

Rating Criteria				Route 301/Route 17 Intersection			Combination	
				Existing	Short-Term	Mid-Term		
				No Build	Intersection Modification	Quadrant Intersection	Market Street Extension	Quadrant Intersection w/ Market Street Extension
<i>Length (miles)</i>				-	-	-	0.40	-
<i>Performance</i>	<i>Worse or ineffective</i>	<i>Moderate or little change</i>	<i>Better</i>					
<b>Mobility</b>								
Reduce southbound left-turn backup at Route 301 and Route 17 intersection	Does not change southbound left-turn backup	Reduces southbound left-turn backup during most time periods	Reduces southbound left-turn backup during all time periods					
Improve pedestrian curbside accommodation along Route 301	Does not add pedestrian curbside accommodation	Adds pedestrian curbside accommodation on one side of Route 301 in project vicinity	Adds pedestrian curbside accommodation on both sides of Route 301					
Reduce out of direction travel (driving and walking)	Does not change existing travel patterns or increases out of direction travel	Decreases out of direction travel for one of two modes	Decreases out of direction travel for two of two modes					
<b>Safety</b>								
Improve safety for business egress, left turns (access management)	Business egress left from businesses continues to require crossing traffic from both directions	Provides designated waiting places for business egress allowing two stage crossing	Provides designated and protected waiting places for business egress to enter traffic stream					
Improve safety for business ingress from unprotected lefts	Left turning vehicles continue to use thru lanes to access businesses	Provides for right turns for most or all business ingress	Provides right turns and designated/protected waiting places for business ingress					
Improve Route 301 pedestrian/bicycle crossing safety	Does not provide designated safe pedestrian and bicycle crossing options	Adds designated bicycle and pedestrian crossing locations without sidewalk infrastructure	Adds designated bicycle and pedestrian crossing locations with sidewalk infrastructure					
Improve driver compliance with posted speeds between the Rappahannock River bridge and Route 17	Does not influence driver compliance with posted speeds	Modifies the roadway character to influence driver compliance	Significantly modifies the roadway character to influence driver compliance					
<b>Community/Historic/Natural/Civic/Economic Resources</b>								
Enhance community character/Maintain Character Defining Features of the National Register Historic District	Inconsistent with or alters existing community character, NRHD character defining features and community vision	Does not change existing community character/does not contribute to or detract from community vision or alter defining features of NRHD	Enhances existing community character, increases opportunities for preservation of NRHD character-defining features and advances community vision					
Maintain access to local businesses	Reduces access to local businesses	Maintains or modest changes to local business access	Increases safe access to local businesses					
Improve roadside drainage	Reduces drainage function	No change to drainage	Improves drainage in project area					
Streetscape Enhancement (Trees, Landscaping)	Negatively impacts existing streetscape	Minor or no change to streetscape	Adds landscaping and streetscape amenities					
Private Property/Fiscal Value Benefit	Reduces property access to highway	No or modest change to property access to highway	Increases property access to highway					
<b>Cost Effectiveness</b>								
Implementation Duration	Long Project Duration (7+ years)	Moderate Project Duration (4-7 years)	Short Project Duration (0 -4 years)					
Project Cost	High Project Cost (\$5M+)	Moderate Cost (\$2M-\$5M)	Low Cost (\$0-\$2M)					
Private Property Impacts	High Property Impacts (50K+ SF)	Moderate Property Impacts (10K-50K SF)	Few Property Impacts (0-10K SF)					

Not applicable

Better

Moderate or minor change

Worse or ineffective