

THOROUGHFARE PLAN (ROAD IMPROVEMENT PLAN)
SPOTSYLVANIA COUNTY, VA

NEW ROADS AND ROAD EXTENSIONS*

| Project | From | To | VDOT Functional Classification (2014) | CoSS | 2020 # of Lanes | 2040 # of Lanes | Ultimate ROW | Description of Improvement | 2020 Length | 2040 Length | 2020 ADT | 2040 ADT | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|--------------------------------------|----------------------------|---|---------------------------------------|------|-----------------|-----------------|--------------|---|-------------|-------------|----------|----------|----------|----------|-------------------------|--------------------|
| Route 606 Service Road-North | Dan Bell Lane | S Roxbury Mill Rd | N/A | N | 0 | 2 | 60/variable | New 2-lane roadway | 0.00 | 0.50 | 0 | 10,800 | unk. | C | UPC 105464 & 111456 | \$8,000,000 |
| Route 606 Service Road-South | Thornburg Plaza II | .1 mile West of north leg of Route 606 Roundabout | N/A | N | 0 | 2 | 60/variable | New 2-lane roadway | 0.00 | 0.60 | 0 | 9,300 | unk. | C | VDOT PCES | \$8,000,000 |
| Guinea Station Road Extension (607) | Massaponax Church Rd (608) | Jefferson Davis Hwy (1) | Local | N | 0 | 2 | 60/variable | New facility: two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 1.15 | 0 | 6,700 | unk. | C | VDOT PCES | \$9,715,440 |
| Massaponax Church Rd Extension (608) | Lake Anna Parkway (208) | Courthouse Rd (208) | N/A | N | 0 | 2 | 60/variable | New Facility: two 12 foot lanes with 6-foot shoulders, sidewalks. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 1.52 | 0 | 2,700 | unk. | B | VDOT PCES | \$12,467,000 |
| Chancellor Road Extension (674) | Old Plank Rd (610) | Plank Rd (3) | N/A | N | 0 | 2 | 60/variable | New 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 0.90 | 0 | 6,000 | unk. | B | VDOT PCES | \$5,211,500 |
| Rollingwood Dr Extended (711) | Harrison Rd (620) | Rollingwood Dr (711) | N/A | N | 0 | 4 | 75'-80' | New 4 lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 1.50 | 0 | 24,000 | unk. | E | VDOT PCES | \$14,650,300 |
| Germanna Point Dr Extension (1029) | Cotter Rd | Spotsylvania Ave | N/A | N | 0 | 4 | 75'-80' | New facility: four 12-foot lanes with 2-foot shoulders, 2'-2' barriers, 1-10' multiuse trail. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 0.91 | 0 | 10,300 | unk. | C | VDOT PCES | \$33,100,000 |
| Houser Dr. Extension (1248) | Houser Dr | Industrial Dr | N/A | N | 0 | 2 | 60/variable | Expand Industrial Park Accessibility with 2-lane connector road. | 0.00 | 0.20 | 0 | 4,000 | unk. | B | VDOT PCES | \$1,921,600 |
| Market St Extension (1489) | Hood Dr (636) | Jefferson Davis Hwy (1) | N/A | N | 0 | 2 | 60/variable | Construct new facility connecting Route 208, Hood Drive, and Route 1 at Market Street. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 1.07 | 0 | 5,700 | unk. | B | VDOT PCES | \$10,847,500 |
| Chancellor Road Spur | Gordon Rd (627) | Chancellor Rd (674) | N/A | N | 0 | 4 | 75'-80' | Construct 4-lane divided facility connecting Gordon Rd with Chancellor Rd | 0.00 | 0.50 | 0 | 15,000 | unk. | B | VDOT PCES | \$10,745,000 |
| Lansdowne Road Extension | Tidewater Trail (2/17) | Russo Drive | N/A | N | 0 | 2 | 60/variable | Extension of Lansdowne Rd to Russo Drive with a 10ft Share Use Path | 0.00 | 0.15 | 0 | 6,000 | unk. | B | VDOT PCES | \$2,152,000 |
| Spotsylvania Pkwy Extension | Smith Station Rd | Gordon Rd (627) | N/A | N | 0 | 4 | 75'-80' | Extension of Spotsylvania Pkwy west to Gordon Rd. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.00 | 3.50 | 0 | 10,000 | unk. | C | VDOT PCES | \$75,215,000 |

* New Concept Facilities (incl. new roads and extensions) as depicted on the corresponding Thoroughfare Plan Map are presented as conceptual alignments only. Further design and study necessary to determine accurate route.

