



COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION

87 Deacon Road
Fredericksburg, VA 22405

GREGORY A. WHIRLEY
ACTING COMMISSIONER

October 29, 2010

Mr. Jeffrey A. Harvey, AICP
Stafford County Planning and Zoning
1300 Courthouse Road
Stafford, VA 22554

Dear Mr. Harvey,

Quintin Elliott has asked me to thank you for and respond to your request to review "Amendment to the Comprehensive Plan" dated September 13, 2010, in accordance with Section 15.2-2222.1 of the Code of Virginia.

This document represents a natural progression in general county-wide planning to neighborhood type planning. The eight areas identified offer a good County-wide growth management strategy for channeling future development to the areas where county services and highway funding can be provided more economically. Once the plan is adopted, the next step can be to work with the consultant to evaluate each area to determine where the County should encourage the next twenty years of growth, which will become the State mandated UDA's. The UDA consultant will be assisting the County in evaluating and selecting several of the areas for more detailed planning, such that they will become the County's higher priority UDAs for state law compliance purposes. The specialized, higher detailed planning includes transportation analysis for the selected areas that can be adopted by September 30, 2011, as a supplement to the Comprehensive Plan.

After performing a review of the document, we offer the attached comments. Staff is available to discuss the ~~comments at your request~~.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jamie Brown Porter", written over a large, circular blue scribble.

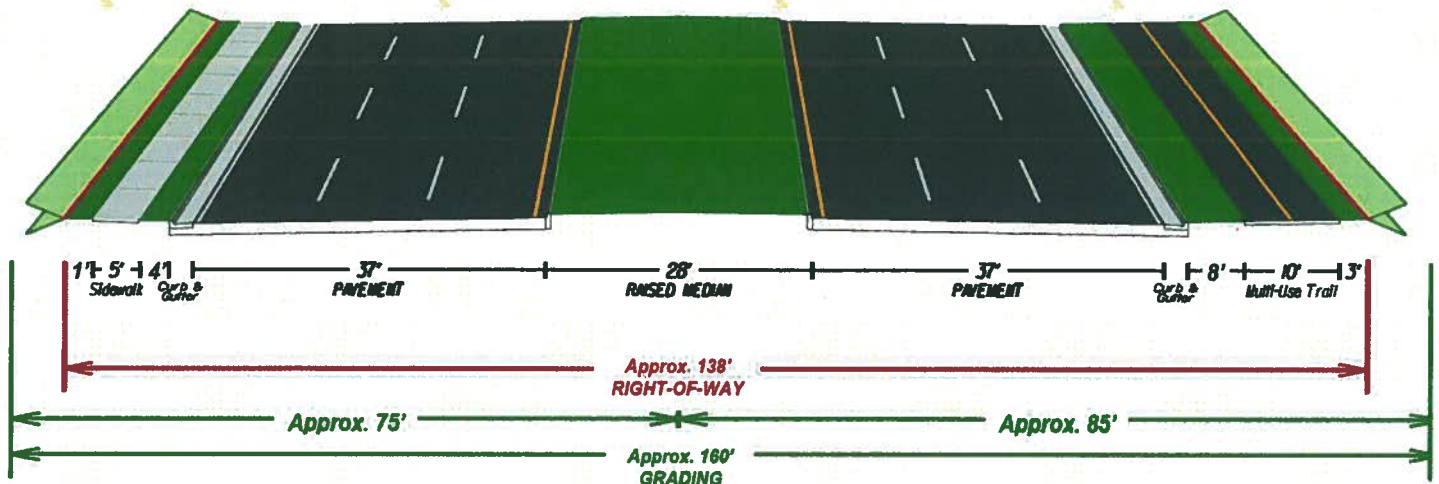
Jamie Brown Porter
Assistant District Administrator

