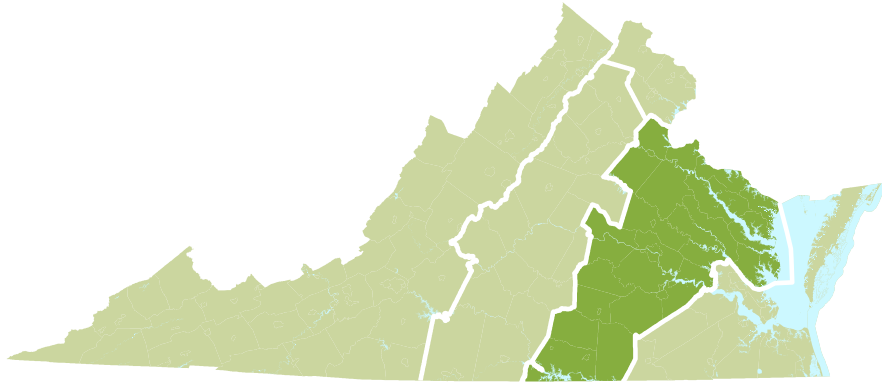


REGION 4: PIEDMONT



The Piedmont Region's economy is largely driven by the government-related and service industries associated with the state capital, along with tourism and industry in the Northern Neck. The Port of Richmond is a major hub and distribution gateway for truck, rail and barge freight. Other factors that have contributed to the economic stability of the region include manufacturing, financial headquarters, numerous health facilities, and the concentration of educational institutions in the area. The region's location also benefits from an excellent position along the state's transportation network at the junction of east-west I-64 and north-south I-95. Virginians continue to commute longer distances, especially in Northern Virginia along I-95, aiding the population growth in Fredericksburg.

Trends indicate that the region will continue to attract highly-sought employees and employers from around the nation to support a growth in service, finance and biotechnology jobs. It is likely the workforce will continue to be highly mobile and well-educated. Trends toward smaller households, more diverse populations and more compact, denser communities will likely continue. As a whole, the region will likely continue to reflect the basic spectrum of community types seen today, ranging from rural areas to suburban and urban centers.

PDCs in the Piedmont Region

- Southside
- Virginia's Heartland Commonwealth Regional Commission
- Richmond Regional
- George Washington Regional Commission
- Northern Neck
- Middle Peninsula
- Crater

Strategies for the Piedmont Region

- Increase Use of Congestion Pricing
- Increase Road, Transit and Freight Capacity
- Increase Use of ITS
- Expand TDM
- Ensure Multimodal Freight Movement
- Improve/Expand Access to Transit in Rural Areas
- Increase and Improve Bicycle and Pedestrian Facilities

There is a need to expand multimodal choices and capacity in the region, including extending and expanding the VRE; developing more inter-city passenger rail; expanding the use of streetcars and bus rapid transit particularly in more urban areas; and expanding rail capacity for interstate freight. Transportation demand management and ITS strategies should be employed to reduce congestion. In addition, improvement and expansion of major radial connectors will help maintain a high level of mobility in the region.

This need is recognized and efforts are already underway to study alternatives to addressing this challenge, most prominent is the ongoing study of potential rapid transit alternatives for the Broad Street Corridor of Richmond. In addition, high speed rail alternatives from Richmond to destinations in North Carolina are also being studied.

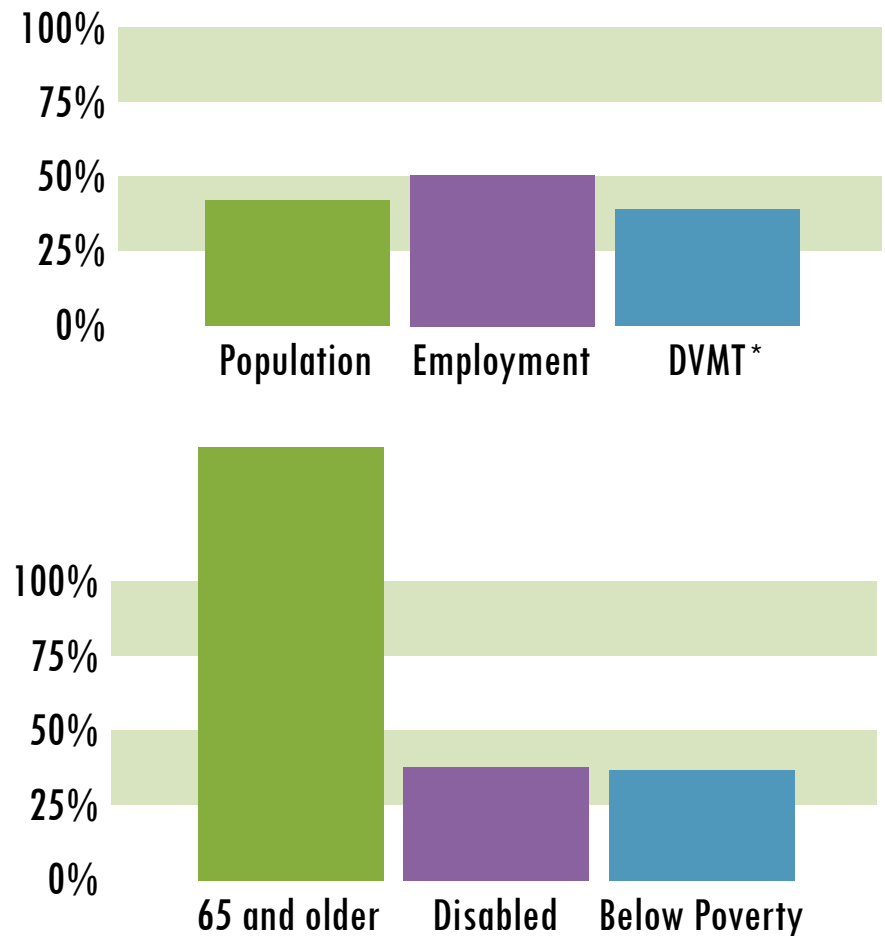
TRANSPORTATION FACILITIES AND SERVICES

The Piedmont Region is primarily defined by the I-95 corridor. This major north-south, multi-lane interstate runs along the east coast of the United States, from Maine to Florida and serves as the primary east coast corridor. In Virginia, it serves as the main through corridor in the state for both passengers and freight, with almost 40% of the total interstate traffic using the corridor. Within the state, I-95 links the Washington DC metropolitan area with Richmond. South of Richmond in Petersburg, I-95 offers access to I-85, which connects to major southern metropolitan areas such as Charlotte and Atlanta. From the northern terminus in Virginia to the City of Colonial Heights, US Highway 1 can be considered part of the Washington to North Carolina corridor and a parallel facility. Other major highway facilities include I-64, I-295, US 17 and US 301.