INTERSTATE PROJECTS

| Project | From | To | VDOT Functional Classification (2014) | CoSS | 2020 # of Lanes | 2040 # of Lanes | Ultimate ROW | Description of Improvement | 2020 Length | 2040 Length | 2020 ADT | 2040 ADT | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|--------------------------------------|-----------------------------|-----------------------------|---------------------------------------|------|-----------------|-----------------|--------------|---|-------------|-------------|----------|----------|----------|----------|-------------------------|--------------------|
| Super Ramp Construction | I-95 SB Off-ramp | Mills Dr. (US-17) | Interstate | Y | 0 | 2 | 60 | New SB ramp to provide direct connection between I-95 SB off-ramp and US 17 | 0 | 1.25 | N/A | 20,200 | N/A | E | VDOT PCES | \$90,580,000 |
| Bridge over I-95 | 0.1 mile west of I-95 | 0.1 mile East of I-95 | N/A | N | 0 | 2 | 60 | Bridge between Jackson Village and Alexander's Crossing developments. 4-lanes with bike/ped accommodations. | 0 | 0.20 | N/A | 32,365 | N/A | E | VDOT PCES | \$14,946,000 |
| I-95 Exit 126 Off-Ramp Improvements | I-95 SB Off-Ramp | Southpoint Parkway (711) | Ramp & Principal Arterial | Y | 1 | 2 | N/A | Widen I-95 SB Off-Ramp adding an additional left turn on US 1, and lane from the ramp to Southpoint Parkway. Include a sidewalk and retaining wall. | N/A | N/A | 11,200 | 11,500 | E | B | VDOT Smart Scale | \$15,295,000 |
| I-95 Exit 126 On-Ramp Improvements | US Route 1 | I-95 NB On-Ramp | Ramp & Principal Arterial | Y | 1 | 2 | N/A | Widen I-95 NB On-Ramp and add an additional right turn on US 1 | N/A | N/A | 10,530 | 15,200 | E | C | VDOT Smart Scale | \$26,000,000 |
| I-95 SB Widening | 1.3 miles south of Exit 130 | Exit 126 | Interstate | Y | 3 | 4 | TBA | Widen I-95 SB from 3-lanes to 4-lanes | 2.8 | 2.8 | 71,000 | 106,000 | C | D | VDOT PCES | \$41,000,000 |
| Harrison Road Interchange | I-95 | Harrison Road (620) | Interstate | Y | 0 | 2 | TBA | New I-95 Interchange at Harrison Rd. | 0 | Unk. | N/A | 62,700 | N/A | D | VDOT PCES | \$97,000,000 |
| I-95 Corridor ITS Improvements | 1.3 miles north of Exit 130 | 1.3 miles south of Exit 118 | Interstate | Y | 0 | 0 | TBA | Interchange and variable message signage improvements. CCTV cameras and fiber optic deployment for improved monitoring. | N/A | N/A | N/A | N/A | unk. | unk. | VDOT PCES | \$10,000,000 |
| I-95 Exit 126 NB On-ramp and CD Road | Route 17 | I-95 NB | Interstate | Y | 0 | 2 | TBD | Major intersection improvements and addition on NB ramp from US-17. | 0 | 1.12 | N/A | 15,000 | N/A | C | Kimley-Horn | \$54,270,000 |
| I-95 NB Widening | Exit 126 | Exit 130 | Interstate | Y | 3 | 4 | TBD | Additional I-95 NB General Purpose Lane between Exit 126 and Exit 130. | 4.30 | 4.30 | 74,000 | 102,400 | D | C | VDOT PCES | \$54,000,000 |

