| Economic Development | | | |
| | | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

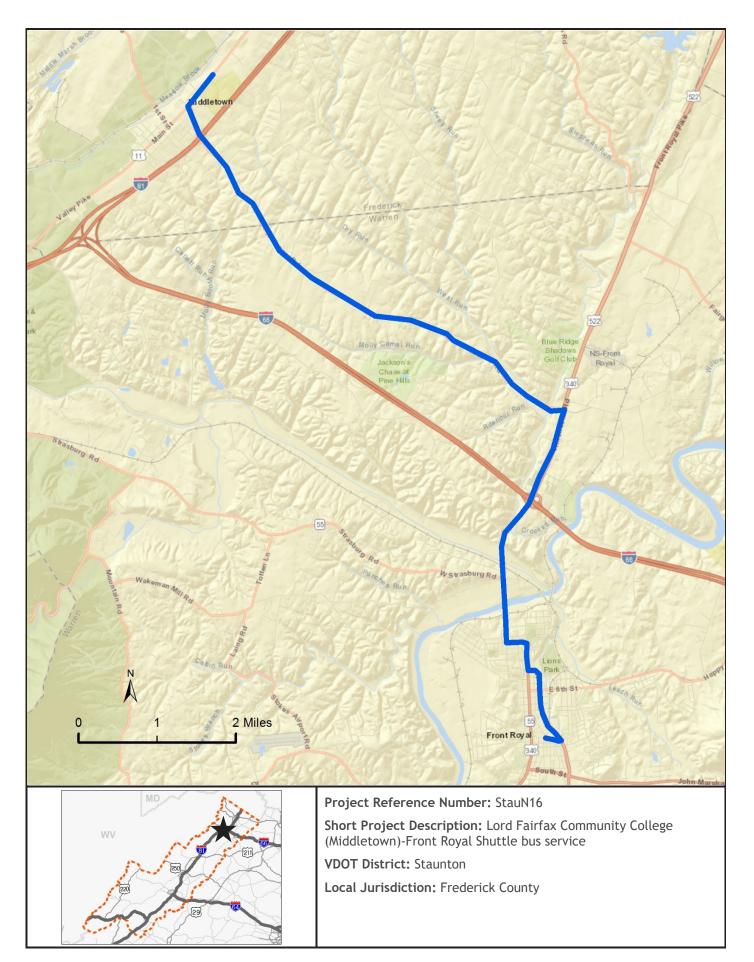
| Recommendation Details | | Project Reference Number StauN15 | |
|--|--|--|--|
| Short Description Park-and-ride, mode choice, and TDM strategies on Rt. 55 in Warren County | | | |
| District | | Local Jurisdiction | |
| Staunton | | Warren County | |
| VMTP Need Type (Place X in all applica | able boxes) | | |
| X Corridor of Statewide Significanc | e Reg | ional Network UDAs Safety | |
| Needs Addressed from VMTP Need | ls Assessment (List nee | ds as numbered in reports) | |
| ST. 11 | | | |
| Project Status: | U | nfunded Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian Detailed Description of Improvements | X Bus Transit | Rail Transit Freight Rail Travel Demand Management | |
| | | | |
| Potential Funding Sources (Place X in all applicable boxes) | | | |
| X SMART SCALE TAP | CMAQ HSIP X | Prescoping Other: | |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | |
| Safety | Reduction in congestion reduces crashes and increases safety | | |
| Congestion Mitigation | TDM enhancements improve congestion | | |
| Accessibility | Increase multi-modal accessibility | | |
| Land Use | Not applicable within this region. | | |
| Environment | Air Quality/Environmental Impact | | |
| Economic Development | Increase in reliability | | |