Numerous transit services exist along the I-95 corridor. The VRE operates commuter trains along the corridor connecting cities as far south as Fredericksburg with Northern Virginia and Washington, DC. Amtrak provides service between the City of Richmond and Newport News, with a stop in Williamsburg. Amtrak will also be adding one additional train to their service between Richmond (Staples Mill Station) and Washington, DC.

In the Richmond metro area, the Richmond-Fredericksburg Express is a commuter bus that connects Metro Richmond with VRE service in Fredericksburg. Express service is also provided from Richmond to Petersburg. Some of the major local services include Fredericksburg Regional Transit (FRED), the GRTC Transit System and Petersburg Area Transit (PAT). Several smaller transit entities also provide much needed demand response service to populations including services in Halifax County and the Northern Neck. There are approximately 10 Park and Ride facilities within the corridor in Stafford and Spotsylvania Counties. Other lots are also located in the Richmond region. Greyhound operates long distance bus service along the corridor, with stops in Emporia, Petersburg, Richmond and Fredericksburg. I-95 also provides access to the Port of Richmond and the James River Navigation Channels.

Figure 44: Piedmont Regional Characteristics Percent Change (2010 - 2035)



*DVMT: Daily Vehicle Miles Traveled (2006-2035)

MULTIMODAL FACILITIES AND SERVICES: PIEDMONT REGION

Fixed Route (FR) & Demand Response (DR) Transit (9):

- Bay Aging's Bay Transit (DR)
- Blackstone Area Bus (FR)
- Fredericksburg Regional Transit (FR)
- GRTC Transit System (FR/DR)
- Lake Area Bus (DR)
- Petersburg Area Transit (FR/DR)
- Piedmont Regional Transit (FR/DR)
- Potomac & Rappahannock Transportation Commission (PRTC) (FR)
- Virginia Railway Express (VRE) (FR)

Transportation Demand Management (4):

- GW RideConnect
- Northern Neck Rideshare
- Middle Peninsula Rideshare
- RIDEFINDERS

Human Service Transportation (15):

- A Grace Place Adult Care Center
- American Red Cross
- Beth Sholom Home
- CAPUP
- Chesterfield Community Services Board
- Crater District Area Agency On Aging /FGP
- Daily Planet

- ElderHomes Corportation
- Goochland Free Clinic And Family Services
- Henrico Area Mh/Mr Services
- Rappahannock Area Community Services Board
- Rappahannock-Rapidan Commuter Services
- Richmond Community Action Program
- St. Joseph's Villa
- Weinstein Jewish Community Center

Freight Rail (1):

- CSX National Gateway Corridor

Short Line (1):

- Buckingham Branch Railroad

Passenger Rail (7):

- Amtrak Auto Train
- Amtrak Carolinian Line
- Amtrak Northeast Corridor
- Amtrak Palmetto Route
- Amtrak Silver Meteor Route
- Amtrak Silver Star Route
- Northeast Corridor Regional Route

Highway (1):

- Park and Ride

Port Facilities (1):

- Port of Richmond

Airports (17):

- Allen C Perkinson
- Chase City Municipal
- Chesterfield County
- Crewe Municipal
- Hanover County Municipal
- Hummel Field
- Lawrenceville/Brunswick
- Lunenburg County
- Marks Municipal
- Mecklenburg-Brunswick Regional
- Middle Peninsula Regional
- New Kent County
- Petersburg Municipal
- Richmond International
- Shannon
- Stafford Regional
- Tappahannock Municipal

The Piedmont Region has four TDM agencies that help to promote strategies like carpooling, vanpooling, work-from-home initiatives and flexible work hours in the Northern Neck, George Washington RC and Richmond areas (Middle Peninsula Rideshare, Northern Neck Rideshare, GWRideConnect, and RIDEFINDERS). To fill critical mobility gaps for Virginians who do not have access to a personal automobile and live outside of public transit service areas or need specialized transportation services, 15 human service agencies exist in the Piedmont Region, one in the Fredericksburg district, and 14 in the Richmond district.

There is significant freight rail between Washington and North Carolina as CSX rail lines run along the eastern seaboard. These lines cross numerous other major freight rail corridors including those that provide access to the Port of Virginia. Access is also provided to Norfolk Southern's Heartland Corridor rail lines, which run from the three ports in Hampton Roads through western Virginia and beyond. In addition, access to Norfolk Southern's Coal Corridor is available, and a small portion of the Buckingham Branch Short-Line Railroad, running between Clifton Forge and Richmond, operates along the Washington to North Carolina Corridor north of Richmond. Multiple freight and passenger air facilities exist in the Piedmont Region including Richmond International Airport, Stafford Regional Airport, Hanover County Airport, Chesterfield County Airport, Shannon Airport in Spotsylvania County, and Dinwiddie County (Petersburg Municipal) Airport. It is important to note that airports are dependent on being accessible by a high-quality surface transportation system for their success.

Amtrak operates its passenger service with numerous stops in the region, including Fredericksburg, Ashland, Petersburg, and two in Richmond.

CHARACTERISTICS

The Socioeconomic and Travel Demand Forecasts for Virginia and Potential Policy Responses report completed by the VTRC identifies a number of trends that will impact transportation in the future. Increases in population will impact the amount of traffic on the roadway, impacting commuters and

those traveling through Virginia for other purposes and it will impact both passenger and freight traffic along the highway.