ROAD WIDENINGS AND OTHER EXISTING ROAD CORRIDOR IMPROVEMENTS

| Project | From | To | VDOT Functional Classification (2014) | CoSS | 2020 # of Lanes | 2040 # of Lanes | Ultimate ROW | Description of Improvement | 2020 Length | 2040 Length | 2020 ADT | 2040 ADT | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|------------------------------------|---|---|---------------------------------------|------|-----------------|-----------------|--------------|--|-------------|-------------|----------|----------|----------|----------|-------------------------|--------------------|
| Jefferson Davis Hwy (1) | Spotsylvania Co/ Caroline Co. Line | Massaponax Church Rd (608) | Principal Arterial | Y | 4 | 6 | 150/variable | Widen to a 6-lane typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 6.80 | 6.80 | 14,000 | 38,300 | B | C | VDOT PCES | \$107,803,400 |
| Jefferson Davis Hwy (1) | Massaponax Church Rd (608) | Spotsylvania Pkwy (628) | Principal Arterial | Y | 4 | 6 | 150/variable | Widen to a 6-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.35 | 1.95 | 27,000 | 44,500 | B | D | VDOT PCES | \$52,608,300 |
| Jefferson Davis Hwy (1) | Spotsylvania Pkwy (628) | Harrison Rd (620) | Principal Arterial | Y | 4 | 8 | 175/variable | Widen to a 8-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.87 | 3.06 | 55,000 | 65,000 | E | E | VDOT PCES | \$65,573,760 |
| Jefferson Davis Hwy (1) | Harrison Rd (620) | Spotsylvania Co/ Fredericksburg City Line | Principal Arterial | Y | 4 | 6 | 150/variable | Widen to 6-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.70 | 0.70 | 30,000 | 60,000 | C | F | VDOT PCES | \$24,831,700 |
| Lafayette Blvd (1 Business) | Spotsylvania Co/ Fredericksburg City Line | Jefferson Davis Hwy (1) | Minor Arterial | N | 2 | 4 | 75'-80' | Widen to 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.51 | 1.51 | 22,000 | 28,500 | F | D | VDOT PCES | \$42,261,540 |
| Tidewater Trail (2/17) | Joseph Mills Drive | River Meadows | Minor Arterial | N | 2 | 3 | 75'-80' | Widen to a 3-lane divided section. With 2-lanes southbound and 1-lane northbound and improve intersections. at Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.54 | 0.54 | 24,000 | 36,000 | F | D | VDOT Revenue Sharing | \$19,100,000 |
| Tidewater Trail (2/17) | River Meadows | Mills Drive (17) | Minor Arterial | N | 2 | 4 | 65'-75' | Widen to a 4-lane typical section and improve intersections. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 4.00 | 4.00 | 5,600 | 8,000 | C | B | VDOT PCES | \$70,113,000 |
| Sandy Lane Dr (2) | Mills Dr (17) | Spotsylvania Co./ Caroline Co. Line | Minor Arterial | N | 2 | 4 | 75'-80' | Widen from 2 to 4-lane. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.54 | 0.54 | 24,000 | 36,000 | F | D | VDOT PCES | \$11,062,300 |
| Plank Road (3) | Harrison Crossing Access Road | Andora Dr (626) / Corter Ave (760) | Principal Arterial | N | 6 | 8 | 150/variable | Widen to a 8-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.65 | 0.65 | 32,500 | 57,800 | C | E | ARRA | \$62,800,000 |
| Plank Road (3) | Andora Dr (626) / Corter Ave (760) | Orange Co. Line | Principal Arterial | N | 4 | 6 | 150/variable | Widen to a 6-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 8.79 | 8.79 | 32,000 | 54,200 | C | E | VDOT PCES | \$14,839,300 |
| Mills Dr (17) Overpass Replacement | Mills Dr (17) Merge | Germanna Pt./Hospital Blvd. | Principal Arterial | Y | 2 | 4 | 150/variable | Widen to a 4 lane divided typical section with pedestrian accommodations. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.64 | 0.64 | 20,000 | 30,000 | E | C | UPC 107140 | \$20,000,000 |
| Mills Dr (17) | Germanna Pt./Hospital Blvd. | Spotsylvania Co/Caroline Co. Line | Principal Arterial | Y | 2 | 4 | 150/variable | Widen to a 4 lane divided typical section, possibly tapering to a 3 lane section east of Tidewater Trail. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 6.4 | 6.4 | 14,000 | 24,000 | C | C | VDOT PCES | \$116,417,200 |
| Lake Anna Parkway (208) | Gentry Drive (8301 Lake Anna Pkwy.) | Post Oak/Morris Road (606) | Minor Arterial | N | 2 | 4 | 125/variable | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.96 | 1.96 | 11,500 | 19,200 | C | C | VDOT PCES | \$38,354,350 |
| Courthouse Rd (208) | Jefferson Davis Hwy (1) | Smith Station (628) | Minor Arterial | N | 4 | 6 | 150/variable | Widen to a 6-lane divided. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.72 | 3.72 | 39,000 | 56,750 | E | E | VDOT PCES | \$86,733,000 |
| Courthouse Rd (208) | Smith Station (628) | Brock Road (613) | Minor Arterial | N | 4 | 6 | 150/variable | Widen to a 6-lane divided. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.12 | 3.12 | 30,000 | 42,500 | C | B | VDOT PCES | \$66,262,300 |
| Courthouse Rd (208) | Lake Anna Parkway (208) | Massaponax Church Rd (608) | Minor, Major Collector (Segments) | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes with sidewalks. | 1.20 | 1.20 | 4,700 | 12,000 | C | E | VDOT PCES | \$13,315,200 |

