

Board of Supervisors

Meg Bohmke, Chairman
Gary F. Snellings, Vice Chairman
Jack R. Cavalier
Thomas C. Coen
L. Mark Dudenhefer
Wendy E. Maurer
Cindy C. Shelton

Thomas C. Foley
County Administrator

Infrastructure Committee Meeting AGENDA

June 5, 2018 – 1:30 pm
Conference Room A/B/C, Second Floor

Committee Members: Chairman Mark Dudenhefer, Meg Bohmke and Jack Cavalier

| Agenda Item | |
|-------------|---|
| 1. | Transportation: a. Belmont-Ferry Farm Trail Phase 4 Update b. Sidewalk Priorities/HSIP Update c. Smart Scale Projects Application Update |
| 2. | Court development update |
| | Next IC meeting is scheduled for July 10, 2018 |

InfraAgenda/06.05.2018



Belmont-Ferry Farm Trail Phase 4

- The Board previously approved Phase 4 of the Belmont to Ferry Farm Trail connecting John Lee Pratt Park and the Chatham Bridge (see attached graphic) for Transportation Alternatives Program (TAP) funding applications and design
- Whereas a significant section of Phase 4 extends across property owned by the federal government along the river frontage of Chatham Manor, the County entered into an agreement with the National Park Service to construct, operate and maintain the trail on NPS property
- The County was awarded full funding for Phase 4 and the design was completed and approved by VDOT for bidding
- Phase 4 was then offered for public bids, and three bids were received as follows:
 - W. C. Spratt, Inc. \$ 659,400
 - Branch Civil, Inc. \$ 697,885
 - J. L. Kent & Sons, Inc. \$1,162,208
- W. C. Spratt, Inc., headquartered in Fredericksburg, has completed numerous projects for the County, and staff has found them to be very qualified for this type of work
- Staff has reviewed these bids, and determined that W. C. Spratt, Inc. is the lowest responsive, responsible bidder
- Funding is provided through a federal Transportation Alternatives Program, with 80% provided from a grant, and 20% from local match
- The bid information has been forwarded to VDOT for review and authorization for contract award. Staff has asked for an expedited review to allow construction to begin this summer
- Staff plans to request Board authorization to award a contract to W. C. Spratt, Inc. at the June 19th meeting
- The project also requires engineering, administration and quality control services during construction. Rinker Design Associates has proposed these services for an estimated cost of \$123,553. Staff will bring this to the Board on June 19th as well.
- If issued a Notice to Proceed in early July, the contractor expects to complete the trail before the end of this year





Sidewalk Priorities

- The Board has steadily worked to address shortcomings in critical pedestrian accommodations in spite of limited funding
- In the past, the County has applied primarily fuels tax revenues and Transportation Alternatives Program (TAP) funding, while VDOT has completed certain pedestrian improvements using Highway Safety Improvement Program (HSIP) funding
- Last fall, the Board endorsed the application of pedestrian projects under both the HSIP and TAP programs, and staff has recently been informed by VDOT of the status of the applications for County improvements

Highway Safety Improvement Program (HSIP)

- The Board approved Resolution R17-304 on November 21, 2017 endorsing VDOT to submit five Bicycle and Pedestrian Safety Program (BPSP) Improvement applications on the County's behalf, as listed below
 - Manning Drive from James Madison Circle to Forbes Street
 - Lichfield Boulevard from Harrogate Road to Plantation Drive
 - Flatford Road from Parkway Boulevard to Winding Creek Road
 - Butler Road from Carter Street to Camden Street
 - Deacon Road from VDOT District Office to Leeland Road
- The Deacon Road, Manning Drive and Lichfield Boulevard projects were approved for consideration by the Commonwealth Transportation Board (CTB). They will make their final funding decision later this month
- Funding for these projects will not become available until FY2024. No County match is required for these projects.

Transportation Alternatives Program (TAP)

- The Board approved Resolution R17-250 on October 17, 2017 authorizing the County Administrator to submit a TAP application for the Flatford Road sidewalk project
- Staff has recently learned that the application has been approved for consideration by the CTB who will make their final funding decision later this month
- Funding will become available at the beginning of the new federal government fiscal starting in October
- A 20% County match is required for this project, funded by fuels tax revenues

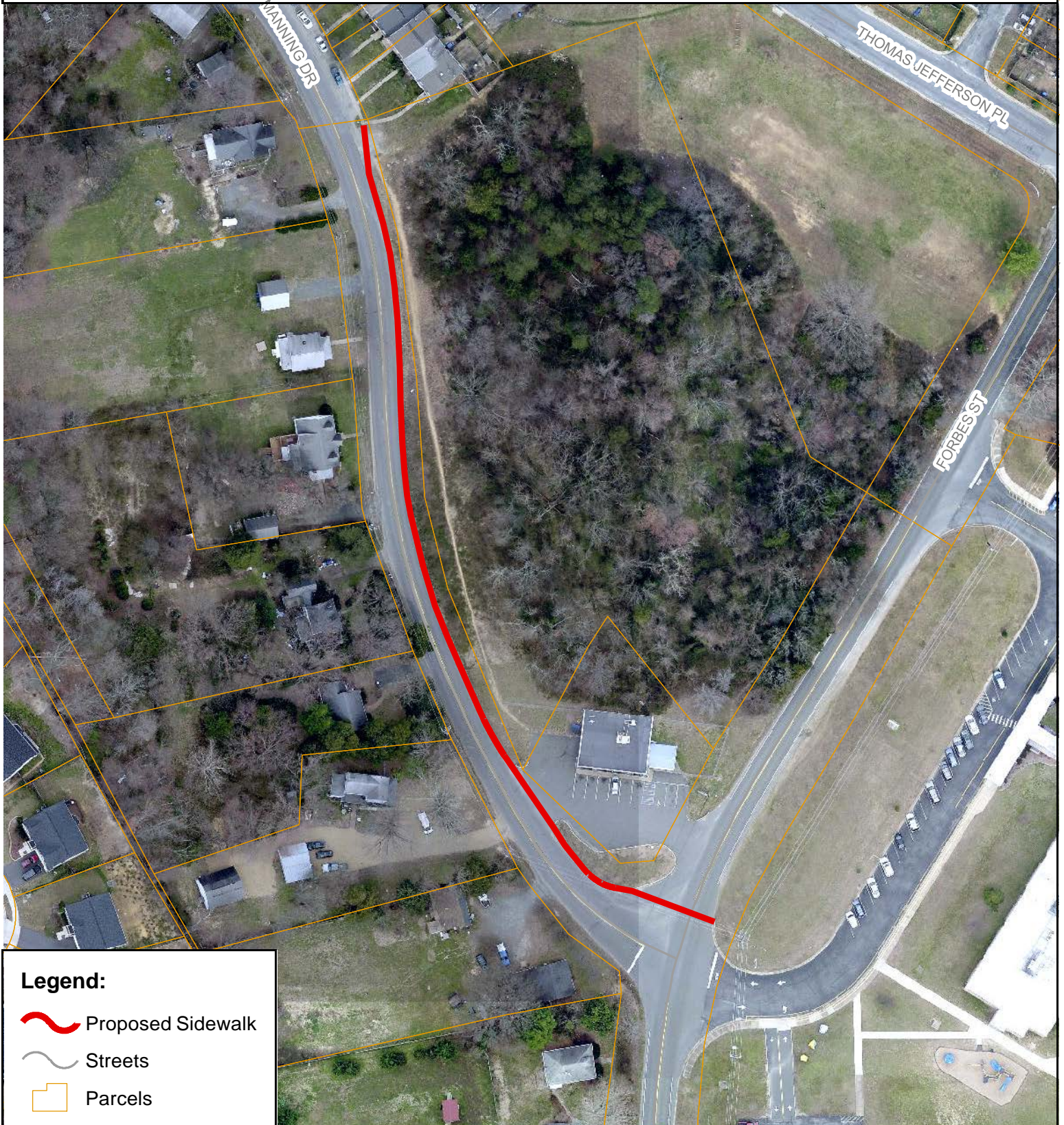
- Graphics showing the planned pedestrian improvements are attached