2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number StauN16 | |
|--|--|---|--|
| Short Description | | | |
| Lord Fairfax Community College (Middletor | wn)-Front Royal Shuttle bus se | prvice | |
| District | | Local Jurisdiction | |
| Staunton | | Multiple | |
| VMTP Need Type (Place X in all applice | able boxes) | | |
| X Corridor of Statewide Significance | e Region | al Network UDAs Safety | |
| Needs Addressed from VMTP Need | ds Assessment (List needs | as numbered in reports) | |
| ST. 11 | | | |
| Project Status: | Unf | unded Pipeline Project | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | X Bus Transit Rai | I Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements | | | |
| per TDP recommendations. SMART Scale could be used to support expansion vehicle purchases, operations would be covered through FTA formula funds administered through DRPT. | | | |
| Potential Funding Sources | | | |
| (Place X in all applicable boxes) | | | |
| X SMART SCALE TAP | CMAQ HSIP P | rescoping X Other: FTA discretionary | |
| Estimated Project Cost (in \$M) | \$ 0.15 | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | |
| C - (-) | | Comments | |
| Safety | | congestion reduces crashes and increases safety | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | | |
| Accessibility | Notable | impact on regional transit accessibility to jobs. | |
| Land Use | Not applicable within this region. | | |
| Environment | Minimal surface environmental impact; emission benefits | | |
| Economic Development | Will increase | attractiveness of Warren County for new business. | |







2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number | StauN17 |
|--|---|--|--------------------------------------|
| Short Description | | | |
| Regional park-and-ride and vanpooling st | udy and new initiatives | | |
| District | | Local Jurisdiction | |
| Staunton | | Warren County | |
| VMTP Need Type (Place X in all applic | cable boxes) | | |
| X Corridor of Statewide Significan | ce Regio | uDAs | Safety |
| Needs Addressed from VMTP Nee | ds Assessment (List need | s as numbered in reports) | |
| ST. 11 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features | | | |
| Type (Place X in all applicable boxes) | | | |
| Highway Bike/Pedestrian | Bus Transit R | ail Transit Freight Rail Travel Demo | and Management |
| Detailed Description of Improvements | | | |
| Vanpool Alliance and/or introducing ince in the workplace to employer-funded tran | ntives aimed at attracting n sit benefits. Encourage the o potential demand for highe | . Implement study solutions. Consider joining the North ew vanpoolers, focused on those individuals who do r developing of slugging through providing a designate r-capacity transit, likely in the form of Commuter Bus, t | not have access d space for slugs |
| Potential Funding Sources (Place X in all applicable boxes) | | | |
| SMART SCALE | cmaq hsip | Prescoping X Other: FTA discre | etionary |
| Estimated Project Cost (in \$M) | \$0.10 (study) | Right of Way Required for Project | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Project | | Comments | |
| Safety | | | |
| Congestion Mitigation | | | |
| Accessibility | | | |
| Land Use | | | |
| Environment | | | |
| Economic Development | | | |
| | | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number StauN18 |
|--|--|
| Short Description | |
| Complete a new study to evaluate the feasibility of weekday com | muter bus service from Winchester to Northern Virginia and DC. |
| District | Local Jurisdiction |
| Staunton | Frederick County |
| VMTP Need Type (Place X in all applicable boxes) | |
| Corridor of Statewide Significance X Re | gional Network X UDAs Safety |
| Needs Addressed from VMTP Needs Assessment (List ne | eeds as numbered in reports) |
| ST. 8 | |
| Project Status: | New Project Idea |
| Recommendation Features | |
| Type (Place X in all applicable boxes) | |
| Highway Bike/Pedestrian X Bus Transit | Rail Transit Freight Rail Travel Demand Management |
| Detailed Description of Improvements | ay commuter bus service from Winchester to Northern Virginia and |
| DC. | |
| Potential Funding Sources (Place X in all applicable boxes) | |
| SMART SCALE TAP CMAQ HSIP | Prescoping X Other: DRPT/FTA discretionary |
| Estimated Project Cost (in \$M) \$0.10 (study) | Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | Comments |
| Safety | |
| Congestion Mitigation | |
| Accessibility | |
| Land Use | |
| Environment | |
| Economic Development | |
| | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details Short Description | Project Reference Number StauN19 | |
|---|--|--|
| Conduct a study to examine freight movement and needs on VA | 37 and VA 277 | |
| District | Local Jurisdiction | |
| Staunton | Multiple | |
| VMTP Need Type (Place X in all applicable boxes) | | |
| XCorridor of Statewide SignificanceXR | Regional Network UDAs Safety | |
| Needs Addressed from VMTP Needs Assessment (List n | eeds as numbered in reports) | |
| ST. 10 | | |
| Project Status: | New Project Idea | |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| X Highway Bike/Pedestrian Bus Transit | Rail Transit Freight Rail Travel Demand Management | |
| Detailed Description of Improvements Conduct a study to examine freight movement and needs | | |
| | | |
| Potential Funding Sources (Place X in all applicable boxes) | | |
| SMART SCALE TAP CMAQ HSIP | Prescoping X Other: DRPT/FTA discretionary | |
| Estimated Project Cost (in \$M) \$0.10 (study) | Right of Way Required for Project | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | |
| | Comments | |
| Safety | | |
| Congestion Mitigation | | |
| Accessibility | | |
| Land Use | | |
| Environment | | |
| Economic Development | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | | Project Reference Number StauS1 |
|--|---|---|
| Short Description | on and SAWMPO Bike /Pedestri | an Plans |
| | | |
| District Staunton | i | ocal Jurisdiction Multiple |
| VMTP Need Type (Place X in all application | ble boxes) | |
| Corridor of Statewide Significance | e X Regiona | al Network X UDAs Safety |
| Needs Addressed from VMTP Need | ls Assessment (List needs a | s numbered in reports) |
| ST. 1 / ST. 12 | | |
| Project Status: | Unfu | nded Pipeline Project |
| Recommendation Features | | |
| Type (Place X in all applicable boxes) | | |
| Highway X Bike/Pedestrian | Bus Transit Rail | Transit Freight Rail Travel Demand Management |
| Detailed Description of Improvements | | |
| Implement short-term recommendations from the Staunton Bicycle and Pedestrian Plan and regional SAWMPO Bike and Pedestrian Plan (as recommended by the SAWMPO Bicycle & Pedestrian Program and Staunton Bicycle Pedestrian Advisory Committee, Annual Work Plan 2016). Study funding would be through MPO and local funds, ultimate implementation of recommendations may come through SMART Scale, transportation alternatives, or HSIP. | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | CMAQ XHSIP XPr | escoping X Other: MPO/local funding for study |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | |
| | | Comments |
| Safety | Will address bicycle and pedestrian safety and reduce conflicts. | |
| Congestion Mitigation | Taking personal vehicles off the road will help congestion issues. | |
| Accessibility | Increase multi-modal accessibility | |
| Land Use | Not applicable within this region. | |
| Environment | Negligible surface environment impact; emission benefits | |
| Economic Development | Should increase the development potential of Staunton/Waynesboro area | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