THOROUGHFARE PLAN (ROAD IMPROVEMENT PLAN)
SPOTSYLVANIA COUNTY, VA

ROAD WIDENINGS AND OTHER EXISTING ROAD CORRIDOR IMPROVEMENTS

| Project | From | To | VDOT Functional Classification (2014) | CoSS | 2020 # of Lanes | 2040 # of Lanes | Ultimate ROW | Description of Improvement | 2020 Length | 2040 Length | 2020 ADT | 2040 ADT | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|---------------------------------------|---------------------------------------|---|---------------------------------------|------|-----------------|-----------------|--------------|---|-------------|-------------|----------|----------|----------|----------|-------------------------|--------------------|
| Courthouse Rd (208) | Lake Anna Parkway (208) | Morris Rd (606) | Minor Arterial | N | 2 | 3 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.60 | 2.60 | 9,200 | 5,400 | B | A | VDOT PCES | \$28,849,600 |
| Courthouse Rd (208) | Post Oak/Morris Rd (606) | Lake Anna/ Louisa County Line | Minor Arterial | N | 2 | 4 | 60/variable | Widen from 2 to 4-lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 12.00 | 12.00 | 10,000 | 17,500 | B | B | VDOT PCES | \$100,474,000 |
| Lawyers Road (601) | Courthouse Rd (208) | Stubbs Bridge Road (612) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes with 6-foot shoulders. | 4.30 | 4.30 | 1,970 | 7,700 | A | C | VDOT PCES | \$18,042,000 |
| Lewiston Rd (601) | Fairview Rd (622) | Courthouse Rd (208) | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 6.88 | 6.88 | 1,800 | 3,200 | A | A | VDOT PCES | \$28,856,500 |
| Arcadia Rd (603) | Jefferson Davis Hwy (1) | Spotsylvania/Caroline Co. Line | Major, Minor Collector (Segments) | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.38 | 1.38 | 3,800 | 2,700 | B | B | VDOT PCES | \$7,192,000 |
| Marye Road (605) | Partlow Rd (738) | Arcadia Rd (603) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 8.40 | 8.40 | 2,500 | 2,000 | A | A | VDOT PCES | \$43,776,700 |
| Mudd Tavern Rd Bridge over I-95 (606) | Bridge with taper to west | Bridge with taper to east | Minor Arterial | Y | 2 | 4 | 72' | New bridge with 4-12' lanes, 4' median. 2' shoulders, sidewalk & 10' trail. | 0.34 | 0.34 | 7,700 | 14,000 | C | C | UPC 100829 | \$7,820,000 |
| Mudd Tavern Rd (606) | Jefferson Davis Hwy (1) | East of I-95 Mudd Tavern Bridge. | Minor Arterial | N | 2 | 4 | 75'-80' | Widen to 4-lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.51 | 0.51 | 12,600 | 16,000 | C | B | UPC 105456 | \$21,250,000 |
| Morris Rd (606) | Jefferson Davis Hwy (1) | Courthouse Rd (208) | Minor Arterial | N | 2 | 4 | 60/variable | Widen from 2 to 4-lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.50 | 3.50 | 10,000 | 12,000 | C | B | VDOT PCES | \$45,056,000 |
| Post Oak Rd (606) | Lake Anna Parkway (208) | West Catharpin Rd (608) | Major Collector | N | 2 | 2 | 60/variable | Reconstruct select portions to improve horizontal and vertical alignments. Improve various intersections. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 11.62 | 11.62 | 1,700 | 2,700 | A | A | VDOT PCES | \$24,921,000 |
| Robert E. Lee Dr (608) | Catharpin Rd (612) | Lake Anna Parkway (208) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes with 6-foot shoulders. Reconstruct the intersection at Route 612. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 6.08 | 6.08 | 2,500 | 2,300 | A | A | VDOT PCES | \$36,475,400 |
| Massaponax Church Rd (608) | Courthouse Rd (208) | Smith Station Rd (628) | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.97 | 3.97 | 3,350 | 19,000 | B | D | VDOT PCES | \$27,945,300 |
| Massaponax Church Rd (608) | Smith Station Rd (628) | Jefferson Davis Hwy (1) | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.98 | 0.98 | 1,500 | 12,200 | A | C | VDOT PCES | \$15,292,000 |
| Massaponax Church Rd (608) | Jefferson Davis Hwy (1) | Mills Dr (17) | Major Collector | N | 2 | 4 | 60/variable | Widen to two 12-foot lanes. Realign portion just east of Route 632. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 4.52 | 4.52 | 1,200 | 5,700 | A | B | VDOT PCES | \$70,529,300 |
| W Catharpin Rd (608) | Spotsylvania Co/Orange Co Line | Robert E. Lee (608) | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 7.09 | 7.09 | 2,000 | 3,100 | B | B | VDOT PCES | \$34,212,600 |
| Thornton Rolling Rd (609) | Mills Dr (17) | Spotsylvania/Caroline Co. Line | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-lanes with 2-foot shoulders, Shared Use Path (East Coast Greenway). Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.90 | 1.90 | 3,000 | 4,500 | B | B | VDOT PCES | \$9,902,000 |
| Old Plank Rd (610) | Gordon Rd (627) | Plank Road (3) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.50 | 0.50 | 6,000 | 7,100 | B | C | VDOT PCES | \$2,605,800 |
| Old Plank Rd (610) | Catharpin Rd (612) | Gordon Rd (627) | Major Collector | N | 2 | 4 | 75'-80' | Widen to 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.06 | 3.06 | 12,700 | 14,700 | C | B | VDOT PCES | \$48,727,680 |