Table 39 details the population projections for 2010 and 2035 as well as the absolute change and percent change between 2010 and 2035. In addition, Figure 44 illustrates the percent change in population, employment and DVMT between 2010 and 2035 for the Piedmont Region.

Population: With 1.8 million persons in 2010 and, 2.5 million persons projected for 2035, the Piedmont Region accounts for almost one quarter of Virginia's population. The region is expecting an average 33% increase across all jurisdictions. However, this figure is skewed slightly by the fast growing George Washington planning district, where a nearly 80% increase in population is projected. All other jurisdictions in the region are projected to increase up to 41%. Despite the high growth rate of the George Washington planning district, the Richmond planning district accounts for over 50% of the region's total population in both 2010 and 2035.

Employment: Employment figures show a similar pattern in that the George Washington planning district is expecting to increase its number of jobs by approximately 90%, nearly twice the rate of any other district in the Piedmont Region. The Richmond Regional planning district has approximately 65% of the jobs, which is even higher than its share of the population in the region. In total the Piedmont Region contains about one-fifth of the jobs in Virginia.

Daily Vehicle Miles Traveled: In 2006 the Piedmont Region accounted for nearly 27% of the DVMT in Virginia. This figure declines about 3% by 2035, which is most likely due to the negative DVMT growth rates in the Southside and Crater planning districts. The George Washington planning district is projected to have the greatest percent growth of nearly 70%, followed by the Middle Peninsula planning district with about 50% growth.

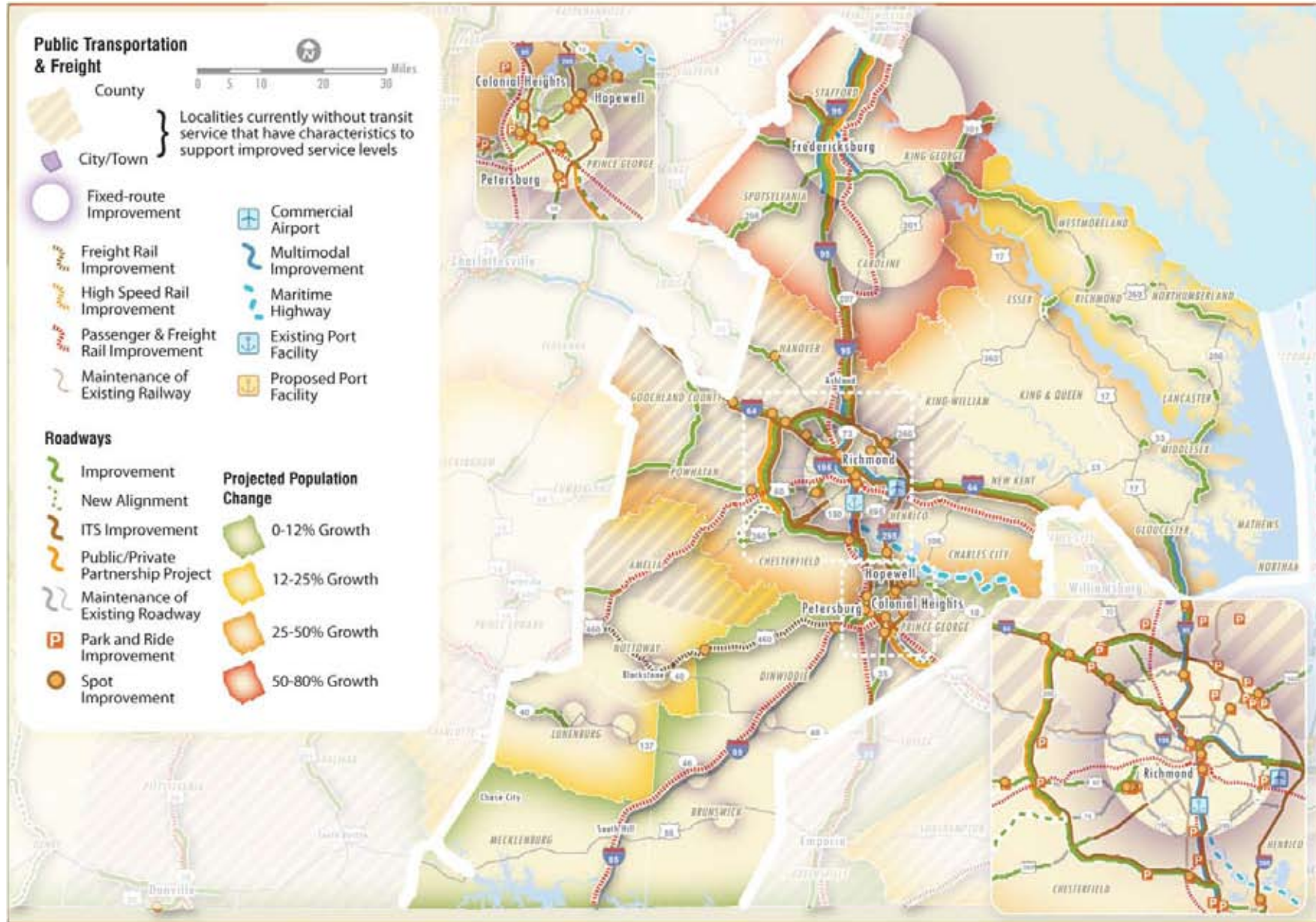
Table 39 : Piedmont Region Characteristics by PDC

Population	2010 Forecast	Midpoint 2035 Forecast	Absolute Change	Percent Change
Southside (13)	85,960	94,832	8,872	10%
Virginia's Heartland (14)	101,630	121,866	20,236	20%
Richmond Regional (15)	1,003,920	1,416,551	412,631	41%
George Washington (16)	355,520	638,298	282,778	80%
Northern Neck (17)	51,910	63,265	11,355	22%
Middle Peninsula (18)	96,350	130,942	34,592	36%
Crater (19)	170,420	190,100	19,680	12%
Regional Total	1,865,710	2,655,854	790,144	42%
State Total	8,057,350	10,926,181	2,868,831	36%