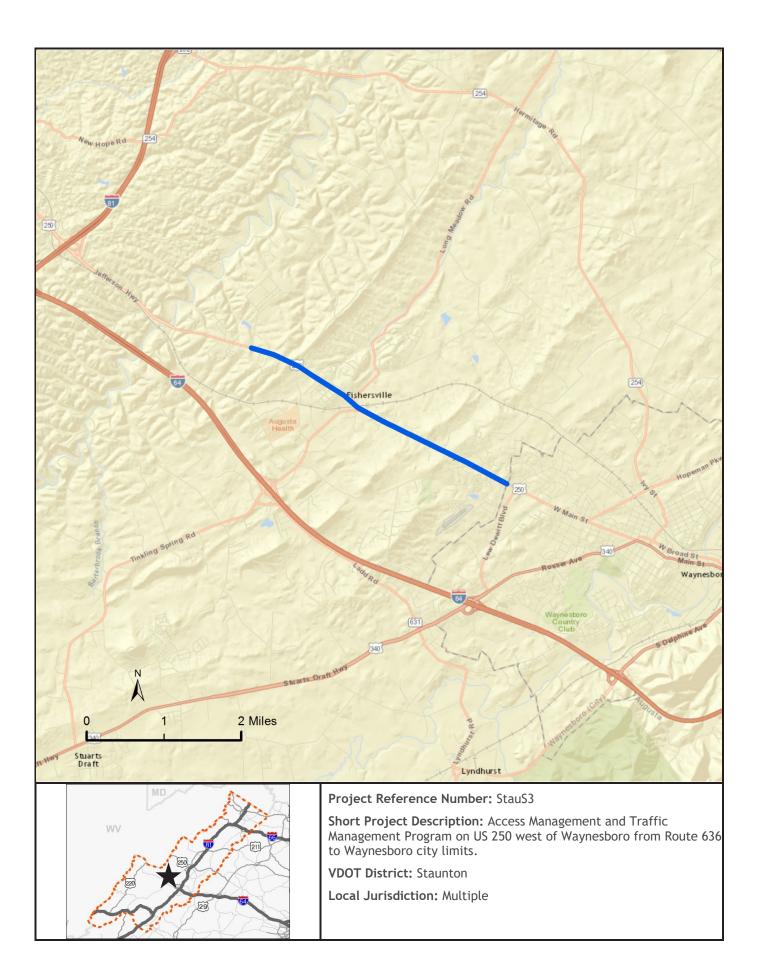
| Recommendation Details | Project Reference Number StauS2 |
|---|--|
| Short Description | |
| Increase new hourly fixed-route Brite Bus service on US 250 | |
| District | Local Jurisdiction |
| Staunton | Multiple |
| VMTP Need Type (Place X in all applicable boxes) | |
| | jional Network X UDAs Safety |
| Needs Addressed from VMTP Needs Assessment (List nee | eds as numbered in reports) |
| ST. 1 | |
| Project Status: | Infunded Pipeline Project |
| Recommendation Features | |
| Type (Place X in all applicable boxes) | |
| Highway Bike/Pedestrian X Bus Transit | Rail Transit Freight Rail X Travel Demand Management |
| Detailed Description of Improvements | |
| employment centers. Estimated project cost is to be determi vehicle fleet would accommodate this service expansion. | ned at this time, pending assessment if current and planned |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE TAP CMAQ HSIP | Prescoping X Other: DRPT/FTA discretionary |
| | |
| Estimated Project Cost (in \$M) No capital | Right of Way Required for Project |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | Comments |
| Safety | |
| Congestion Mitigation | |
| Accessibility | |
| Land Use | |
| Environment | |
| | |
| Economic Development | |