| Old Plank Rd (610) | Plank Road (3) | Catharpin Rd (612) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.80 | 1.80 | 5,400 | 14,000 | B | C | VDOT PCES | \$14,753,400 |
| Elys Ford Rd.(610) | Plank Rd (3) | Spotsylvania Co./ Culpeper Co. Line | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.84 | 3.84 | 3,500 | 4,600 | A | B | VDOT PCES | \$19,110,800 |
| Catharpin Rd (612) | W. Catharpin Rd (608) | Piney Branch Rd (624) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 5.24 | 5.24 | 2,500 | 4,800 | A | B | VDOT PCES | \$26,078,300 |
| Catharpin Rd (612) | Piney Branch Rd (624) | Old Plank Rd (610) | Major Collector | N | 2 | 3 | 75/variable | Widen to a 3-lane typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.28 | 2.28 | 5,500 | 8,000 | B | C | VDOT PCES | \$17,305,200 |
| Monrovia Rd & Stubbs Bridge Rd (612) | Spotsylvania Co/Orange Co Line | Post Oak Rd (606) | Major Collector | N | 2 | 2 | 60/variable | Improve horizontal and verticle alignments. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 11.38 | 11.38 | 600 | 4,000 | A | B | VDOT PCES | \$32,000,000 |
| Pamunkey Rd (612) | Post Oak Rd (606) | West Catharpin Rd (608) | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 4.10 | 4.10 | 1,000 | 3,800 | A | B | VDOT PCES | \$2,931,800 |
| Brock Road (613) | Courthouse Rd (208) | Gordon Rd (627) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 12.00 | 12.00 | 5,700 | 10,400 | B | D | VDOT PCES | \$64,190,860 |
| River Road (618) | Bragg Rd (639) | Motts Run Reservoir/ Park | Minor Collector | N | 2 | 2 | 60/variable | Shoulder Improvements. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.20 | 2.20 | 4,600 | 8,000 | B | C | VDOT PCES | \$1,652,000 |
| Harrison Rd (620) | Jefferson Davis Hwy (1) | Lafayette Blvd (1 Business) | Minor Arterial | N | 2 | 2 | 60/variable | Widen to a 2-12' Lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.17 | 0.17 | 5,700 | 11,200 | B | C | VDOT PCES | \$8,200,000 |
| Harrison Rd (620) | Old Plank Rd (610) | Gordon Rd (627) | Minor Arterial | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.50 | 0.50 | 13,000 | 23,800 | C | C | UPC 107141 | \$11,200,000 |
| Harrison Rd (620) | Salem Church Rd (639) | Jefferson Davis Hwy (1) | Minor Arterial | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.44 | 2.44 | 16,200 | 48,000 | D | E | VDOT PCES | \$36,647,700 |
| Orange Plank Rd. (621) | Plank Rd (3) | Spotsylvania Co./ Orange Co. Line | Major Collector | N | 2 | 2 | 60/variable | Shoulder Improvements. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 7.00 | 7.00 | 3,500 | 11,300 | A | C | VDOT PCES | \$5,674,800 |
| Fairview Rd (622) | Lewiston Rd (601) | Partlow Rd (738) | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.81 | 2.81 | 3,200 | 4,200 | A | B | VDOT PCES | \$10,809,500 |
| Gordon Rd (627) | Spotsylvania Pkwy Extended (New Road) | Harrison Rd (620) | Major Collector | N | 2 | 4 | 75'-80' | Widen to 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.10 | 3.10 | 16,700 | 20,700 | E | C | VDOT PCES | \$39,759,000 |
| Gordon Rd (627) | Brock Rd (613) | Spotsylvania Pkwy Extended (New Road) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.00 | 3.00 | 9,100 | 10,500 | C | D | VDOT PCES | \$17,617,400 |
| Smith Station Rd (628) | Massaponax Church Rd (608) | Gordon Rd (627) | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 5.95 | 5.95 | 9,200 | 21,800 | B | C | VDOT PCES | \$44,117,600 |
| Church Pond Rd (633) | Massaponax Church Rd (608) | Guinea Station Rd (607) | Local | N | 2 | 2 | 60/variable | Shoulder Improvements. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.40 | 1.40 | 850 | 1,500 | A | A | VDOT PCES | \$1,135,000 |
| Lee Hill School Dr (635) | Germanna Point Dr | Eagle Dr (736) | Minor Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.35 | 2.35 | 5,300 | 6,000 | B | B | VDOT PCES | \$11,761,600 |
| Hood Rd (636) | Courthouse Rd (208) | Jefferson Davis Hwy (1) | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.44 | 0.44 | 12,500 | 18,500 | D | C | VDOT PCES | \$12,972,000 |
| Mine Rd (636) | Spotsylvania Avenue | Meadow View Drive | Major Collector | N | 2 | 4 | 60'-75' | Widen to a 4-lane undivided section with multiuse trail and sidewalk. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 0.32 | 0.32 | 17,100 | 20,000 | E | C | VDOT PCES | \$16,000,000 |
| Mine Rd (636) | Meadow View Drive | Lansdowne Rd (638) | Major Collector | N | 2 | 4 | 60'-75' | Widen to a 4-lane undivided section with multiuse trail and sidewalk. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.14 | 1.14 | 11,800 | 15,100 | C | D | VDOT PCES | \$18,972,000 |
| Mine Rd (636) | Lansdowne Rd (638) | Benchmark Rd (608) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.30 | 2.30 | 6,500 | 9,700 | B | C | VDOT PCES | \$13,527,000 |
| Lansdowne Rd (638) | Mine Rd (636) | Spotsylvania Co/ Fredericksburg City Line | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.93 | 1.93 | 9,100 | 10,200 | C | C | VDOT PCES | \$28,845,700 |