Employment	2010 Forecast	Midpoint 2035 Forecast	Absolute Change	Percent Change
Southside (13)	41,360	44,780	3,420	8%
Virginia's Heartland (14)	43,690	51,853	8,163	19%
Richmond Regional (15)	700,290	1,067,653	367,363	52%
George Washington (16)	166,590	315,979	149,389	90%
Northern Neck (17)	22,170	26,503	4,333	20%
Middle Peninsula (18)	40,300	57,503	17,203	43%
Crater (19)	89,950	101,577	11,627	13%
Regional Total	1,104,350	1,665,848	561,498	51%
State Total	5,206,470	7,753,739	2,547,269	49%

Daily Vehicle Miles Traveled (DVMT)	Actual VMT in 2006	2035 DVMT Based on Population (in Millions)	Absolute Change	Percent Change
Southside (13)	3,271,557	3.0	-271,557	-8%
Virginia's Heartland (14)	2,842,778	3.9	1,057,222	37%
Richmond Regional (15)	31,199,631	44.8	13,600,369	44%
George Washington (16)	12,003,782	20.2	8,196,218	68%
Northern Neck (17)	1,287,493	2.0	712,507	55%
Middle Peninsula (18)	2,746,037	4.1	1,353,963	49%
Crater (19)	7,035,973	6.0	-1,035,973	-15%
Regional Total	60,387,251	84.0	23,612,749	39%
State Total	222,178,082	345.4	123,221,918	55%

Figure 45: Piedmont Region Recommendations Map



PUBLIC TRANSPORTATION RECOMMENDATIONS

In the Piedmont Region, and across the entire state, Virginia's public transportation systems must maintain SGR for fleet vehicles and maintenance equipment. DRPT recognizes and prioritizes SGR issues through its asset management database and funding requirements. SGR specifics and funding is discussed in-depth in Chapter 5.

The area of highest population growth in this region is the George Washington Regional Commission, whose population growth is comparable to the growth in Northern Virginia. The Fredericksburg area and surrounding communities will experience an explosive rate of high population growth. Commuter traffic on I-95 will continue to grow. To keep up with the demand for transit, the recommendations for this area are:

- Major Capacity Investments (e.g. HOV/Bus/HOT lane projects for new services)
- Focused Expansion of Fixed Route Coverage (e.g. flex routes in Fredericksburg north of US 17)
- Expand Transportation Demand Management

The Richmond Regional and Middle Peninsula planning districts will see relatively high population growth. Transit recommendations in these areas are:

- Focused Expansion of Fixed Route Coverage (e.g. implement rapid transit along Broad Street and/or expanded bus service in Chesterfield County)
- Expanded Transportation Demand Management

The Northern Neck and Virginia's Heartland planning districts are expected to grow at a moderate pace. Recommendations for these areas are:

- Increase Demand Response Service
- Expand Fixed Route Coverage
- Expand Transportation Demand Management

The Crater and Southside planning districts have low projected population growth rates. These recommendations are mostly focused on providing transit service for the rural population who depend on human services transportation:

- Introduce Demand Response Transit
- Increase Human Services Transportation

In addition to the improvements listed above, the following jurisdictions do not currently have transit service and have the population growth characteristics to support introduced transit service:

- Town of Ashland
- Hanover County
- Goochland County
- Powhatan County
- Amelia County
- Prince George County

Transportation demand management strategies for the Piedmont Region are identified according to geographic setting as displayed in Table 40.

Table 40: TDM Strategies for the Piedmont Region

Geographic Setting	Jurisdictions	TDM Strategies
Suburban Feeder Areas	Fredericksburg region, Richmond region	Expand non-SOV use for non-work trips in suburban centers
		Strong focus on employment outreach in suburban centers
		Promote feeder area ridesharing for long-distance commutes
		Promote telework to employers and residents
		Expand transit options; develop transit links to urban and suburban employment
		Integrate TDM into the land development process; encourage mixed-use
		Integrate TDM into local planning, MTPs, LRTPs
		Enhance cross-jurisdictional coordination for TDM
Non-Urban Areas	All other areas	Primarily residence-based programs for commuting within and outside the area
		Promote telework to residents
		Establish modest commute outreach in areas with no current program
		Support long-distance commute markets
		Coordinate with neighboring employment areas for outbound commuting
		Integrate TDM into local planning, MTPs, LRTPs

The following transit agencies in the Piedmont Region have the following ITS investment recommendations for the next six years (Table 41), as identified in the DRPT Statewide ITS Strategic Plan.

Table 41: ITS Investments for the Piedmont Region

Transit Agency	ITS Investments in the Next 6 Years					
	Transit Operations	Customer Amenities	Service Planning	Fare Collection	Security	Maintenance/Management
Bay Aging's Bay Transit	x	x	x		x	x
Blackstone Area Bus		x			x	
Fredericksburg Regional Transit	x					
GRTC Transit System	x				x	x
Lake County Area Agency on Aging						
Petersburg Area Transit						
Potomac and Rappahannock Transportation Commission	x	x	x		x	
Virginia Railway Express		x				

RAIL RECOMMENDATIONS

The rail recommendations for the Piedmont Region shown in Table 42 represent those projects within identified transportation corridors that will increase the freight shipments to and from ports, improve commuter and intercity rail within regions of the Commonwealth and other freight improvement projects identified by Class and shortline railroads in Virginia.

All improvements address one or more of the following:

- Reducing passenger car and truck freight traffic to alleviate highway congestion, reduce energy demands and reduce pollutants
- Increasing freight capacity throughout the Commonwealth to support greater demand for freight rail shipping, growth in the coal industry and improved capacity at Virginia’s ports
- Improving passenger rail by enhancing system performance and adding capacity

Table 42: Rail Recommendations for the Piedmont Region

Crescent Corridor Project (I-81, I-20, I-40, I-75 and I-85)	
Phase I - Priority Capacity Improvements	Completion of Manassas to Front Royal capacity improvements.
Phase II - Secondary Capacity Improvements	Additional capacity and reliability improvements on the Shenandoah, Piedmont, Manassas, Heartland and Bristol lines.
Phase III - Remaining Capacity Improvements	Remaining capacity, train reliability, and speed improvements on the Shenandoah, Piedmont, Manassas, Heartland and Bristol lines.
Southeast High Speed Rail (SEHSR) Project	
Phases II and III - Construction and Improvements	Engineering, track construction and improvements from Washington, DC to the North Carolina state line for high speed rail service. The scale of improvements will be determined by segment, including: Washington, DC to Richmond, Richmond to Petersburg, and Petersburg to the North Carolina state line.