2025 Tier 1 Recommendation Profile

| Recommendation Details | | Project Reference Number | Stau\$3 |
|---|--|--|----------------|
| Short Description Access Management and Traffic Managem | nent Program on US 250 | | |
| District Staunton | | Local Jurisdiction Multiple | |
| | VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network UDAs X Safety | | |
| Needs Addressed from VMTP Need | ds Assessment (List need | s as numbered in reports) | |
| ST. 1 | | | |
| Project Status: | | New Project Idea | |
| Recommendation Features Type (Place X in all applicable boxes) | | | |
| X Highway Bike/Pedestrian Detailed Description of Improvements | Bus Transit Ro | ail Transit Freight Rail Travel Dema | ind Management |
| prescoping funds through potentially t other traffic management strategies in | he VDOT STARS program the corridor. Ultimately, | Waynesboro city limits. Recommendation indic could support establishing the access manage improvements within the corridor, depending o operational focused), HSIP, or revenue sharing. | ment plan and |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE | cmaq hsip X | Prescoping X Other: Revenue | sharing |
| Estimated Project Cost (in \$M) | TBD by study | Right of Way Required for Project | |
| If Applicable: Smart Scale Proje Based on Qualitative Review of Projec | - | Comments | |
| Safety | Projec | is may address safety issues within the corridor. | |
| Congestion Mitigation | Projects may address intersection related delay. | | |
| Accessibility | Projects will minimally increase regional accessibility. | | |
| Land Use | Not applicable within this region. | | |
| Environment | Negligib | e surface environment impact; emission benefit | S |
| Economic Development | Program shou | d increase the development potential of the co | prridor. |