- Also attached is an updated database of our pedestrian improvements priority list along with the current status






Proposed Bike and Pedestrian Safety Improvement Project Manning Dr.

Produced by the Stafford County GIS Office
540-658-4033 | www.StaffordCountyGIS.org



Legend:

-  Proposed Sidewalk
-  Streets
-  Parcels

Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\VDOT_SidewalkProjects.mxd

Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.

0 25 50 100 150 200 Feet



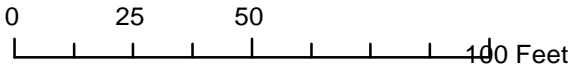


Proposed Bike and Pedestrian Safety Improvement Project Lichfield Blvd.

Produced by the Stafford County GIS Office
540-658-4033 | www.StaffordCountyGIS.org



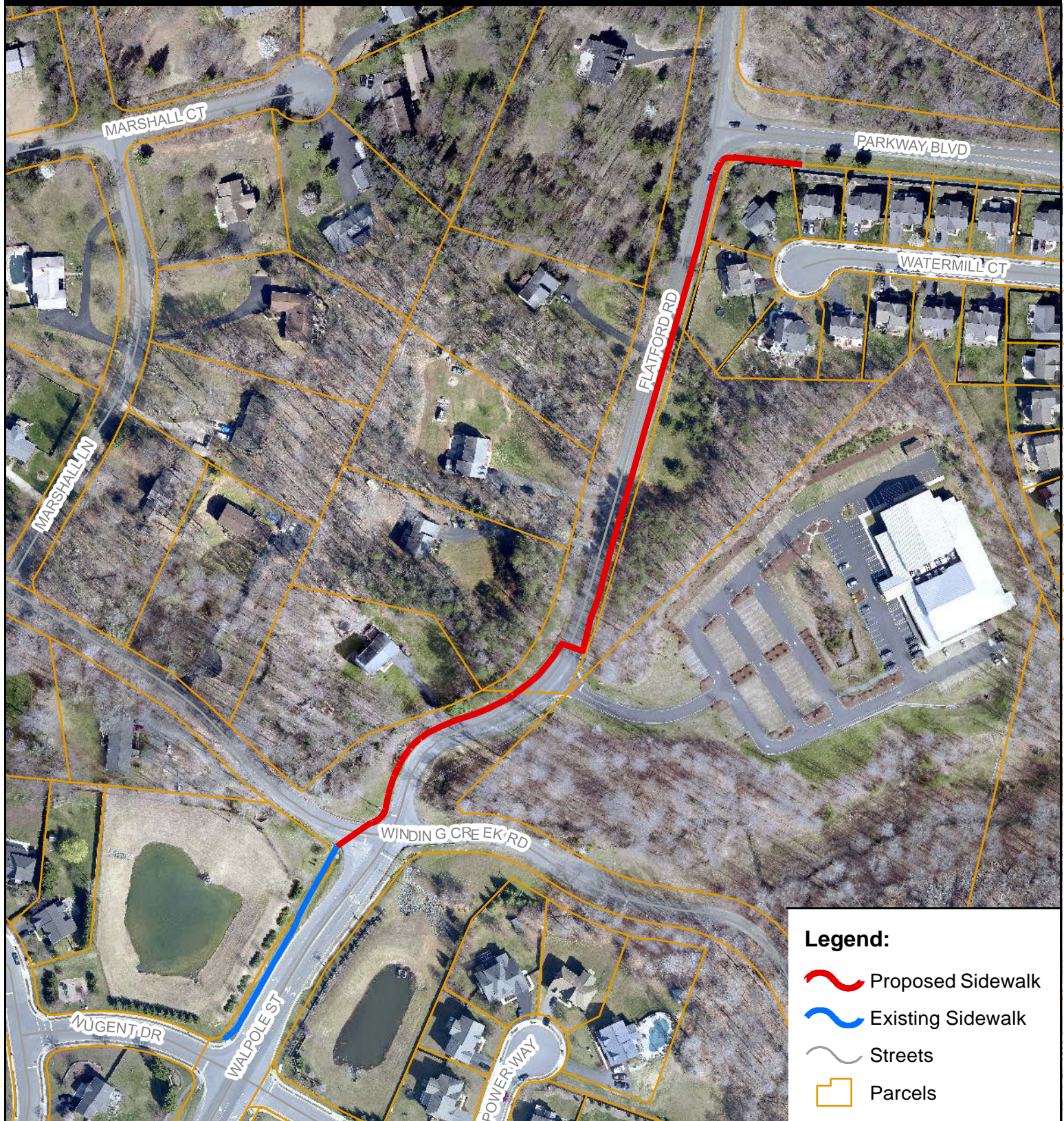
Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet
Produced: 10/31/2017
MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\VDOT_SidewalkProjects.mxd
Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.





Stafford County Proposed Flatford Road Sidewalk Project

Produced by the Stafford County GIS Office
540-658-4033 | www.StaffordCountyGIS.org



Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\FlatfordSidewalk.mxd

Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.

0 50 100 200 300 400 Feet





Proposed Bike and Pedestrian Safety Improvement Project Deacon Rd.