HIGHWAY RECOMMENDATIONS

Population and employment centers for the Piedmont Region are concentrated in the City of Fredericksburg and City of Richmond. The northern portion of the region is impacted by the proximity of the DC metropolitan area's high concentration of employment centers. The I-95 corridor serves as the major artery of travel, carrying a heavy amount of commuter traffic between the Fredericksburg area and points north. Travel in the southern portion of the Piedmont Region has traditionally been between downtown Richmond and surrounding suburbs. Large retail centers and commercial corridors have continued to grow and expand, creating destinations on the fringes of the urbanized area. Highway recommendations within this region are focused on supporting and increasing the use of carpools, vanpools and transit through the use of HOV/HOT lane improvements to associated park and ride facilities. Recommendations also address the improvement of operations on key facilities to improve travel without significant additional infrastructure.

Park and Ride Recommendations: The Piedmont region has approximately 47 existing Park and Ride facilities. Approximately 22 new facilities and six expansions are recommended. The majority of these recommendations are along I-64 around Richmond and I-95 between Fredericksburg and Northern Virginia. Some of the Park and Ride facilities to be expanded include those at the Leeland and Brooke VRE stations. Park and Ride Recommendations are identified in Figure 45.

Other Recommendations: In addition to the Park and Ride recommendations, the multiple highway recommendations are shown in Figure 45 and listed in Tables 43 to 47. The Highway Recommendation Table Reference Guide (Figure 46) provides explanation of the multiple elements included in the highway recommendation tables.

How the Recommendations are Organized: The highway recommendations presented in the 2035 Virginia Surface Transportation Plan address the

performance measures presented in Chapter 4. These include: congestion; roadway capacity; safety; and maintenance. The highway recommendations support the goals established in VTrans2035: Safety and Security; System Maintenance and Preservation; Mobility, Accessibility and Connectivity; Economic Vitality; Environmental Stewardship; and Coordination of Transportation and Land Use.²⁸ The recommendations have been related to these goals in the tables that follow. The recommendations are presented in the following categories:

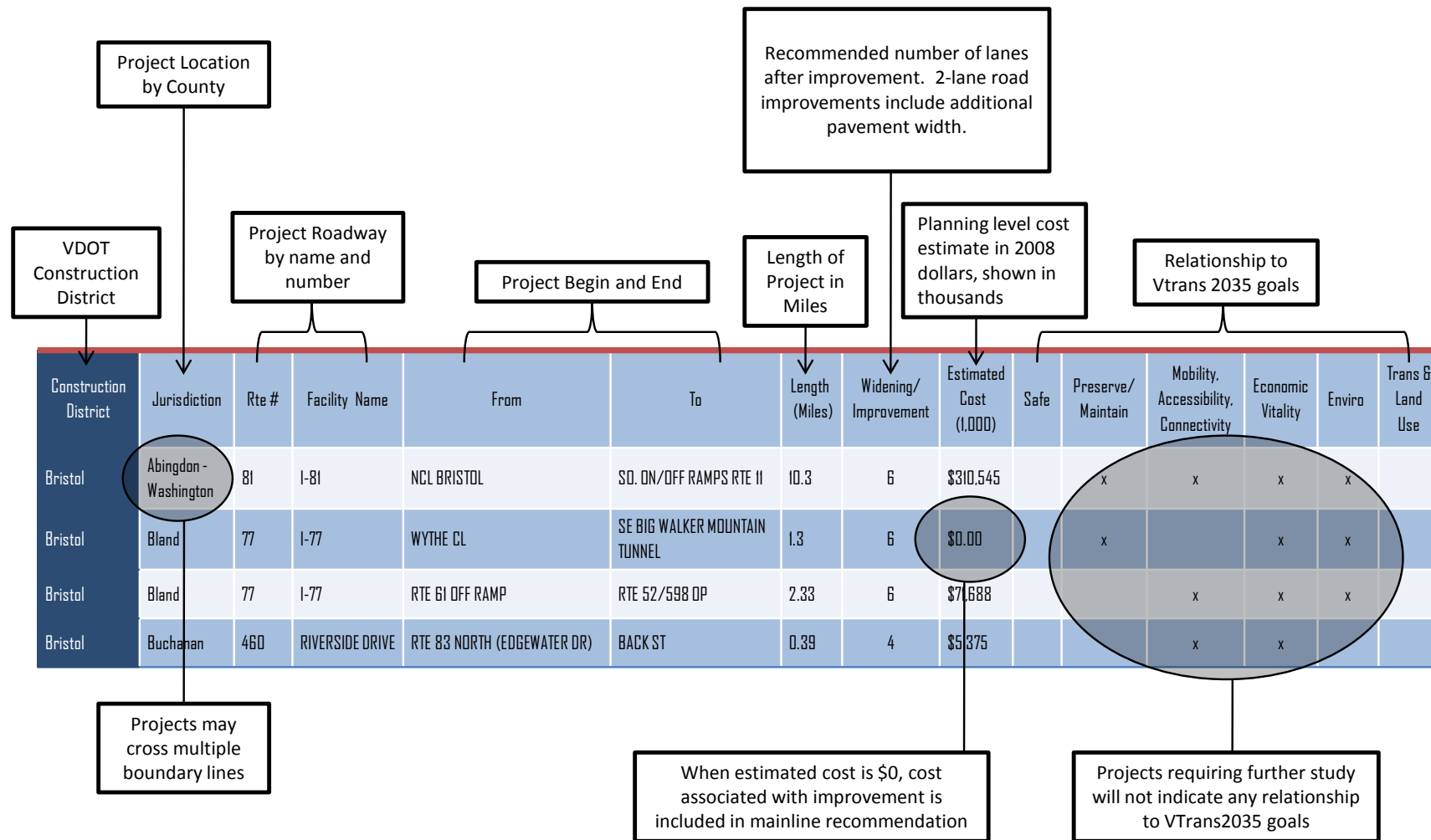
- Recommendations to Existing Facilities – these recommendations represent improvements to the current roadway network. It is assumed any structures or interchanges that fall within the limits of the recommendation will be improved along with the roadway. It should also be noted that any recommendations identified as an improvement to 2 lanes denotes additional lane width to an existing 2-lane roadway.
- Recommendations to New Locations – these recommendations represent new facilities that would be added to the roadway network.
- Recommendations for Further Study – recommendations where a need has been identified, but alternatives are still being analyzed.
- Other Recommendations – recommendations that do not fall into the above categories. Examples include interchange and intersection improvements, standalone bridge replacements, re-striping and access management.
- ITS Recommendations – Intelligent Transportation System recommendations (as described in Chapter 4).