THOROUGHFARE PLAN (ROAD IMPROVEMENT PLAN)
SPOTSYLVANIA COUNTY, VA

ROAD WIDENINGS AND OTHER EXISTING ROAD CORRIDOR IMPROVEMENTS

| Project | From | To | VDOT Functional Classification (2014) | CoSS | 2020 # of Lanes | 2040 # of Lanes | Ultimate ROW | Description of Improvement | 2020 Length | 2040 Length | 2020 ADT | 2040 ADT | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|--|----------------------------------|------------------------|---------------------------------------|------|-----------------|-----------------|--------------|--|-------------|-------------|----------|----------|----------|----------|-------------------------|--------------------|
| Leavells Rd (639) | Courthouse Rd (208) | Smith Station Rd (628) | Major Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.51 | 2.51 | 10,500 | 12,800 | C | C | VDOT PCES | \$43,866,400 |
| Leavells Rd (639) & Salem Church Rd. (639) | Courthouse Rd (208) | Plank Rd (3) | Minor Arterial | N | 4 | 6 | 150/variable | Widen to a 6-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 3.60 | 3.60 | 19,400 | 25,100 | D | E | VDOT PCES | \$67,650,600 |
| Jones Powell Rd (653) | Belmont Rd (652) | Lawyers Rd (601) | Local | N | 2 | 2 | 60/variable | Widen to two 11-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 1.65 | 1.65 | 800 | 4,350 | A | B | VDOT PCES | \$5,125,600 |
| Piedmont Dr (673) | Smith Station Rd (628) | Harrison Rd (620) | Major Collector | N | 2 | 2 | 60/variable | Improve horizontal and vertical alignment and improve side street connections with appropriate turn lanes. | 2.24 | 2.24 | 6,800 | 8,500 | B | B | VDOT PCES | \$10,543,000 |
| Chancellor Road (674) | Old Plank Rd (610) | Gordon Rd (627) | Minor Collector | N | 2 | 4 | 75'-80' | Widen to a 4-lane divided typical section. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 2.00 | 2.00 | 4,100 | 8,800 | B | B | VDOT PCES | \$33,758,000 |
| Partlow Rd (738) | Spotsylvania Co/Caroline Co Line | Courthouse Rd (208) | Major Collector | N | 2 | 2 | 60/variable | Widen to two 12-foot lanes. Refer to Trailways Master Plan (Chapter 3A) for Bike/Ped. | 12.56 | 12.56 | 3,800 | 6,100 | A | C | VDOT PCES | \$39,000,000 |