Produced by the Stafford County GIS Office
540-658-4033 | www.StaffordCountyGIS.org



Coordinate System: NAD 1983 HARN State Plane Virginia North FIPS 4501 Feet
Produced: 10/31/2017
MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\VDOT_SidewalkProjects.mxd
Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.



Sidewalk Priorities

| Map # | Segment Name | Length (feet) | Description | Comments |
|-------|--|---------------|--|--|
| 20 | Staffordboro Blvd | 256 | From Garrisonville Road to Prosperity Lane along Staffordboro Boulevard | Completed- Provided additional pedestrian access from the residential communities located on the northern portion of Staffordboro Boulevard to the adjacent commercial development |
| 21 | Stafford Market Place | 275 | From Garrisonville Road to Prosperity Lane along Stafford Market Place | Completed- Provided additional pedestrian access within Stafford Market Place |
| 5 | Hampton Park Rd | 600 | From Eustace Road to Savannah Court | Completed- Provided an additional 600 feet of pedestrian access along Hampton Park Road . Total Cost \$190,000 including engineering and property acquisition. |
| 39 | Deacon Road (VDOT) | 1,400 | From VDOT District Office to White Oak Road | Completed- VDOT Project |
| 40 | Butler Road (VDOT) | 850 | From the Wawa located on Chatham Heights Road to Castle Rock Road | Completed- VDOT Project |
| 41 | Castle Rock Road (VDOT) | 330 | From Butler Road to Fagan Drive | Completed- VDOT Project |
| 18 | Juggins Rd | 1,000 | From Chadwick Drive to Doc Stone Road | COMPLETED - This Project would connect the existing sidewalks in Perry Farms along Juggins Road(165 homes). Pedestrian access would be provided to Doc Stone Commons and Stafford Marketplace. Potential topography issues in vicinity of stormwater BMP and may not meet VDOT safety requirements. |
| 31 | South Gateway Drive | 900 | | Completed- This project will provide a connection to the existing sidewalks along Tomorrow Street and South Gateway Drive. This sidewalk project is scheduled for the spring of 2014 and includes street and drainage improvements. |
| 33 | Manning Drive | 880 | From James Madison Circle to Forbes Street | This Project would provide pedestrian access to Falmouth Elementary School. HSIP Funding recommended for approval. |
| 3 | Walpole St | 468 | From Courthouse Road to the existing walkway at Stowe of Amyclae | Completed- This is a Safe Route to School Project- This project consists of 468 feet of proposed walkway from Courthouse Road along the west side of Walpole Street. The project will connect from Courthouse Road to exiting walkway at Stowe of Amyclae. |
| 17 | Juggins Rd extended, water tank (VDOT) | 530 | Access from Doc Stone Road to Stafford Boulevard | Completed- Access from Perry Farms and Doc Stone Woods to the Stafford Market Place will be provided once the commuter lot expansion is complete. |
| 26 | Streetscape Phase 1 | 800 | | Under Construction- The construction includes, decorative streetlamps, sidewalk installation, landscaping, retaining walls, decorative paving blocks, storm drainage. This project will provide pedestrian access within the Stafford Courthouse area. |
| | Streetscape Phase 2 | 2,000 | Completion of sidewalk from Red Oak Drive to the entrance of the Government Center | Under design by the design-build contractor completing the Exit 130 Interchange |
| | Streetscape Phase 3 | 1,500 | Completion of sidewalk along Route 1 from Hope Road to south of Courthouse Road | Under design - to be completed along with the Route 1 corridor improvements through the Courthouse area. |
| 14 | Onville Rd (south of Barrett Heights) | 1,600 | From Barrett Heights Road to Worth Avenue | Under design - this project would connect the existing sidewalks along Onville Road to provided pedestrian access to the commercial development along Garrisonville Road. This project will connect to the proposed sidewalks associated with the VDOT Onville Road project and would extend to |

Sidewalk Priorities

| | | | | |
|----|--|-------|--|--|
| 29 | Den-Rich Road | 2,160 | From Telegraph Road to Widewater Elementary School | This project would provide pedestrian access to Widewater Elementary School |
| 19 | Staffordboro Blvd | 1,700 | From Pike Place to the existing sidewalk on the corner of Woodstream Boulevard and Staffordboro Boulevard. | This project would provide pedestrian access from Woodstream Boulevard to Pike Place along Staffordboro Boulevard. There is currently a substantial amount of pedestrian traffic in this area. The east side of the road is too constrained, however, the west side is buildable. |
| 22 | Mine Rd | 2,600 | From Garrisonville Road to Cathedral Lane | This project would connect the existing sidewalk along Mine Road to the sidewalk with the adjacent subdivision (Highpointe and Hampton Oaks). This project would also provide pedestrian access to Garrisonville Road as there is currently a substantial amount of pedestrian traffic in this area. |
| 22 | Mine Rd | 1,700 | From Cathedral Lane to High Pointe Blvd. | Completed - This project would connect the existing sidewalk along Mine Road to the sidewalk with the adjacent subdivision (Highpointe and Hampton Oaks). This project is the first link to provide pedestrian access to Garrisonville Road. The length, retaining wall on west side of Mine Rd and north of Settlers Way, along with a crossing at Whitsons Run are constraints with the location of the proposed sidewalks. There is currently a substantial amount of pedestrian traffic in this area. |
| 16 | Brafferton Blvd | 1,500 | From Garrisonville Road to just past Coopers Lane | This project would connect the existing sidewalk along Garrisonville Road to allow improved pedestrian access from Patriot's Landing and Liberty Place to North Stafford Plaza and Brafferton Shopping Center and a future access with Hampton Run. It is recommend that the pedestrian access would be placed on the east side of the road due to existing drainage structures. There is currently a substantial amount of pedestrian traffic in this area. |
| 6 | Eustace Rd (north of Northampton Blvd) | 3,600 | From Mathew Court to Northampton Boulevard | This project would connect the existing sidewalk and trail on Eustace Road as well as connect to the existing sidewalk within the Cabin Creekwood and Whitson Ridge subdivisions. The placement of the pedestrian access is limited due to space adjacent to a pond embankment at Whitsons Run. It is recommend that the pedestrian access would be placed on the west side of the road due to existing drainage ditches and driveway entrances. |
| 23 | Greenspring Dr. (including gap) | 1,500 | From Mine Road to the existing sidewalk just short of Wicomico Drive and From Ridgecrest Court to Whitsons Run | This project would connect the existing sidewalk along Greensprings Lane to allow pedestrian access from Hollymead, Shadowwoods and The Courts at Stafford to the commercial properties along Garrisonville Road. It appears the pedestrian access is buildable, however, the length may be a potential problem. |
| 28 | Telegraph Road | 930 | From Shirley C. Heim Middle School to Den Rich Road | This project would provide pedestrian access along Telegraph Road to Shirley C. Heim Middle School. |
| 37 | Leeland Rd | 2,200 | From Deacon Road to Walnut Drive | This project would provide a connection from Leeland Heights, Falmouth Village and Highland Homes to the existing sidewalk and trails within Leeland Station to allow pedestrian access to the Leeland VRE Station. There is currently a substantial amount of pedestrian traffic in this area. It appears there may be limited space and topography issues on west side of Leeland Rd. This project has received HSIP funding through construction beginning in FY2019. |
| 13 | Onville Rd (north of Sky Terrace) | 1,350 | From Sky Terrace to just past Ebenezer Church Road | This project would provide pedestrian access to several local churches. It appears the ditch line will need to be relocated. |
| 12 | Oak Road | 450 | From Barrett Heights Road to Aquia Avenue | This project would provide a connection to the existing sidewalk along Oak Road that was built with the Glenwood Forest Subdivision to Barrett Heights Road. Constraints may include on-street parking. |