Park and Ride Recommendations – recommendations for new Park and Ride lots or expansion to existing Park and Ride lots. Specifics for Park and Rides are not provided as each location will need to be studied to identify an appropriate location and level of demand.

²⁸ Not all VTrans2035 goals were tied to specific recommended improvements. For the VTrans2035 goals of Linking Land Use and Transportation, Program Delivery, Environmental Stewardship, VDOT addresses compliance at the program level as discussed in Chapter 4 of the VSTP.

Figure 46: Highway Recommendation Table Reference Guide

Highway Recommendation Table Reference Guide*



*It is recognized that with any highway project there is a potential for community concerns that will need to be addressed prior to projects advancing.

Table 43-1: Piedmont Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Essex - Richmond	360	RICHMOND ROAD - RICHMOND HIGHWAY	RTES 17/360	END DOWNING BRIDGE	1.4	4	\$94,785	x		x	x		
Fredericksburg	Fredericksburg	3	WILLIAM STREET	OAKWOOD STREET	RTE 1 (JEFF DAVIS HWY)	0.63	6	\$5,040			x		x	
Fredericksburg	Fredericksburg - Spotsylvania	95	I-95	RTE 1	RTE 3	4.09	8	\$105,139		x	x	x		
Fredericksburg	Fredericksburg - Stafford	95	I-95	RTE 3	RTE 17	3.03	8	\$143,122		x	x	x		
Fredericksburg	Gloucester	17	MAIN STREET	G. WASHINGTON MEM. HWY SO.	JOHN CLAYTON MEMORIAL HIGHWAY	1.2	6	\$35,898	x					
Fredericksburg	Gloucester	17	GEORGE WASHINGTON MEM HIGHWAY	NORTH END COLEMAN BRIDGE	RTE 1204/TOLL PLAZA	0.36	6	\$4,493			x			
Fredericksburg	Gloucester	17	GEORGE WASHINGTON MEM HIGHWAY	RTE 1208(ROPER RD)	MAIN STREET SOUTH	10.54	6	\$261,128	x	x	x			
Fredericksburg	Gloucester	17	GEORGE WASHINGTON MEM HIGHWAY	MAIN STREET SOUTH	ARK ROAD	4.13	6	\$74,856	x	x			x	
Fredericksburg	King George	3	KINGS HIGHWAY	RTE 610	RTE 676	0.61	4	\$14,640	x		x		x	
Fredericksburg	King George	301	JAMES MADISON PARKWAY	RTE 3	.08 MI SOUTH RTE 652	11.79	6	\$119,934	x	x		x		
Fredericksburg	King George	301	JAMES MADISON PARKWAY	.08 MI SOUTH RTE 652	MARYLAND SL	0.17	4	\$2,360			x	x		
Fredericksburg	Lancaster	3	MARY BALL ROAD	RTE 604 WEST	RTE 614	2.8	4	\$26,427			x			
Fredericksburg	Lancaster	3	MAIN STREET	RTE T-1026	SCL KILMARNOCK	1.19	4	\$28,912	x		x		x	

Table 43-2: Piedmont Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/ Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/ Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Lancaster	3	RAPPAHANNOCK DRIVE	RTE 200 SOUTH	MIDDLESEX CL	1.55	4	\$17,234	x	x	x			
Fredericksburg	Mathews - Middlesex	3	WINDSOR ROAD - GENERAL PULLER HIGHWAY - GREYS POINT ROAD - BUCKLEY HALL ROAD - TWIGGS FERRY ROAD	ROBERT OPIE NORRIS BRIDGE BEGIN	RTE 14	15.55	4	\$115,934			x			
Fredericksburg	Middlesex	3	ROBERT OPIE NORRIS BRIDGE	LANCASTER CL / ROBERT OPIE NORRIS BRIDGE END	ROBERT OPIE NORRIS BRIDGE BEGIN	1.93	4	\$156,411			x			
Fredericksburg	Middlesex	17	GLOUCESTER ROAD	RTE 17 SOUTH	RTES 33/618	0.8	3	\$11,520	x				x	
Fredericksburg	Middlesex	33	GENERAL PULLER HIGHWAY	RTES 17/33/618	RTE 703	0.65	4	\$9,954			x		x	
Fredericksburg	Northumberland	360	RICHMOND RD	RTE 202	RTE 750	0.39	4	\$5,973	x				x	
Fredericksburg	Northumberland	360	NORTHUMBERLAND HIGHWAY	RTE 601 WEST	RTE 644 WEST	8.57	4	\$54,098		x				
Fredericksburg	Richmond	3	HISTORY LAND HIGHWAY	RTE 203	NCL WARSAW	2.25	4	\$21,235		x		x	x	
Fredericksburg	Richmond	3	HISTORY LAND HIGHWAY	RTE 619	RTE 642	0.75	4	\$3,281			x	x	x	
Fredericksburg	Richmond	3	HISTORY LAND HIGHWAY	RTE 642	RTE 692 EAST	3.07	4	\$23,971		x		x	x	
Fredericksburg	Spotsylvania	1	JEFFERSON DAVIS HIGHWAY	RTE 17 BYPASS	RTE I- 95	1.18	6	\$27,144	x		x		x	
Fredericksburg	Spotsylvania	3	PLANK HIGHWAY	ORANGE CL	RTE 620 WEST	8.79	6	\$84,963	x	x	x	x		
Fredericksburg	Spotsylvania	3	PLANK HIGHWAY	RTE 610 EAST	RTE 1112	0.79	6	\$18,328			x	x	x	
Fredericksburg	Spotsylvania	3	PLANK HIGHWAY	RTE 1112	FREDERICKSBURG WCL	1.49	8	\$59,646	x	x	x	x	x	
Fredericksburg	Spotsylvania	17	MILLS DRIVE	RTE 608 EAST	OLD RTE 17	4.1	4	\$54,134		x	x	x		