INTERSECTION IMPROVEMENT PLAN

| Project | Description of Improvement | 2020 Length | 2040 Length | 2020 PM Peak | 2040 PM Peak | 2020 LOS | 2040 LOS | Source of Cost Estimate | Total Cost (2040)^ |
|--|--|-------------|-------------|--------------|--------------|----------|----------|---|---|
| Courthouse Road (208) & Smith Station Road (628) | The purpose of this project is to increase intersection capacity, reduce delay, and improve traffic flow at the intersection of Courthouse Road and Smith Station Road. Additional turn lanes will be added from the north and southbound directions on Smith Station Road along with through lanes from the east and westbound direction on Courthouse Road. | N/A | 400' | 3,500 | 4,900 | E | D | VDOT PCES | \$4,872,600 |
| Courthouse Rd (208) & Hood (636)/Houser Drive (1248) | Project will separate the northbound through movement on Hood Drive by providing two left turn lanes, a through lane, and right turn lane. | N/A | N/A | 3,700 | 4,300 | E | C | UPC 110987 | \$6,301,000 |
| Courthouse Rd (208) Turning Lane improvements: Rte 711 (Southpoint Pkwy) to Hood Drive | Construct a 475 ft right turn lane for Rte 711 to Rte 208. Lengthen WB left turn lanes at Rte 711. Restriping of turn lanes at Stoney Creek Drive/Wawa. | N/A | N/A | TBD | TBD | TBD | TBD | STATEWIDE PLANNING LEVEL COST | \$7,365,000 |
| Courthouse Rd (208) & Breckenridge Drive (2325)/Brittney Commons (1612) | Extend the eastbound and westbound left turn lanes in both directions on Courthouse Road for approximately 200'. | 400' | 400' | 2,550 | 3,000 | B | t | FAMPO estimate | \$952,322 |
| Courthouse Rd (208) Operational and Transit Improvements | Results from VDOT Study include (1) Lengthen WB Route 208 Left Turn Lane for Southpoint Pkwy by approx. 110 ft using grass median to west of I-95/Rte 208 Bridge; (2) Southpoint Pkwy Intersection Improvements; (3) Stoney Creek Drive/Wawa Intersection Improvements; (4) WB Rhoades Dr to Woodland Dr to replace about 240 feet of missing curbline that ends at Woodland Dr. | 0.60 | 0.60 | 4,200 | 5,880 | D | E | VDOT STUDY | \$10,000,000 (VDOT Study) & \$580,000 Total Transit Cost (Not included in VDOT Cost Estimate) |
| Harrison Road (620) & Lafayette Boulevard (Business 1) | Extend the existing right turn lane on Lafayette Boulevard 300' from Harrison Road to Lee Street. | 300' | 300' | 3,300 | 3,900 | E | D | VDOT PCES | \$835,000 |
| Hudgins Road (661) & Lafayette Blvd (Business 1) | Widen Hudgins Rd to 24 ft between Tignor Lane and Rte 1. The intersection improvement for Hudgins at Rte 1 would upgrade the existing signalized intersection to provide a left and right turn lane from Hudgins to Rte 1. The project would also provide bicycle/pedestrian accommodations along Hudgins Rd from Lafayette Blvd to the West side of Rte 1. | N/A | 1,100 | TBD | TBD | A | TBD | STATEWIDE PLANNING LEVEL COST ESTIMATES | \$3,507,000 |
| Hudgins Road (661) & Jefferson Davis Hwy (1) | Widen Hudgins Rd to 24 ft between Lafayette Blvd and Tignor Lane. Provide a new roundabout or signalized intersection for Lafayette Blvd at Hudgins Rd with bicycle/pedestrian accommodations. | N/A | 500' | TBD | TBD | A | TBD | STATEWIDE PLANNING LEVEL COST ESTIMATES | \$6,575,000 |
| Spotsylvania Ave @ Market Street | Add a Right turn lane from SB Spotsylvania Ave to Market St and lengthen westbound turn lanes on Rte 208 to 600 feet. | N/A | 100' | TBD | TBD | TBD | TBD | STATEWIDE PLANNING LEVEL COST | \$460,000 |
| Business 208 and Massaponax Church Rd | Realign intersection of Massaponax Church Rd with Business 208 to a "T" intersection with a roundabout or conventional intersection and provide | N/A | 100' | TBD | TBD | TBD | TBD | STATEWIDE PLANNING LEVEL COST | \$3,520,000 |
| Andora Dr. & Old Plank Rd Roundabout | Convert existing 4-way stop controlled intersection to a free flow roundabout. | N/A | N/A | 1,720 | 2,100 | D | A | VDOT PCES | \$2,500,000 |
| Chancellor Rd & Old Plank Rd Roundabout | Convert a 2-way stop controlled intersection to a free flow roundabout to address safety issues. | N/A | N/A | 1,450 | 1,730 | D | A | SDI | \$1,971,000 |
| Market Street Extension & Hood Drive | Construct new intersection or roundabout at a new intersection resulting from the construction of Market Street Extension that would intersect Hood Drive. | N/A | 2,170' | N/A | 1,400 | N/A | C | VDOT PCES | \$9,315,350 |
| Lawyers Road & Lake Anna State Park Entrance | Project will add additional right and left turn lanes into the Lake Anna State Park and entrance improvements | N/A | N/A | N/A | N/A | N/A | N/A | VDOT PCES | \$985,400 |
| Harrison Road (620) & Salem Church Road/Leavells Road (639) | Extend northbound & southbound left turn lanes & southbound right turn lane. Add a new eastbound & westbound right turn lane, westbound right turn lane, westbound thru lane & eastbound right turn lane. | N/A | N/A | 1,400 | 7,500 | E | D | VDOT PCES | \$6,100,000 |
| Jefferson Davis Hwy. & Courthouse Road/Lafayette Blvd. | Extend northbound, southbound, eastbound & westbound left turn lanes. Add new eastbound & westbound right turn lanes. Add a second eastbound left turn lane, and convert eastbound & westbound thru/right lanes to exclusive thru lanes. | N/A | N/A | 4,050 | 7,400 | D | E | VDOT PCES | \$11,200,000 |
| Lawyers Road (601) & Stubbs Bridge Road (612) | Construct new intersection or roundabout at this intersection to address turning movements and crashes. | N/A | N/A | 1910 | 6,027 | C | C | VDOT PCES | \$2,600,000 |
| Jefferson Davis Hwy. (1) & Market Street (1489) | Construct an additional WB left turn lane on Mine Road and additional SB thru lane on US 1. Convert SB right turn lane to a thru/right and modify EB approach to a left & thru /right turn. | N/A | N/A | 3,720 | 4,851 | D | C | WS | TBD |
| Spotsylvania Mall Drive Roundabout | Construct a new roundabout at intersection of Towne Centre Blvd and Bragg Rd | N/A | N/A | N/A | unk. | unk. | unk. | VDOT PCES | \$3,300,000 |
| Tidewater Trail (2) & Benchmark Road (608) | Add a Left turn lane for the WB Approach and also add a Left turn lane for the EB Approach and change right turn lane to b eshared with through lane for NB approach. | N/A | N/A | 2,383 | 3,108 | B | C | VDOT PCES | \$4,500,000 |
| Nw Quadrant -Mine Road/Hood Drive (636) & Business Drive (P) | Construct a new connector road from Hood Drive to Business Drive and add two signals on Hood Drive & US 1 with special 1/2 timing. | NA | NA | NA | 4,403 | NA | C | WS | TBD |