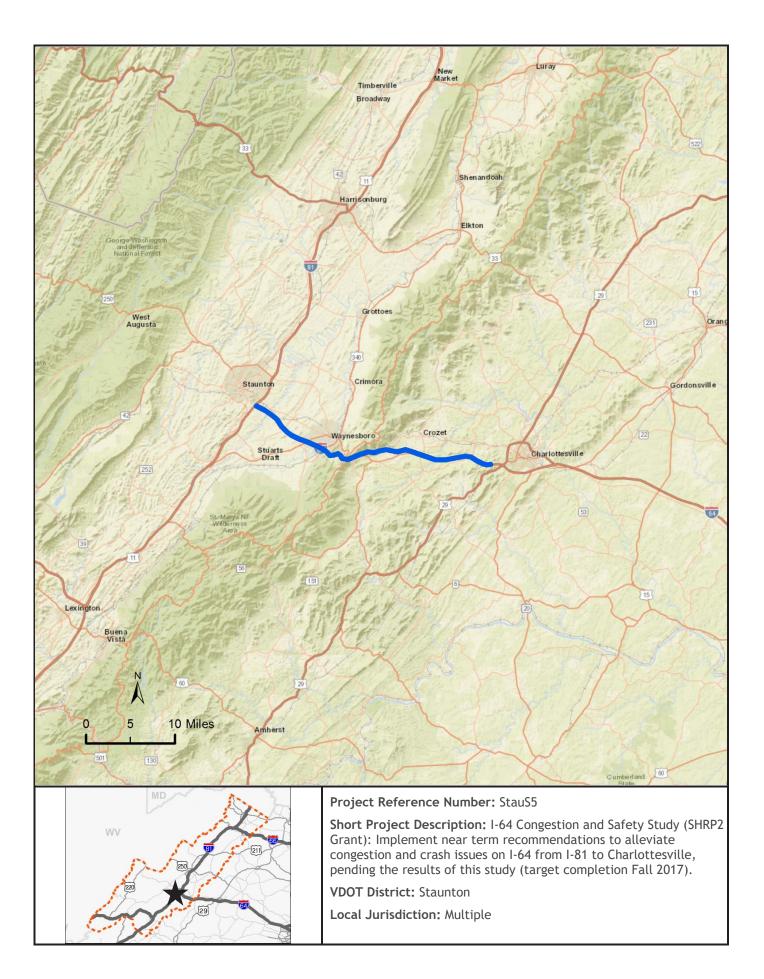
Based on Analysis of VMTP Needs Assessments

| Recommendation Details Short Description | Project Reference Number StauS4 | |
|---|--|--|
| Implement I-81/I-64 corridor intercity bus stu District Staunton VMTP Need Type (Place X in all applic) | Local Jurisdiction Multiple | |
| Corridor of Statewide Significance | | |
| Project Status: | Unfunded Pipeline Project | |
| Recommendation Features Type (Place X in all applicable boxes) Highway Bike/Pedestrian X Bus Transit Rail Transit Detailed Description of Improvements Implement new I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 intercity bus service between JMU (Harrisonburg) study to connect to amploy through Friday to connect to amploy through Friday to connect to | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | |
| Safety | Reduction in congestion reduces crashes and increases safety | |
| Congestion Mitigation | New service could remove personal car trips, improving congestion. | |
| Accessibility | New intercity service will increase regional transit accessibility | |
| Land Use Environment | Not applicable within this region. No surface environmental impac; significant emission benefits | |
| Economic Development | Increase attractiveness of Harrisonburg area | |