**Stafford County, Virginia Comprehensive Plan 2010-2030
VDOT Fredericksburg District Review**

Route 1 - General Comments

According to VDOT’s traffic engineering section, Route 1 is classified as an Urban Principal Arterial Highway throughout Stafford County. The 2035 George Washington Regional (FAMPO) Long Range Transportation Plan shows the entire length to be “Partially Funded in Constrained Plan” for improvements. Figure 4.2 of the Comp Plan (road improvement projects in approved funding programs) indicates that only a tiny portion of Route 1 falls into a funded category. Generally, the appropriate typical section for these improvements is a six-lane urban design. The FAMPO Bike and Pedestrian Plan calls for the accommodation of bicycles and pedestrians on “Shoulder Improvements” for most of Route 1 in Stafford County. However, the designation of Route 1 as an urban highway (with the typical use of curb and gutter and sidewalks in lieu of shoulders), may require a modification to this plan. The “ultimate” typical section for Route 1, illustrated below, is appropriate and desirable in a majority of locations. VDOT Geometric Standard GS-5 (Urban Principal Arterial System) allows for the use of shoulders (currently 10’ wide) and ditches, but the curb and gutter/storm sewer option can reduce the Right-of-Way impacts. When roadside ditches are utilized, RW is normally acquired beyond the farthest point of grading, whereas with curb and gutter, the RW Line is normally placed at the back of the sidewalk space and slopes are constructed on temporary easements. The median width may be reduced to 16’ in areas where dual left turn lanes are not needed. Normally, 12’ of additional RW width will be needed where right turn lanes are required. Intersections will require additional width of RW, varying by situation. In commercial corridors, a continuous right turn lane may be desirable. The typical section below includes the latest revisions to VDOT Design Standards as of October 2010. This typical section would provide the facility illustrated in Figure 4.1 of the Comp Plan entitled, “Anticipated Transportation Needs”.

ROUTE 1 – STAFFORD COUNTY
VDOT RECOMMENDED MINIMUM TYPICAL SECTION
URBAN DIVIDED SIX-LANE HIGHWAY WITH RAISED MEDIAN
(28’ WIDE TO ACCOMMODATE DOUBLE-LEFT-TURN LANES)
PLUS SIDEWALK AND MULTI-USE TRAIL
 NOTE: AUXILIARY LEFT AND RIGHT TURN LANES NOT ILLUSTRATED



Route 1 is the only existing highway with significant capacity running parallel to I-95. Therefore, it is the only option for I-95 incident management, at this time, and will likely continue to fill that role indefinitely. All improvements to Route 1 in Stafford County should include features that will accommodate an emergency situation on I-95 to the fullest extent practical, including large-radius turning movements at all connecting roadways on which interchanges with I-95 are located.