Sidewalk Priorities

| | | | | |
|----|---|-------|---|---|
| 7 | Berkshire Dr. | 380 | From Garrisonville road to the existing sidewalk on Berkshire Drive | This project would provide a pedestrian connection from the existing sidewalk on the corner of Garrisonville Road and Berkshire Drive to the Elizabeth Park Subdivision (43 homes). At this time there is a limited amount of sidewalk installed along Garrisonville Road. The limited amount of sidewalk along Garrisonville Road will hinder safe pedestrian access to the commercial properties. |
| 30 | Telegraph Road (Clark Lane to Den-Rich Road) | 1,120 | From Den Rich Road to Clark Lane | This project would provide pedestrian access to Widewater Elementary School |
| 8 | Oakridge Dr. (Garrisonville to Austin Dr.) | 3,700 | From Garrisonville Road to the existing sidewalk on Oakridge Drive | This project would provide a pedestrian access from the Oakridge Pointe Subdivision and the Country Ridge Subdivision to the businesses along Garrisonville Road. It appears there may be potential conflicts with on-street parking. The length of the project may potentially increase the price of the project. |
| 38 | Deacon Road (Leeland Road to Mintwood Dr./Adrian Way) | 3,200 | From the existing sidewalk east of Edwards Drive to Leeland Road | This project would provide pedestrian access for multiple subdivisions on Deacon Road to Dixon Smith Middle School and Grafton Village Elementary School. |
| 2 | Flatford Rd (Parkway Blvd to Winding Creek) | 1,250 | From Winding Creek Road to Parkway Boulevard | This project would connect existing trails along Parkway Boulevard and Walpole Street. Constraints may include space limitations at Austin Run crossing and pedestrian safety due to the existing street curvature. Recommended for TAP funding |
| 25 | Austin Ridge Drive (to Courthouse Rd) | 3,000 | From Courthouse Road to the existing walkway along Austin Ridge Drive | This project is considered to be the responsibility of future commercial development |
| 1 | Shelton Shop Rd (Garrisonville Rd to Winding Creek Rd) | 2,300 | From Garrisonville Road to Winding Creek Road | This project would provide pedestrian access to the multiple businesses located at the corner of Garrisonville Road and Shelton Shop. |
| 9 | Fritter Lane | 3,200 | From Barrett Heights Road to Tanterra Drive | This project would connect existing sidewalks in the Devon Green Subdivision (180 homes) to allow access to the Kate Waller Barrett Elementary School and to businesses along Barrett Heights and Garrisonville Roads. The length of the project may potentially increase the price of the project. |
| 34 | Morton Road (Hickory Ridge Dr. to Primmer House Rd.) | 2,850 | From Primmer House Road to Hickory Ridge Drive | This project would provide pedestrian access from the hickory Ridge Subdivision to the Leeland VRE Station |
| 11 | Barrett Heights Road (Office Park to Garrisonville Rd.) | 725 | From Onville past Fritters Lane to the existing sidewalk along Barrett Heights Road | This project would provide pedestrian access from the Brentwood Estates subdivision (70 homes) to the businesses along Barrett Heights Road. It appears there may be a need to relocated utilities along Barrett Heights Road to install the sidewalk. |
| 10 | Barrett Heights Rd (Office Park to Onville Rd) | 2,400 | From Garrisonville Road to Center Street | This project would provide pedestrian access from the Glenwood Forest subdivision (39 homes) to the businesses along Barrett Heights Road. It appears there may be a need to relocated utilities along Barrett Heights Road to install the sidewalk. |
| 15 | Evans Ln | 1,500 | From Onville Road to the end of Evans Lane | This project would provide pedestrian access from seven homes and one business to Onville Road and Doc Stone Commons. The topography at the southeast end of Evans Ln could make a trail or sidewalk extension into Doc Stone Commons difficult. |
| 27 | Coal Landing Rd (Greenridge Dr. to Confederate Way) | 575 | From Confederate Way along Coal Landing Road to Route 1 north to Foreston Woods Drive | This project would provide pedestrian access from Coal Landing Road to the commercial properties along Route 1 and Foreston Woods Drive. Constraints may include potential wetland and flood plain issues. Also, the installation of a pedestrian bridge will most likely be required to cross Austin Run. |
| 36 | Leeland Rd (Morton Rd to VRE Station) | 2,100 | From Morton Road to the Leeland Road VRE Station | This project would provide pedestrian access to the Leeland VRE Station from the Hickory Ridge Subdivision. The topography along Leeland Rd, particularly adjacent to the VRE Station, may be an issue. Also, the bridge over the train tracks would need to be modified to accommodate a sidewalk. |