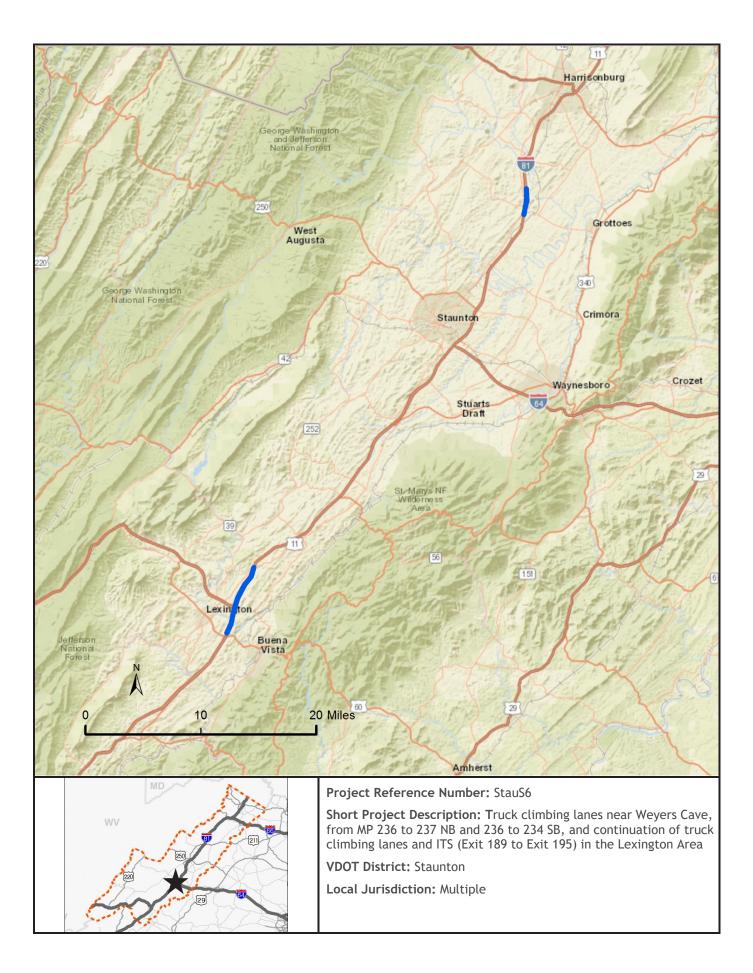
| Recommendation Details | | Project Reference Numb | er Stau\$5 | |
|---|---|---|-------------------|--|
| Short Description | | | | |
| I-64 Congestion and Safety Study | | | | |
| District | | Local Jurisdiction | | |
| Staunton | | Multiple | | |
| VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network UDAs X | | | | |
| Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) ST. 1 | | | | |
| Project Status: | roject Status: Unfunded Pipeline Project | | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| X Highway Bike/Pedestrian | Bus Transit Ro | il Transit Freight Rail Travel I | Demand Management | |
| Detailed Description of Improvements | | | Ū. | |
| I-64 Congestion and Safety Study (SHRP2 Grant): Implement near term recommendations to alleviate congestion and crash issues on I-64 from I-81 to Charlottesville, pending the results of this study (target completion Fall 2017). Depending on final recommendations, projects could be funded through SMART Scale or HSIP. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ X HSIP Prescoping Other: | | | | |
| Estimated Project Cost (in \$M) TBD by study Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project Comments | | | | |
| Safety | Re | commendations will address safety issues. | | |
| <i>'</i> | | | | |
| Congestion Mitigation | Recommendations will address corridor congestion issues. | | | |
| Accessibility | Recommendations will support enhancing regional accessibility. | | | |
| Land Use | Not applicable within this region. | | | |
| Environment | Potential surface environmental impact and minor emission benefits, | | | |
| Economic Development | May support | egional economic development and I-64 | reliability. | |