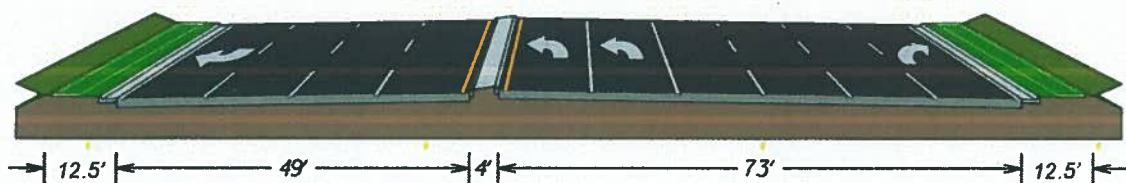
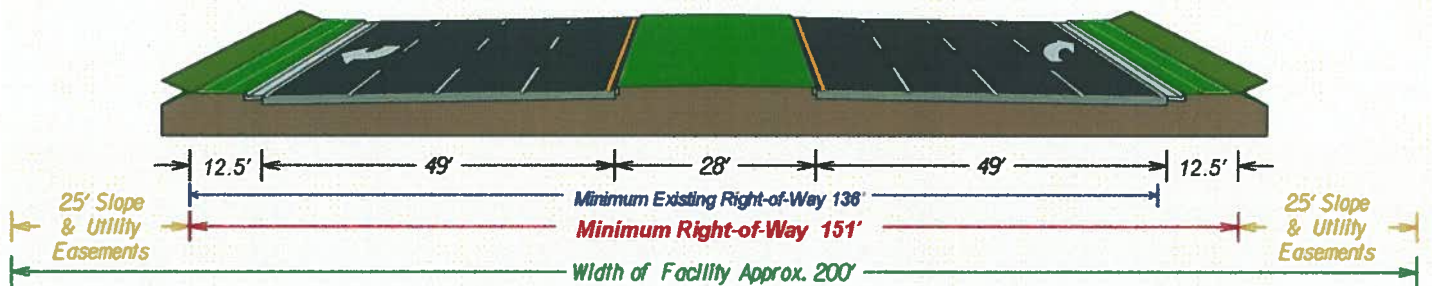
The Stafford County Comprehensive Plan under review is heavily reliant on Route 1 to support development and redevelopment in many forms. In five locations, the Stafford County Comprehensive Plan calls for proposed “Commercial Corridors” along major portions of Route 1. Three of the County’s “Redevelopment Areas” - Falmouth, Stafford Courthouse and Boswell’s Corner – are located on both the east and west sides of Route 1 and two of the County’s eight “Urban Development Areas” are found on Route 1, one within the Courthouse RDA and Eskimo Hill in the southeastern corner of the intersection of Route 1 and Route 628.

As a rule, all development/redevelopment along Route 1 should recognize and accommodate thru-mobility as the priority of highest magnitude as periods of extreme traffic volumes must be anticipated. Strict adherence to access management standards and practices should be applied within these areas. These should include, but are not limited to appropriate intersection and signal spacing. As RDAs, UDAs and Commercial Corridors are developed, the median divided typical section on Route 1 must be installed as an integral part of the development. Left turns off of and onto Route 1 should be limited to well-designed, high-capacity signalized intersections. Right turns off of and onto Route 1 should be spaced in such a way as to minimize weaving maneuvers near signals. Traffic modeling should be employed to forecast travel demand. Through the diligent use of extensive interconnectivity and other proven access management practices, dense land use and mobility at a Principal Arterial level may be compatible.

Route 17 – General Comments

Route 17, excluding Route 17 Business, is classified as either an Urban Principal Arterial Highway or Rural Principal Arterial Highway in Stafford County. The dividing point is just west of the intersection of Village Parkway, with sections eastward designated as urban. Route 17 is also part of the National Highway System. Where Route 17 runs concurrent with I-95, it is classified as an Urban Interstate. Improvements planned for Route 17 include the current VDOT Project UPC #71774 which will add one additional through lane in each direction, a continuous right turn lane in each direction and sidewalks from McLane Drive through Stafford Lakes Parkway, which encompasses a majority of Route 17 that is designated as urban. The typical section shown below represents the current GS-5 Standard for Route 17. The actual typical section for Project UPC #71774 may vary slightly in accordance with Standards applicable during the design phase. This facility is expected to degrade to LOS F at every intersection east of International Parkway by the design year of 2034 unless additional capacity is provided.

ROUTE 17 – STAFFORD COUNTY
VDOT RECOMMENDED MINIMUM TYPICAL SECTION
URBAN DIVIDED EIGHT-LANE HIGHWAY WITH RAISED MEDIAN



TYPICAL SECTION ILLUSTRATING DOUBLE LEFT TURN LANES

A future improvement listed on the 2035 George Washington Regional Commission Constrained Long Range Plan is the widening of Route 17 westward from the aforementioned VDOT Project through Route 612, Hartwood Road. This project is listed in the GWRC CLRP as “Fully Funded in Constrained Plan”. Figure 4.1 of the Comp Plan shows a similar but shorter segment as a “6-Lane Highway Upgrade” that ends just west of Route 616 (Poplar Road) and Figure 4.2 indicates that this section of Route 17 is not included in an approved funding program. Bicycle and pedestrian accommodations are listed in the GWRC Plan as being provided through “Signage”, which could include options such as “share the road” or bicycle accommodation on the shoulder. During the development of VDOT Project UPC #71774, it was determined that there is no safe method of accommodating bicycles within the roadway prism of Route 17 due to automotive vehicle type, vehicle volume, and vehicle speed. The County’s support of providing an alternate, parallel facility, in the form of an off-site multi-use path (or paths) along the current project is an advisable option for other sections of Route 17 and should be considered.