Sidewalk Priorities

| | | | | |
|----|---|-------|--|---|
| 32 | Streets within the Olde Forge area: Short Street, Thomas Lane, Musselman Road | 2,500 | | This project would provide pedestrian access to the businesses located along Warrenton Road. |
| 4 | Hampton Park Rd | 970 | From Parkway Boulevard to Savannah Court | There are currently various sidewalks segments installed throughout this area. This project would provide sidewalk connections on both sides of Hampton Park Road, allowing pedestrian access to Woodland Pool, John Musante Porter Library and Park Ridge Elementary School. There is currently a substantial amount of pedestrian traffic in this area. Some preliminary engineering has already been completed for the proposed sidewalks. |
| 35 | Morton Rd (Hickory Ridge Dr. to Leeland Rd) | 2,300 | From Hickory Ridge Drive to Leeland Road | This project would provide pedestrian access to the Leeland VRE Station from the Hickory Ridge Subdivision. |
| 24 | Extension of North Vine Pl | 1,000 | From Greenspring Drive to Timberlake Street | This project would provide pedestrian circulation between Vine Place Apartments, Hampton Oaks and Shadowoods subdivisions. This pedestrian access may be better suited for a paved trail since there is no existing road. A dirt trail has been formed due to the substantial amount of pedestrian traffic. Constraints may include CRPA and floodplain. |
| 42 | Funace Road | 700 | | This project will complete the sidewalk pedestrian access from Garrisonville Road to the Vista Woods Subdivision on Choptank Road. |
| 43 | Eustace Rd (Gray Birch Drive to Embrey Mill Road) | 1,095 | At southern end of Eustace Road would connect to the exiting paved walkway leading to Woodlands Pool | This project would complete the southern Eustace Road pedestrian walkway south of HH Poole Middle School. |
| 44 | Embrey Mill Road (Eustace Road to Ebenezer Church) | 930 | On the northerly side of Embrey Mill Road | This segment jwould may be connected to the Embrey Mill subdivision on a section of roadway which will become heavily traveled |
| 45 | Deacon Road (VDOT District Office to Leeland Road) | 1500 | West side of Deacon Road | This project would provide pedestrian accommodations along busy Deacod Road, connecting to planned improvements for Deacon Road. Recommended for HSIP funding. |
| 46 | Lichfield Blvd. | 180 | North side of Lichfield Blvd. | This sidewalk would connect a "missing link" between Harrogate Road and Plantation Drive and provide a better network of pedestrian accommodations within the England Run subdivision. Recommended for HSIP funding. |
| | | | | |

Smart Scale Application Updates

Smart Scale

- The Board selected four projects for District Grant funding for the 2018 round of Smart Scale at the March 20 Board meeting
- The four projects approved for submission, along with the recommended funding strategy is provided below

➤ **Route 1/Enon Road Intersection and Roadway Improvements**

| | |
|----------------------|---------------------|
| <u>Fuels Tax</u> - | \$50,000 |
| <u>CMAQ/RSTP</u> - | \$ 3,500,000 |
| <u>Impact Fees</u> - | \$ 1,500,000 |
| <u>Smart Scale</u> - | \$ 5,350,000 |
| Total | \$10,400,000 |

➤ **Winding Creek Road Widening**

| | |
|---------------------------------|---------------------------------|
| <u>Developer Contribution</u> - | \$2,216,090 (Road Improvements) |
| <u>Developer Contribution</u> - | \$ 150,000 (Right of Way) |
| <u>Smart Scale</u> - | \$4,306,570 |
| Total | \$6,672,660 |

➤ **Eskimo Hill Roadway Improvement**

| | |
|--------------------------|--------------------|
| <u>R-Board</u> - | \$1,000,000 |
| <u>Revenue Sharing</u> - | \$1,000,000 |
| <u>Smart Scale</u> - | \$5,920,000 |
| Total | \$7,920,000 |

➤ **Stefaniga and Mountain View Road Intersection Improvement**

| | |
|----------------------|--------------------|
| <u>Smart Scale</u> - | \$4,400,000 |
|----------------------|--------------------|

- Staff has been working with VDOT to define these projects in greater detail in preparation for our Smart Scale applications due by August 1st
- Although still in progress, staff has observed that VDOT has added a higher inflation factor for the 2024-2025 funding date than used in our initial estimates (9% vs 17%)

- VDOT also added more improvements to these projects than envisioned by County staff, specifically Winding Creek Road and Eskimo Hill Road, as shown in the attached graphics
- Staff has provided the updated project funding below, although we will continue to work with VDOT to narrow the scope of these projects to reduce the estimates:

➤ **Route 1/Enon Road Intersection and Roadway Improvements**

| | |
|----------------------|---------------------|
| <u>Fuels Tax</u> - | \$50,000 |
| <u>CMAQ/RSTP</u> - | \$ 3,500,000 |
| <u>Impact Fees</u> - | \$ 1,500,000 |
| <u>Smart Scale</u> - | \$ 6,550,000 |
| Total | \$11,600,000 |

➤ **Winding Creek Road Widening**

| | |
|---------------------------------|----------------------------------|
| <u>Developer Contribution</u> - | \$ 2,216,090 (Road Improvements) |
| <u>Developer Contribution</u> - | \$ 150,000 (Right of Way) |
| <u>Smart Scale</u> - | \$14,633,910 |
| Total | \$17,000,000 |

➤ **Eskimo Hill Roadway Improvement**

| | |
|--------------------------|---------------------|
| <u>R-Board</u> - | \$ 1,000,000 |
| <u>Revenue Sharing</u> - | \$ 1,000,000 |
| <u>Smart Scale</u> - | \$26,000,000 |
| Total | \$28,000,000 |

➤ **Stefaniga and Mountain View Road Intersection Improvement**

| | |
|----------------------|--------------------|
| <u>Smart Scale</u> - | \$4,600,000 |
|----------------------|--------------------|

- The large increase in Smart Scale funding reduces the percentage of local contribution applied, lowers the score, and affects the chances of being awarded a portion of the approximately \$30 million in District Grant Smart Scale funds.
- Staff has submitted a pre-application for each of these projects which the due date was on June 1st. By submitting these pre-applications this indicates to the Commonwealth the County's "Notice of Intent" to finalize and submit full applications for each of these projects by August 1st.

VDOT Project: 0753-089-R90

Enon Road (Route 753)

Sheet 1 of 4
November 10, 2015

Scale: 0 25 50



VDOT Project: 0753-089-R90

Enon Road (Route 753)

