

Map of Stafford BOS suggested options to fix I-95 congestion

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For those interested, below is a map produced by Stafford County staff detailing suggestions for fixing Interstate 95 congestion problems the board of supervisors voted to forward to the Virginia Department of Transportation. (Click the map to see an enlarged version.)

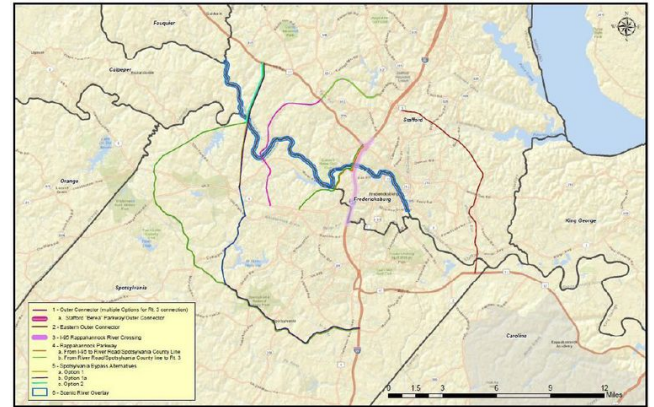
The Stafford proposal includes the Rappahannock River Crossing, with the Rappahannock Parkway in Spotsylvania, as well as eastern and western outer connectors as alternatives.

The multiphase crossing project, aimed at improving traffic flow along the I-95 corridor in the Fredericksburg area, includes improvements to the interchanges at U.S. 17 and State Route 3. The project also includes additional bridges over the Rappahannock River and parallel lanes along the interstate for traffic using local exits.

The western outer connector alternative included in the Stafford proposal would be a 13-mile-long, four-lane, divided road. It would start at the Centreport Parkway I-95 interchange in Stafford. The first four miles of the outer connector would essentially be the proposed Berea Parkway, which would run to U.S. 17.

The connector would continue south from U.S. 17, cross the Rappahannock River into Spotsylvania and tie into Route 3 in the area of Gordon Road. The Stafford proposal estimates that the outer connector would cost \$431 million.

The eastern outer connector alternative, which dates back decades, would run from Centreport Parkway and run along the eastern side of I-95. It would connect with U.S. 17 in Spotsylvania. It would be about 10 miles long and cost an estimated \$350 million to \$400 million. It also would impact more properties—80 to 100—than the other alternatives.



Stafford-BOS-Map-Options.jpg

This map shows details of the Stafford supervisors' suggested options to fix congestion problems in the region's I-95 corridor.