As a rule, all development/redevelopment along Route 17 should recognize and accommodate thru-mobility as the priority of highest magnitude and periods of extreme traffic volumes must be anticipated. Strict adherence to access management standards and practices should be applied within these areas. These should include, but are not limited to appropriate intersection and signal spacing. As RDAs, UDAs and Commercial Corridors are developed, the median divided typical section on Route 17 must be installed as it is an integral part of the corridor. Left turns off of and onto Route 17 should be limited to well-designed, high-capacity signalized intersections. Right turns off of and onto Route 17 should be spaced in such a way as to minimize weaving maneuvers near signals. Traffic modeling should be employed to forecast travel demand. Through the diligent use of extensive interconnectivity and other proven access management practices, dense land use and mobility at a Principal Arterial level may be compatible.

General UDA Comments:

The Urban Development Areas (UDA) designated in the comprehensive plan should more clearly outline the densities within each UDA in § 15.2-2223.1 of state law, which are for a locality having a population of less than 130,000 persons “...four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and an authorized floor area ratio of at least 0.4 per acre for commercial development, or any proportional combination thereof.”

The Comp Plan points out that, for each UDA, “...the infrastructure improvements should be achieved through cooperative efforts of developers resulting from monetary and non-monetary proffer contributions.” This approach is authorized by §§ 15.2-2296 through 2303.3 of the Code of Virginia. § 15.2-2223.1 of the Code states, “To the extent possible, federal, state and local transportation...funding for new and expanded facilities shall be directed to the urban development area...” The County should therefore prioritize and strive to commit available transportation funding toward projects within UDAs. Channeling future growth to UDAs benefits transportation and mobility and maximizes the use of limited funds. Higher density development with a mix of uses within UDAs encourages walking, bicycling, and more vehicular trips remaining within the development. The result can be fewer vehicular trips on surrounding highways that will help preserve their traffic carrying capacity, fewer miles of new streets to maintain, a reduction in expenditures for secondary road improvements caused by sprawl, and potential opportunities for public transportation.

The Code states that UDAs should be located “in close proximity to primary road networks”, but also states that they should incorporate principles of traditional neighborhood design and, as the Comprehensive Plan points out, UDAs should “allow residents to work, live, shop and play within a relatively small area without fully relying on the automobile.” The risk of general incompatibility will exist if “close proximity” of UDAs and primary road networks is interpreted to mean “coexistence”. Code of Virginia § 15.2-2223 states that, “The comprehensive plan should recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors.” Lists and maps of the hierarchical differentiation are defined well, however the placement of the proposed UDAs does not appear to place an emphasis on the hierarchal differences. UDAs # 4

and 7 appear as “textbook” UDAs with easy access to I-95 without placing an undue burden on the existing Primary Highway System. UDAs #1 and 2 straddle Principal Arterial Highways. UDA #2 also borders the functional area of I-95 Interchange #133 which currently experiences periods of Level of Service F. If these locations are moved forward as UDAs, they should be developed in a manner that applies strict access management on the major highways and directs pedestrian activities away from the major highways. Entrances and on-street parking should not be located near these high traffic areas. An alternative option may be the relocation of significant volumes of traffic by the provision of a similar, parallel facility.