Sheet 2 of 4
November 10, 2015

Scale: 0 25 50

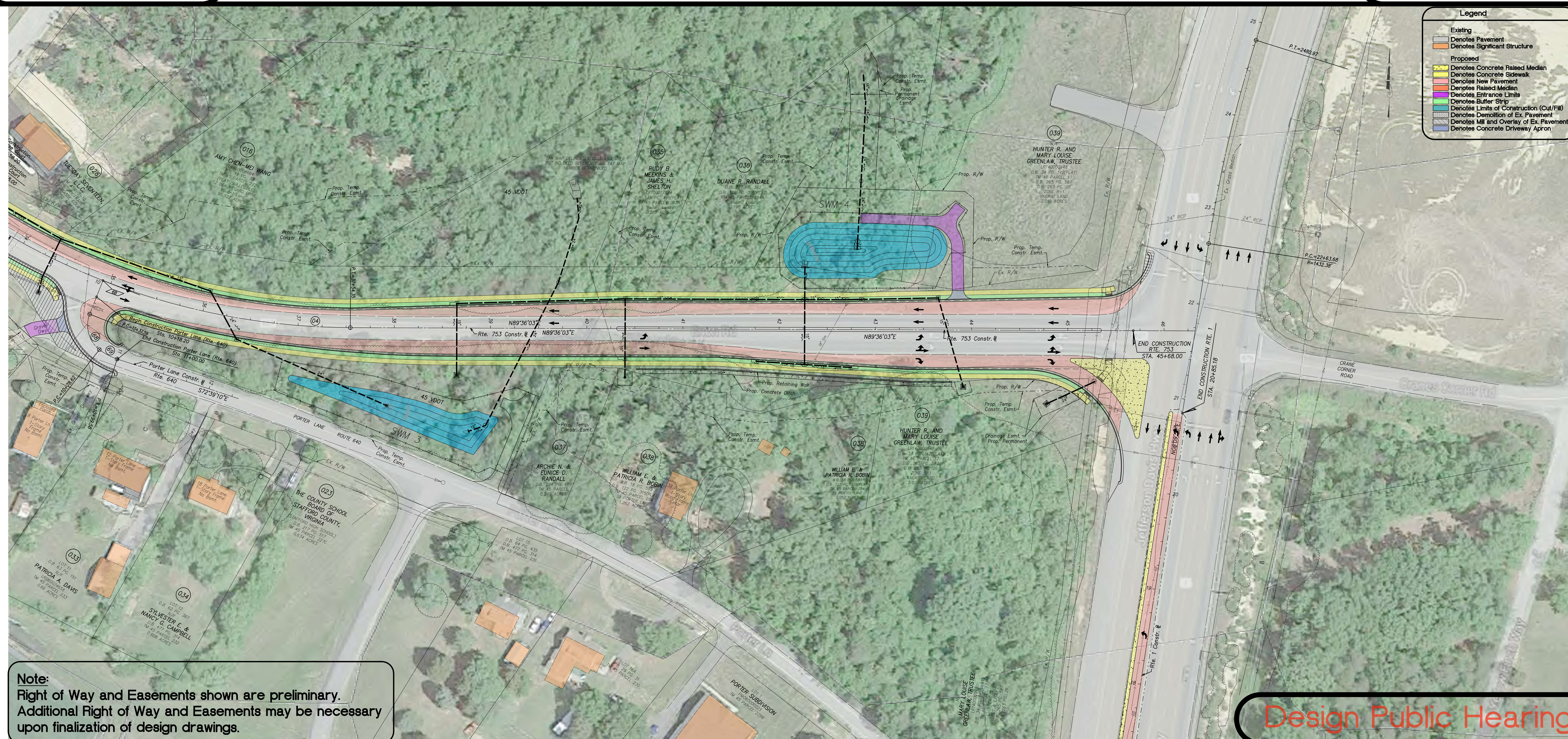


VDOT Project: 0753-089-R90

Enon Road (Route 753)

Sheet 3 of 4
November 10, 2015

Scale: 0 25 50

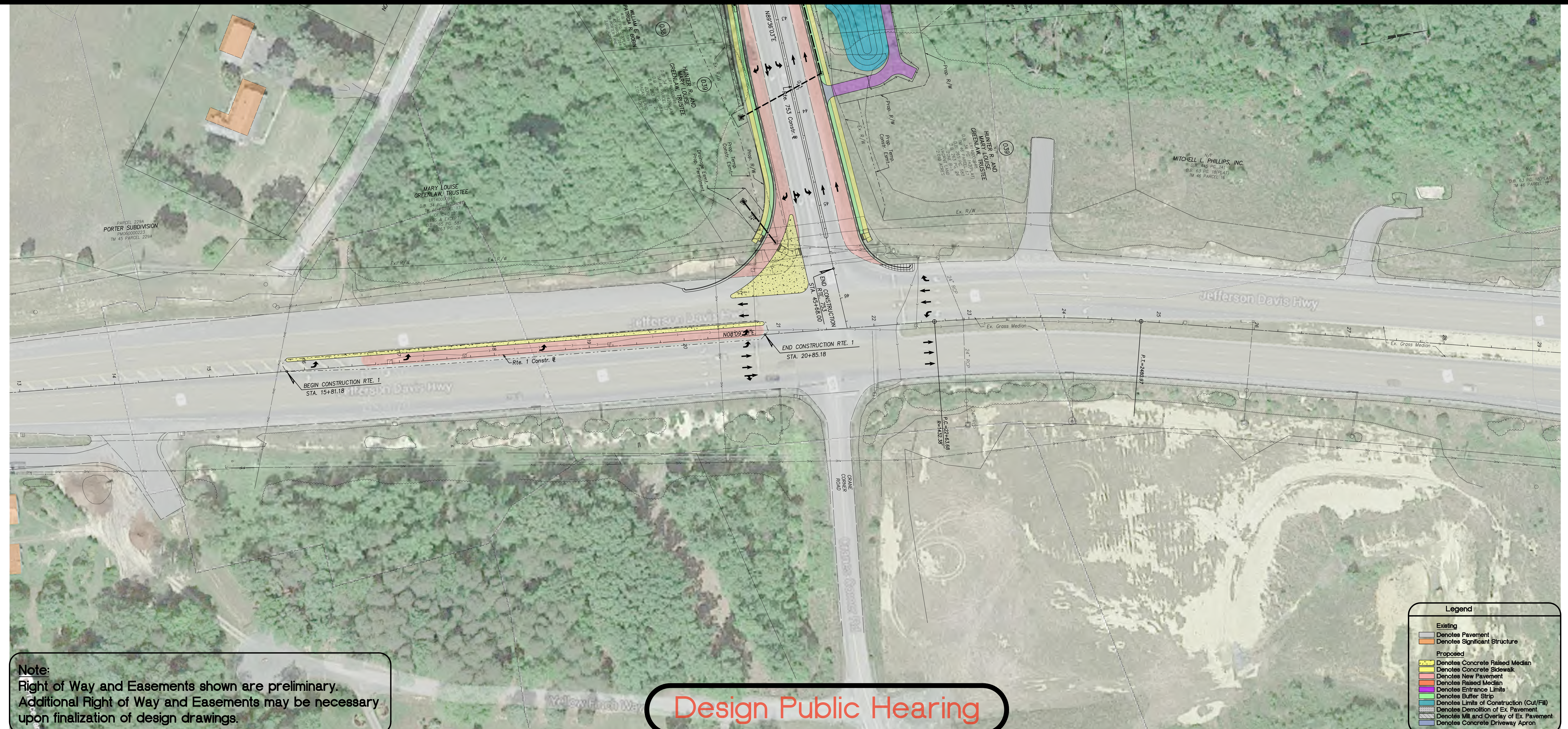


VDOT Project: 0753-089-R90

Enon Road (Route 753)