THOROUGHFARE PLAN (ROAD IMPROVEMENT PLAN)
SPOTSYLVANIA COUNTY, VA

| THOROUGHFARE PLAN (STUDIES) | |
|--|---|
| Study | Description |
| Intermediate I-95 Study Area Projects (from North of Exit 130 (MP 130.7) to North of Exit 118 (MP 119.7)) | Studies to include feasibility of collector-distributor (CD) lanes in both directions between Exit 130 and new access points (Harrison Road (620) & Courthouse Road (208)) and include NB CD lanes between Route 3 and US 17 (NB Rappahannock River Crossing project). Potential new interchange to be considered south of Exit 126 along with improvements to existing interchanges at Exit 118 and Exit 126. Additional Exit 126 improvements may include the "J" Ramp, Super Ramp, Alternative 3 (Improvements to US 1 and Southpoint Parkway), Exit 126 to US 1 ramp & signal improvements and/or other recommendations from the KH IMR and companion Planning Study. |
| Route 3 Arterial Management Plan (Michael Baker International/VDOT) | The Route 3 Arterial Management Plan consists of an approximate 9.6 mile corridor section of Route 3 from Gordon Road (626) to Route 20. The corridor includes 1/4 mile on either side of the Route 3 centerline and includes a total of fifteen intersections. |
| Route 606 Corridor STAR's Study (VDOT) | The Route 606 Corridor Management Plan consists of an approximate 0.75 mile corridor section of Route 606 from the I-95 Exit 118 interchange to approximately 800' west of Route 1. Key areas of concern include SB I-95 Ramps and Route 606, Route 1 & Route 606, Dan Bell Lane & Route 606, and access management for commercial entrances. |
| Route 1 (from Interstate 95 to Commonwealth Drive) and Route 208 (from Route 1 to Leavells Road) Corridor Study. | The US 1 and Route 208 Corridor Study will evaluate needs and improvements to US 1 and Route 208 which would be needed if improvements are made to I-95 Exit 126 and assess the impacts of these traffic related improvements on the community. |
| Route 2/Route 17 Business (US Route 17 to VA-3 Blue and Gray Parkway) Corridor Study | The Route 2/Route 17 Business Corridor Study will evaluate needs and improvements to Route 2/Route 17 Business from the City of Fredericksburg Line to US 17 and assess what impacts these traffic related improvements would have on the community. |
| Massaponax Corridor Study (Michael Baker International) | The study was initiated by the County to identify projected deficiencies on US 1, US 17 and Route 606 and to provide concepts for roadway improvements and access management to address anticipated future traffic growth. The Corridor Study was designed as a tool to advance projects in VDOT's Six-Year Construction Plan. |
| I-95 Exit 126 IMR and Planning Study (Kimley-Horn) | The I-95 Exit 126 IMR and Planning Study included SB I-95, NB I-95, US 1, US 17, Route 208, and Southpoint Parkway. The study included four new large developments; Southpoint Landing, Heritage Woods, Jackson Village, and Alexander Crossing. The study focuses on 2020 conditions and identified 2040 improvements and screened alternatives for existing ramp upgrades, J-ramp option and ramp upgrades, and US 1 left and right turn upgrades. |

LEGEND [^]- COST PER MILE (UNLESS OTHERWISE NOTED) - SOURCE DOCUMENT IS VDOT PLANNING COST ESTIMATES - JANUARY, 2015 (SEE TRANSPORTATION APPENDIX) - AVERAGES FOR SPOTSYLVANIA REGION, PROVIDING HIGH (WORST CASE) AS OPPOSED TO LOW ESTIMATE. 3% INFLATION PER YEAR ASSUMED

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|--|---|
| VSTP = Virginia Surface Transportation Plan | PCES = VDOT Planning Cost Estimates (January, 2015) |
| CoSS = Corridor of Statewide Significance | VDOT = Virginia Department of Transportation |
| FAMPO = Fredericksburg Area Metropolitan Planning Organization | |
| Kimley Horn (KH) = Exit 126 Interchange Modification Report / Planning Study | |