The Code section § 15.2-2223.1 limits the land area of a locality to be designated as UDAs to a size “that shall be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years.” As a result, it will be important for the County to work with its UDA consultant to evaluate the relative potential of each in terms of countywide market projections for residential, office, retail, and hotel development and arrive at a strategy for prioritizing the UDAs that offer the greatest potential for additional site planning analysis. This would involve “neighborhood” type planning within the selected UDAs in order to provide a high level of detail to guide land use, zoning, transportation, urban design, open space, and capital improvements. This normal progression in community planning from the general comprehensive plan to more specialized planning for an area will help encourage and focus future residential and commercial development into the selected UDAs, leading to more of a phased growth management strategy for the County that complies with the UDA law.

Each UDA is discussed in detail, below:

UDA #1: Courthouse (See General Comments for Route 1)

UDA #1 consists of a portion of the Stafford Courthouse Redevelopment Area and straddles Route 1 (Urban Principal Arterial Highway – approx. 16,000 VPD) and Route 630 (Rural Major Collector – approx. 16,000 VPD). The FAMPO CLRP lists the I-95/Route 630 Interchange project and the Route 630 widening project west of the Stafford Courthouse area as “Fully Funded in Constrained Plan”.

The Courthouse Redevelopment Area conceptual options include moving traffic through the area via a local grid network which would provide multiple alternatives for traffic in each direction. Any reduction in the capacity of Route 1 through the courthouse area resulting from redevelopment, should result in the development of an alternative, parallel route or routes which, when combined with the future Route 1 will provide adequate capacity similar to other future segments of Route 1 without adding delay or imposing restrictions. The Courthouse UDA portion of the RDA consists of less than 4.5% of the total number of new residential units proposed for the eight UDAs. The commercial area, however, comprises approximately 5% (1,327,310 s.f.) of the total proposed to be located within the eight UDAs. A majority of this appears to be targeted for Route 1 which the County designates as a “Commercial Corridor” (Figure 3.6). Access management should be applied strictly along Route 1 regardless of the method of development.

A number of “Proposed Transportation Improvements” are shown in Figure 4.3 in and around the courthouse area. The new roads (#s 9, 10, 11, 12 and 13) appear to be arranged in such a pattern as to address the issue of interconnectivity and alternatives for local traffic. However, there is no new segment illustrated that could be considered as a truly parallel alternative to Route 1 that would address the concerns raised in the general comments section for Route 1. The removal of significant traffic onto the new segments proposed may result in a significant reduction in volume on Route 1, which could provide adequate capacity and an acceptable Level of Service on Route 1.

The reconstruction of the I-95/Route 630 Interchange will likely provide a much-needed alternative to Route 630 for the east-west movement of traffic through and around the courthouse area. The critical element of any new roadway serving this purpose will be the intersection of the facility with Route 1 and will need to be able to handle heavy turning volumes and the largest vehicles.

UDA #2: Southern Gateway (See General Comments for Route 17)

UDA #2 consists of a portion of the Southern Gateway Redevelopment Area and straddles Route 17, an Urban Principal Arterial Highway (currently carrying approximately 40,000 VPD). VDOT Project UPC #71774, Route 17 Widening, overlaps a majority of this UDA.

UDA #2 is projected to contain 13% of the New Dwelling Units for the County and 10% of the New Commercial Area. Route 17 is not only a high-volume, NHS-Principal Arterial Highway, but it is a major truck route with future traffic projections that will not only strain the facility (after the funded improvements), but will likely overwhelm the I-95/Rte. 17 Interchange unless considerable, unprogrammed improvements are made to that facility. A 2009 "Route 17 Traffic Operations Assessment" by Parsons-Brinckerhoff indicates that, without improvements, most of the signalized intersections on Route 17 in this area will experience LOS F in 2034*. A great deal of traffic would have to be removed from this portion of Route 17 in order for a UDA to be practical, at this location. One "New Proposed Road" found within the Comp Plan might go a long way towards providing this relief. A four-lane, limited-access, divided highway from Route 17 to I-95 Interchange #136 (#15 on Figure 4.3) could provide some relief. The line depicting this location bears the name "Berea Parkway". It has also been referred to as "Stafford Parkway". However, the Comp Plan only states a need for "Upgrades to Warrenton Road and other roads as shown in Figure 4.3", not specifying which of the roads are required for UDA #2 to function. Presumably, the two segments labeled "US Route 17 Parallel Road" are required for this UDA, but "other roads" could refer to several segments. This should be clarified in this document. Based upon the current performance of Route 17 at this location, the Berea Parkway and any other listed improvements should be specified as required in order for UDA #2 to successfully exist.