Sheet 4 of 4
November 10, 2015

Scale: 0 25 50



Feature #1
Realign/Reconstruct Roadway
to improve Horizontal Alignment
(Approx. 700')

Feature #2
Trench-widen
Existing Roadway
(Approx. 2350')

Winding Creek Road
Stafford County
SMART SCALE
Page 1 of 3

DRAFT/
CONCEPTUAL

SCALE
0 100' 200'

NORTHERN SECTION



Winding Creek Road Stafford County SMART SCALE Page 2 of 3

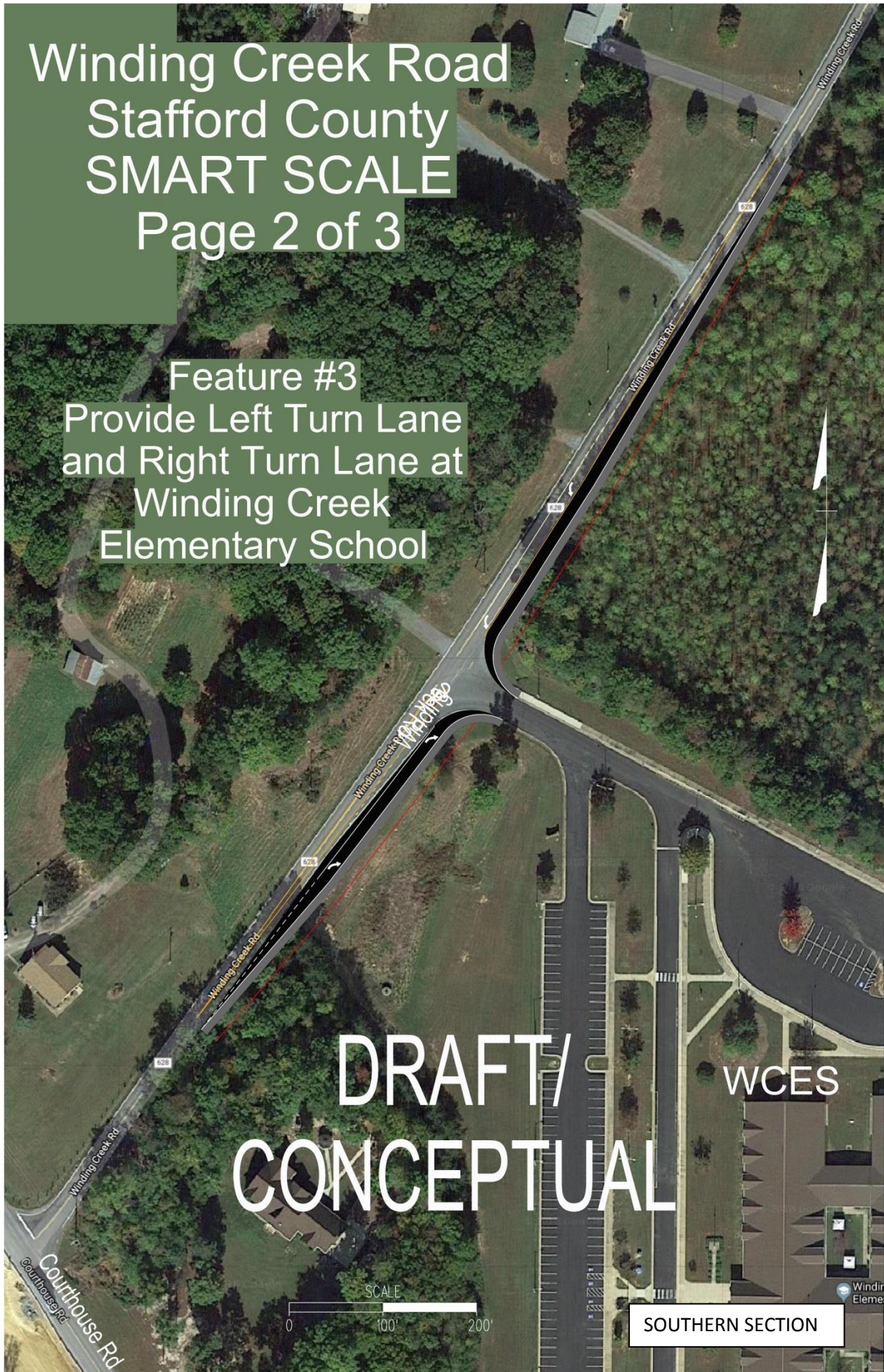
Feature #3
Provide Left Turn Lane
and Right Turn Lane at
Winding Creek
Elementary School

DRAFT/
CONCEPTUAL

WCES

SCALE
0 100' 200'

SOUTHERN SECTION



Please see Page 1 of 3
for improvements
north of this point
(Trench Widening)

Embrey Mill Rd

Feature #4
Provide Shoulder Improvements
(Approx. 1900')

MIDDLE SECTION –

Note: The inclusion
of this feature is TBD

Please see Page 2 of 3
for improvements
south of this point
(Proposed LTL/RTL
at Winding Creek ES)

Winding Creek Road
Stafford County
SMART SCALE
Page 3 of 3

Winding Creek
Elementary School

DRAFT/
CONCEPTUAL

Design to
avoid impacts
to structures

Beginning of
Realignment

DRAFT

BIG SPRING LANE

Design to
avoid impacts
to structures

PROP RW

PROP RW

ROUTE 628

ESKIMO HILL ROAD

STATE SHOP ROAD

SMART SCALE
Eskimo Hill Road
Rte 1 to Rte 626

SCALE



SMART SCALE
Eskimo Hill Road
From Rte 1 to Rte 626

SCALE
0 200' 400'

Page 2 of 4

DRAFT

TRENCH WIDEN (OPT)

