

Rating Criteria				Options			
				Route 301 through Town			
				Existing	Mid-Term		Long-Term
				No Build	Two-Way Left-Turn Lane	Raised Median	Couplet
<i>Length (miles)</i>				0.47	0.47	0.47	0.76

<i>Performance</i>	<i>Worse or ineffective</i>	<i>Moderate or little change</i>	<i>Better</i>				
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### Mobility

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	Does not add pedestrian curbside accommodation	Adds pedestrian curbside accommodation on one side of Route 301	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				

### Safety

Improve safety for business egress, left turns out to Route 301 (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 from Route 301	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 (Traffic calming potential)	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				

### Community/Historic/Natural/Civic/Economic Resources

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/visibility to local businesses	Maintains or modest changes to local business access/visibility	Increases [safe] access to local businesses				
Improve roadside drainage	Reduces drainage function	No change to drainage	Improves drainage along Route 301				
Streetscape Enhancement (Trees, Landscaping) along Route 301	No landscaping or streetscape amenity	Modest scale landscaping and streetscape amenities	Adds median trees, 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				

 Not applicable

### Cost Effectiveness

Implementation Duration	Long Project Duration (7+ years)	Moderate Project Duration (4-7 years)	Short Project Duration (0-4 years)				
Project Cost	Very High Cost (\$40M+)	High Cost (\$10M-\$40M)	No, Low or Moderate Cost (\$0-\$10M)				
Private Property Impacts	High or Very High Property Impacts (50K+)	Moderate Property Impacts (10K-49K SF)	Few Property Impacts (0-10K SF)				

 Better  
 Moderate or minor change  
 Worse or ineffective