* The P-B Study determined the number of lanes that would be needed to achieve LOS D in the design year 2034 for the AM and PM peak hours. A minimum of five through-lanes in each direction would be needed at the intersection of Sanford Drive/South Gateway Drive.

The two segments labeled #s 18 and 19 in Figure 4.3 should bring relief for local traffic west of Sanford Drive in a manner similar to the proposed improvements required in UDA #1. It appears that all traffic generated by the UDA will pass through the intersection of Route 17 and Sanford Drive/South Gateway Drive. However, no truly parallel alternative around the area is provided that terminates on Route 17 on both ends, which would allow the diversion of through traffic. Newly proposed segments appear to only address the traffic needs created by the UDA, itself. Figure 4.1, anticipated transportation needs, illustrates four-lane improvements to Sanford Drive. However, without additional major improvements to the capacity of the intersection of Route 17 and Sanford Drive/South Gateway Drive in addition to increased capacity on the SB entrance to I-95 and other links east of UDA #2, delays associated with the interchange could gridlock this area in the peak hours with the proposed development.

UDA #3: Stafford Station

UDA #3 is a very large, new development that would consist of 22% of the New Dwelling Units and 21% of the New Commercial Area, in the County. There is no viable transportation infrastructure connecting the UDA location to Route 1 and I-95 without the planned improvements. The Comp Plan calls for a new four-lane, divided highway to be constructed between Route 1 and the new "town center" (labeled #3, Widewater Parkway, on Figure 4.3) and closely resembles the location of a new four-lane highway shown on Figure 4.1. At build out, this road could potentially be operating at near-capacity, when considering the scope of UDA #3. Consideration of impacts to Route 1 should be listed as it is possible that UDA #3 could result in a doubling of traffic volumes on Route 1 (based on existing and projected volumes and an assumption of the number of trips from the UDA that will access Route 1) at the intersection of the new Widewater Parkway and could significantly affect Route 1 between Route 610 and the Prince William County Line. A majority of Route 1, in this area is designated as a "Commercial Corridor" and the Boswell's Corner RDA is located along this segment of Route 1. Minimally, the Route 1 ultimate typical section (see page 1) will be need to be constructed to accommodate all of these developments. I-95 Interchange #143 will require an in-depth traffic analysis to determine associated impacts.

UDA #3 will require a new commuter rail station and associated parking facility, in addition to the aforementioned required roadway additions and improvements. The impact of a new VRE station must be considered to determine demand and ridership. The UDA development at Widewater may be dependent upon study results identifying the demand for a large VRE based residential area to meet the general criteria for a UDA.

UDA #4: George Washington Village

UDA #4 is one of the largest being considered with 22% of the new dwelling units and 41% (over 10,000,000 s.f.) of the new commercial area. The viability of this UDA will depend entirely upon the functional level of the I-95/Route 630 Interchange. The Centerport interchange is about three miles further away from UDA #4 than the Route 630 interchange. Nevertheless, some southbound traffic may choose to use the Centerport interchange to access I-95. In addition to an expanded interchange, improvements to Route 630, a Rural Major Collector immediately west of the interchange (project listed in the GWRC CLRP and VDOT Project UPC #4632), will be required prior to any development in this UDA. The GWRC CLRP lists the I-95/Route 630 Interchange and the Route 630 widening project as “Fully Funded in Constrained Plan”. Comp Plan Figure 4.2 agrees that the projects have funding in an approved program. While the Route 630 widening project has available bond funding, the I-95/Route 630 Interchange project is currently funded through the engineering phase in the Commonwealth Six-Year Improvement Program.