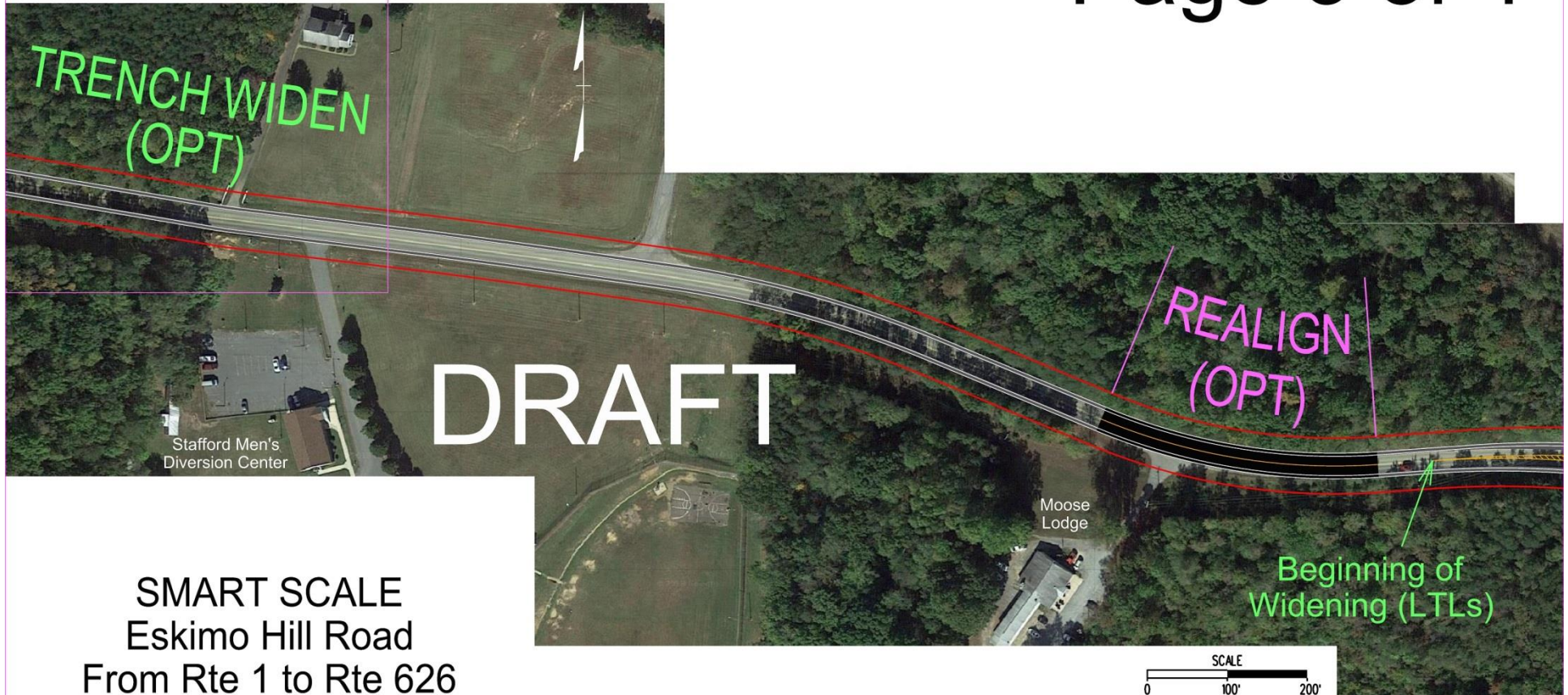
REALIGN
(OPT)

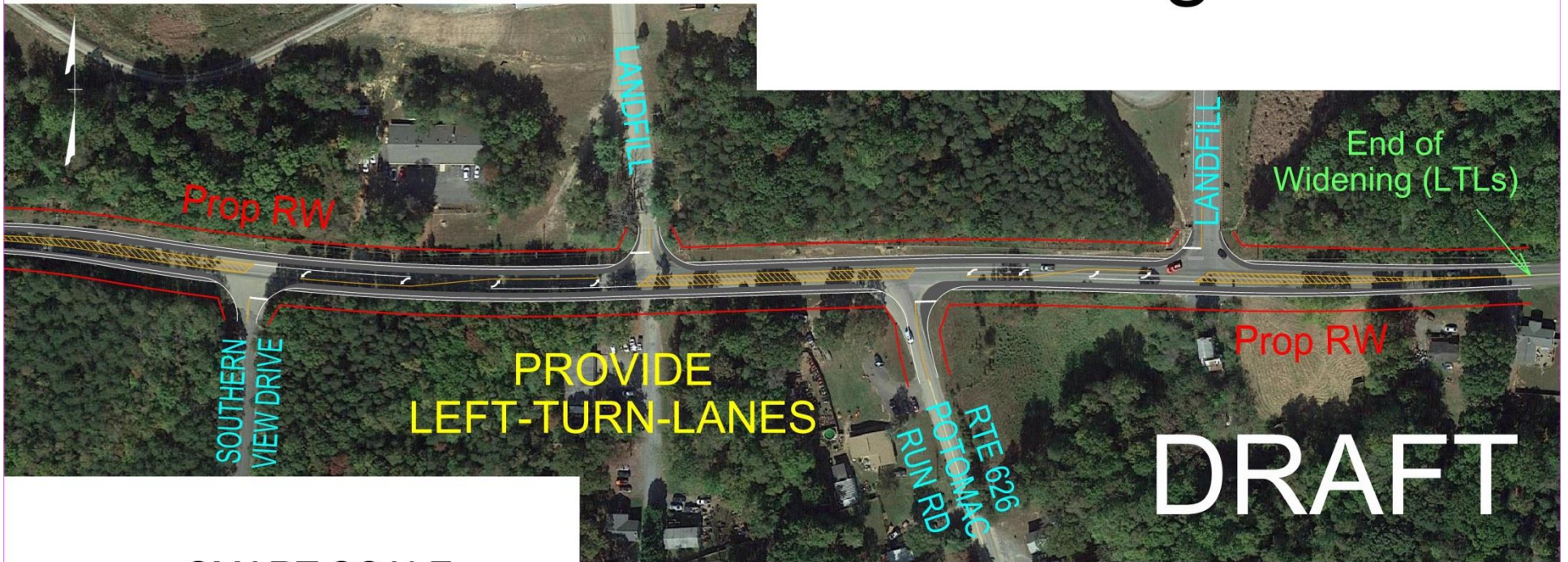
DRAFT

REALIGN
CURVE

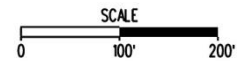
TRENCH WIDEN
(OPT)







SMART SCALE
Eskimo Hill Road
From Rte 1 to Rte 626





Approximate Right of Way Impact (1.2 acres)

Proposed Right of Way

Proposed Right of Way

Proposed Right of Way

Proposed Right of Way

R 75
R 50

R 50
R 100

R 50

R 125

R 50

648

627

Smart Scale Sketch
Stafford County
Roundabout
Routes:
627 (Mountain View Rd.),
648 (Stefaniga Rd.),
and 2055 (Lightfoot Dr.)

DRAFT