Table 43-3: Piedmont Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/ Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/ Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Spotsylvania	208	COURTHOUSE ROAD	LOUISA CL	TA RIVER	10.47	4	\$111,643		x	x			
Fredericksburg	Spotsylvania	208	COURTHOUSE ROAD	1.0 MI WEST NI RIVER	RTE 628	2.03	6	\$38,156				x		
Fredericksburg	Spotsylvania	208	COURTHOUSE ROAD	RTE 628	RTE 1	3.74	6	\$89,364			x	x		
Fredericksburg	Spotsylvania - Caroline	17	MILLS DRIVE - TIDEWATER TRAIL	RTE 301	RTE 608 EAST	15.77	4	\$79,968			x			
Fredericksburg	Spotsylvania - Caroline	95	I-95	RTE 207	RTE 17 OP	21.66	8	\$502,036		x	x	x		
Fredericksburg	Stafford	17	WARRENTON ROAD	RTE I-95	RTE 1491 / UAB	2.56	8	\$33,750		x	x	x		
Fredericksburg	Stafford	17	WARRENTON ROAD	RTE 1491 / UAB	RTE 705 SOUTH	3.06	6	\$33,772	x	x		x		
Fredericksburg	Stafford	95	I-95	RTE 17	RTE 630	7.26	8	\$136,898		x	x	x	x	
Fredericksburg	Stafford	95	I-95	RTE 630	PRINCE WILLIAM CL	9.57	8	\$266,016			x	x		
Fredericksburg	Westmoreland - King George	3	KINGS HIGHWAY	RTE 301	WCL MONTROSS	21.98	2	\$153,053						
Fredericksburg	Westmoreland - Richmond	3	KINGS HIGHWAY	RTE 621	RTE 203	2.83	2	\$19,598	x					
Fredericksburg - Richmond	Ashland - Hanover - Caroline	95	I-95	RTE 802	RTE 207	15.09	8	\$314,782			x	x		
Richmond	Chesterfield	10	EAST HUNDRED ROAD	RTE I-95	RTE 898	3.44	6	\$61,085		x		x		
Richmond	Chesterfield	10	EAST HUNDRED ROAD	RTE I-295 RAMP	HOPEWELL CL	3.17	6	\$77,223				x		
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	POWHATAN CL	RTE 652	0.92	6	\$9,419	x		x		x	
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	RTE 652	RTE 288	1.57	8	\$20,606	x		x		x	

Table 43-4: Piedmont Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	RTE 288	RTE 714 (WINTERFIELD RD)	1.7	6	\$40,997			x			
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	RTE 668 (N. WOOLDRIDGE RD)	RTE 147	1.63	6	\$40,136	x		x		x	
Richmond	Chesterfield	76	POWHITE PARKWAY	RTE 60 RAMP	RTE 150 RAMP	3.03	6	\$83,333		x	x			
Richmond	Chesterfield	288	RTE 288	RTE I-95	RTE 360	13.82	6	\$409,503		x	x	x		
Richmond	Chesterfield	288	RTE 288	RTE 360	RTE 76	2.03	8	\$60,624			x	x	x	
Richmond	Chesterfield	360	HULL STREET ROAD	RTE 603 EAST	RTE 667	3.26	6	\$46,785				x	x	
Richmond	Chesterfield	360	HULL STREET ROAD	RTE 667	RTE 702	2.47	8	\$49,539		x		x	x	
Richmond	Chesterfield	360	HULL STREET ROAD	RTE 288	RTE 604	1.85	6	\$10,878		x	x	x	x	
Richmond	Colonial Heights	1	BOULEVARD	DUPUY AVENUE	LYNCHBURG AVENUE	0.17	5	\$714	x				x	
Richmond	Colonial Heights	1	BOULEVARD	LYNCHBURG AVENUE	TEMPLE AVENUE	0.82	4	\$16,875					x	
Richmond	Dinwiddie	1	WASHINGTON STREET - BOYDTON PLANK ROAD	RTE 1303	WCL PETERSBURG	1.32	4	\$25,672		x	x	x		
Richmond	Goochland	6	RIVER ROAD WEST	RTE 522 EAST	VALLEY VIEW LANE	0.63	2	\$6,343			x		x	
Richmond	Goochland	64	I-64	RTE 617	EB RTE 288 ON RAMP	7.75	6	\$176,841			x	x		
Richmond	Goochland - Chesterfield - Powhatan	288	RTE 288	LUCKS LANE	EB RTE I-64 ON RAMP	15.2	6	\$277,291			x	x		
Richmond	Hanover	33	MOUNTAIN RD	RTE 715	RTE 611	4.69	4	\$58,442	x	x	x			
Richmond	Hanover	95	I-95	HENRICO CL	RTE 802	2.74	8	\$88,463	x		x	x		