An important feature of this UDA is the inclusion of an extension of Mine Road, Route 684 across the development, parallel to I-95 (#6 on Figure 4.3). It will not only be a vital part of the UDA, but will serve as a cross-county alternative for local traffic in a North-South orientation as an alternative to I-95, similar to the function of Route 1 on the east side of I-95. This facility will need to be a minimum of four-lanes divided, but may need to be more extensive depending upon the areas of commercial concentration as determined by traffic analysis. The intersection of Route 630 and this facility must include high-volume turning and thru-movements, similar to those needed at Route 610 and Route 684, with an emphasis on preventing congestion within the functional area of Interchange #140. The Mine Road Extension project is listed as a “need” in the Comp Plan on Figure 4.1 and as unfunded per Figure 4.2.

The other proposed transportation improvements within UDA #4 (#s 7 and 8 on Figure 4.3) would complement improvements to Courthouse Road and Mine Road Extended by providing circulation and optional access in multiple directions. One necessary improvement not mentioned in the Comp Plan is the upgrading of Route 628 between Route 1 and UDA #4. This improvement should extend from Route 1 to the intersection of Mine Road/Centerport Parkway or as required based upon traffic projections. The Comp Plan lists the construction of a new 1,000 space Park & Ride lot and transit center as a feature of this UDA. These facilities should be in addition to the needed expansion of the current Route 630 Park & Ride as the GWRC 2035 LRP stated the need for 1447 spaces at Courthouse Road prior to UDA legislation.

UDA #5: Brooke Station

UDA #5 is a modest and practical choice for a UDA, based upon the existing, expandable VRE station. Listed under “Facility needs”, improvements on Route 608, Brooke Road are necessary southward to the intersection of Route 628. These improvements are not shown on Figure 4.3 as a proposed transportation improvement. It is likely that a majority of trips to and from UDA #5 will use Route 630, as it is the most direct path to I-95, particularly for motorists headed northward. Schools and services are focused northward as well. Route 629, Andrew Chapel Road will require an upgrade and consideration must be given to the movement of traffic currently utilizing the out-dated, single-lane railroad underpass at Brooke. Either the structure will need to be replaced or an alternative facility provided. Improvements to Route 628, Eskimo Hill Road and an expansion of the Brooke VRE parking lot are not mentioned under UDA #5, in the Comp Plan. However, a 500 space expansion of this lot and improvements to Eskimo Hill Road are listed as facility needs under UDA #6. Depending upon the order of implementation and considering the possibility of further changes to the plan, consider associating these improvements with both UDAs.

UDA #6: Eskimo Hill

UDA #6 is located on the east side of Route 1 immediately south of the Route 628 intersection. This UDA should be well suited to the location as long as strict access management is practiced on Route 1 and a high-capacity intersection is installed at Routes 1 and 628. Traffic northbound from UDA #6 should be considered as it will result in additional trips through the courthouse area and/or the improved I-95 interchange at Route 630.

UDA #7: Centerport

UDA #7 is a large residential development, containing 22% of the total new dwelling units and 6% of the new commercial area. This UDA is located adjacent to an underutilized, expandable interchange on I-95. The Comp Plan calls for a four-lane, divided road to be constructed as an extension of Mine Road or Centerport Parkway – Route 8900 in this location which will work together with other new segments to provide a western corridor, parallel to I-95 to serve local traffic. The plan also lists the construction of a new 1,000 space Park & Ride lot and transit center as a feature of this UDA.

If the Berea Parkway is constructed, it is likely that the expansion phase of the Centerport Interchange will be needed in order to handle the volumes that will likely result from the combination of UDA generated traffic and traffic being diverted from Route 17 in addition to existing traffic.