| Recommendation Details | | Project Reference Number | StauS6 | |
|---|---|--------------------------|--------|--|
| Short Description | | | | |
| Truck climbing lanes on I-81 near Weyers Co | ave and I-81 ITS improveme | nts in Lexington area | | |
| District | | Local Jurisdiction | | |
| Staunton | | Multiple | | |
| VMTP Need Type (Place X in all applicable boxes) X Corridor of Statewide Significance X Regional Network UDAs X | | | | |
| Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) ST. 5 | | | | |
| Project Status: | Unfunded Pipeline Project | | | |
| Recommendation Features Type (Place X in all applicable boxes) X Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management Detailed Description of Improvements This recommendation includes multiple I-81 projects within rural areas of the Staunton District including near Weyers Cave and Lexington. The projects include: truck climbing lanes near Weyers Cave, from MP 236 to 237 NB and 236 to 234 SB, and continuation of truck climbing lanes and ITS (Exit 189 to Exit 195) in the Lexington Area. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) X SMART SCALE TAP CMAQ X HSIP Prescoping Other: Estimated Project Cost (in \$M) \$ 54.19 Right of Way Required for Project If Applicable: Smart Scale Project Feasibility | | | | |
| Based on Qualitative Review of Projec | † | Comments | | |
| Safety | Truck climbing lanes will help mitigate safety issues | | | |
| Congestion Mitigation | Truck climbing lanes may minimally reduce congestion. | | | |
| Accessibility | Minimal impact on regional accessibility. | | | |
| Land Use | Not applicable within this region. | | | |
| Environment | Minor surface environmental impact, no emissions benefit. | | | |
| Economic Development | Projects will support improved travel time reliability on I-81. | | | |







Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number StauS7 | | | |
|--|---------------------------------|--|--|--|
| Short Description | | | | |
| Implement the recommendations of the Central Shenandoah Planning Commission TDM plan | | | | |
| District | Local Jurisdiction | | | |
| Staunton | Multiple | | | |
| VMTP Need Type (Place X in all applicable boxes) Corridor of Statewide Significance X Regional Network X UDAs | | | | |
| Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) ST. 2 / ST. 5 / ST. 12 | | | | |
| Project Status: | Unfunded Pipeline Project | | | |
| Recommendation Features Type (Place X in all applicable boxes) Highway Bike/Pedestrian Bus Transit Rail Transit Detailed Description of Improvements Implement the recommendations of the Central Shenandoah Planning Commission TDM plan, to be updated in 2017. Draft recommendations include improving the RideShare program, creating a pilot vanpool program for rural industrial workers, transit travel training for seniors, and new signage in park-and-rides, and new employer services. | | | | |
| Potential Funding Sources (Place X in all applicable boxes) SMART SCALE TAP CMAQ HSIP Prescoping X Other: DRPT/FTA discretionary Estimated Project Cost (in \$M) TBD by study Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | Comments | | | |
| Safety | | | | |
| Congestion Mitigation | | | | |
| Accessibility | | | | |
| Land Use | | | | |
| Environment | | | | |
| | | | | |
| Economic Development | | | | |





2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

| Recommendation Details | Project Reference Number StauS8 | | | |
|---|---|--|--|--|
| Short Description | | | | |
| Waynesboro bicycle network and transportation demand management | | | | |
| District | Local Jurisdiction | | | |
| Staunton | Waynesboro City | | | |
| VMTP Need Type (Place X in all applicable boxes) | | | | |
| Corridor of Statewide Significance X Regional Network X UDAs Safety | | | | |
| Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports) ST. 12 | | | | |
| Project Status: Unfunded Pipeline Project | | | | |
| Recommendation Features | | | | |
| Type (Place X in all applicable boxes) | | | | |
| Highway X Bike/Pedestrian Bus Transit R | ail Transit Freight Rail X Travel Demand Management | | | |
| Detailed Description of Improvements | | | | |
| in the plan. Given the scope and cost of these projects, preferred funding sources include VDOT urban maintenance funds (for repaving/striping projects), or transportation alternatives and HSIP funding for larger projects. | | | | |
| Potential Funding Sources | | | | |
| | | | | |
| SMART SCALE X TAP CMAQ X HSIP X Prescoping X Other: VDOT urban maintenance | | | | |
| Estimated Project Cost (in \$M) \$ 3.45 Right of Way Required for Project | | | | |
| If Applicable: Smart Scale Project Feasibility Based on Qualitative Review of Project | | | | |
| | Comments | | | |
| Safety | | | | |
| Congestion Mitigation | | | | |
| Accessibility | | | | |
| Land Use | | | | |
| Environment | | | | |
| Economic Development | | | | |