UDA #8: Leeland Town Station

UDA #8 is nearly identical to UDA #5 in size and function. “Facility needs” include a general statement, “Improvements to secondary road network”. Improvements should include the widening of Route 626, Leeland Road from the proposed UDA to Route 607, Deacon Road and the reconstruction of a short section of Route 624 between Primer House Road and Forbes Street. Please review the general comments regarding Route 1. Improvements on Route 1 between Route 624, Layhill Road and the Centerport Interchange designated as a “Commercial Corridor” in the Comp Plan should be completed prior to the completion of UDA #8. A significant expansion of the intersection of Route 624, Layhill Road and Route 1 should be included, as well. These improvements are not listed as funded in an approved program.

Additional Comments:

VDOT supports and encourages the use of shared access and inter-parcel access wherever appropriate.

The Comp Plan states that “all new, reconstructed, or expanded roadways should include bicycle and pedestrian routes”. This matches the spirit of the current VDOT policy which states, “The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking.” However, it is clear when comparing the Comp Plan to GWRC Bicycle and Pedestrian Plan as well as Stafford County’s Bicycle/Pedestrian Facilities Plan; many adjustments will need to be made to the GWRC Plan. For example, with the inclusion of UDAs in the Comprehensive Plan, it is likely the locations and types of bike/ped facilities identified in previous plans will require modification, as most of these areas have either “shoulder improvements” or no improvements shown for proposed transportation facilities. As stated previously, the bike/ped plan for Route 1 will likely involve the provision of sidewalks and shared-use paths in contrast to the shoulder improvements called for in the GWRC plan. It is recommended that, within UDAs, pedestrian and bicycle accommodation should be provided on sidewalks and shared-use paths. This policy could be expanded to cover redevelopment areas which are by definition, suburban and/or urban in scale. Finally, the accommodation of pedestrians within intersections should be appropriate to need and type. Any traffic analysis performed for urban and sub-urban style developments should include pedestrian projections, and the impact of these pedestrian volumes should be reflected in any modeling performed.

U.S. Bicycle Route 1 is located on several roadway segments which are recommended for widening/improvement. All improvements to these roadways must include bicycle accommodation in both directions with applicable signing.

Those associated with UDAs are as follows:

- Route 628 - Ramoth Church Road
- Route 628 – Eskimo Hill Road
- Route 626 – Leeland Road

Figure 4.1 should be updated. For example, Route 630 east of the Courthouse and Route 607, Deacon Road from Route 218 to Route 626 are shown as proposed improvements however, these improvements have been built for several years.)

Current VDOT Projects not included in Table 4.1:

UPC	Route	Scope	Status
16267	Route 610/684	Intersection Improvement	2011 Ad Date (Partially Funded)
93225	Route 610/641	Intersection Improvement	Currently PE Only

All proposed improvements found in Table 4.1/Figure 4.2 are logical and necessary. Notable exclusions from this list and the list of those needed for the UDAs include:

1. Route 218 – Butler Road, from proposed improvements at Falmouth to Castle Rock Drive – Needed to “close the gap” between the Falmouth project and the Route 218 four-laning project completed several years ago.
2. Route 218 – White Oak Road – provision of left turn lanes at various locations, including EB at Route 1106 - Potomac Avenue, EB at Route 1182 – Sebastian Road, and EB at Route 604 – Belle Plains Road, and others, as determined. A project is needed in lieu of the continuation of a four-lane facility to prevent collisions on this busy two-lane Primary Highway. Right turn lanes should also be provided at these locations, as needed.
3. Route 1 – Jefferson Davis Highway – safety improvements near Stafford High School including lengthening of NB LTL at Route 753 due to frequency of collisions.
4. Route 17 – Warrenton Road – safety improvements at the intersection of Route 616, Poplar Road, currently marked by flashing lights and rumble strips due to the frequency of collisions.