Table 43-5: Piedmont Region Recommendations to Existing Facilities

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	Hanover	360	MECHANICSVILLE TURNPIKE	RTE I-295	RTE 615	3.86	8	\$77,282	x	x	x			
Richmond	Hanover	360	MECHANICSVILLE TURNPIKE	RTE 615	RTE 627	2.08	6	\$47,502	x	x	x			
Richmond	Henrico	33	STAPLES MILL ROAD	SPRINGFIELD RD	PARHAM ROAD	3.23	6	\$39,682			x		x	
Richmond	Henrico	64	I-64	GASKINS ROAD	STAPLES MILL ROAD	5.45	8	\$238,560		x	x			
Richmond	Henrico	64	I-64	AIRPORT DRIVE (RTE 156)	RTE I-295 CD OFF RAMP	1.64	6	\$66,892		x			x	
Richmond	Henrico	64	I-64	RTE I-295 CD OFF RAMP	MEADOW ROAD UP	2.65	8	\$29,870	x					
Richmond	Henrico	64	I-64	MEADOW ROAD UP	NEW KENT CL	1.79	8	\$46,328	x		x	x	x	
Richmond	Henrico	156	AIRPORT DRIVE	RTE 60 WEST	RTE I-64	0.54	6	\$13,475				x	x	
Richmond	Henrico	295	I-295	RTE I-64	BROOK ROAD (CD OFF RAMP)	8.54	8	\$323,296		x	x			
Richmond	Henrico - Goochland	64	I-64	EB RTE 288 ON RAMP	GASKINS ROAD	4.94	8	\$180,346		x	x			
Richmond	Hopewell	10	RANDOLPH ROAD	MAIN STREET	RTE 156 (WINSTN CHURCHIL DR)	0.74	4	\$3,411				x		
Richmond	Louisa	522	SANDY HOOK RD	RTE 6 NORTH	RTE 250	8.33	2	\$78,412	x		x		x	
Richmond	Louisa	33	MOUNTAIN RD	RTE 655	RTE 715	6.66	4	\$67,277			x		x	
Richmond	Lunenburg	40	LUNENBURG HIGHWAY	RTES 15/360 BYPASS	RTE 49 WEST	13.55	2	\$101,807				x	x	
Richmond	New Kent	64	I-64	HENRICO CL	JAMES CITY CL	20.07	6	\$326,566			x	x		

Table 43-6: Piedmont Region Recommendations to Existing Facilities

Construction District	VTrans2035 Goals Addressed													
	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (\$1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	Petersburg	36	EAST WASHINGTON STREET	AMELIA STREET	ECL PETERSBURG	1.45	4	\$29,840	x			x		
Richmond	Petersburg	85	I-85	SCL PETERSBRG	RTE I-95 NORTH	4.15	6	\$145,561				x		
Richmond	Petersburg	460	COUNTY DRIVE	.41 ME I-95 (MAINT BREAK)	RTE 106 (WAGNER RD)	4.6	4	\$58,346	x					
Richmond	Powhatan	60	JAMES ANDERSON HIGHWAY	RTE 13	.63 MI WEST RTE 522	16.39	2	\$110,356	x	x	x			
Richmond	Powhatan	60	JAMES ANDERSON HIGHWAY	RTE 300	CHESTERFIELD CL	10.11	6	\$126,229	x	x		x	x	
Richmond	Powhatan	522	MAIDENS RD	RTE 60	GOOCHLAND CL	8.82	2	\$59,731	x		x			
Richmond	Prince George	10	JAMES RIVER DRIVE	RTE 156	RTE 609	4.78	4	\$22,548				x	x	
Richmond	Prince George	36	OAKLAWN BOULEVARD	ECL PETERSBURG	JEFFERSON PARK ROAD	2.73	6	\$54,726				x	x	
Richmond	Prince George	460	COUNTY DRIVE	RTE I-295	RTE 630	0.78	4	\$3,993				x		
Richmond	Richmond	64	I-64	RTE I-95 SOUTH	RTE 360 COLLECTOR RD	1.67	8	\$147,520	x	x	x	x	x	
Richmond - Hampton Roads	Prince George - Sussex	95	I-95	RTE 40	SCL PETERSBURG	16.57	6	\$349,997		x	x	x		
Richmond - Lynchburg	Nottoway - Amelia - Prince Edward	307	HOLLY FARM RD	RTE 460	RTE 360	9.32	3	\$83,942	x			x		

Table 44: Piedmont Region Recommendations to New Locations

									VTrans2035 Goals Addressed					
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Essex	17	PROPOSED TAPPAHANOCK BYPASS	RTE 360/RTE 715	RTE 17 N	3.08	4	\$101,271	x	x				
Fredericksburg	Essex	360	PROPOSED 360 CONNECTOR	PROPOSED TAPPAHANOCK BYPASS	RTE 17/RTE 360	0.91	4	\$40,289	x	x				
Fredericksburg	Fredericksburg	95	I-95 HOV	SCL FREDERICKSBURG	STAFFORD CL	3.18	2	\$95,400	x	x				
Fredericksburg	Spotsylvania	208	PROPOSED RTE 208 BYPASS PHASE II	0.5 KM WEST TA RIVER	1.2 KM EAST PO RIVER	4.3	4	\$51,869		x				
Fredericksburg	Stafford	95	I-95 HOV	RTE 610	PRINCE WILLIAM CL	4.35	3	\$189,750	x	x				
Fredericksburg	Stafford-Spotsylvania	95	I-95 HOV	ROUTE 610	RTE 1	14.2	2	\$528,600	x	x				
Richmond	Chesterfield	76	POWHITE PKWY EXT	RT 360	CHARTER COLONY PARKWAY	9.9	4	\$257,276		x				
Richmond	Prince George	460	ROUTE 460 EXPRESSWAY	ROUTE 460	SUSSEX CL	10.14	4	\$497,000	x	x	x			

Table 45: Piedmont Region Recommendations to New Locations Identified for Further Study

									VTrans2035 Goals Addressed*					
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length	Thru Lanes	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Spotsylvania-Fredericksburg	3	RAPPAHANOCK PKWY	ROUTE 3	FREDERICKSBURG ECL	3.15	4	\$331,741						
Fredericksburg	Spotsylvania	3000	JACKSON GATEWAY	ROUTE 1	ROUTE 17	2.75	4	\$155,720						

*Does not address any VTrans2035 goals because projects require further study

Table 46-1: Piedmont Region Other Recommendations

							VTrans2035 Goals Addressed						
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Fredericksburg	Gloucester	17	GEORGE WASHINGTON MEM HWY	YORK CL	NORTH END COLEMAN BRIDGE	Significant peak period congestion on approaches to Coleman Bridge. Bridge was constructed with wide shoulders that could accommodate traffic. Restripe existing shoulder across the Coleman Bridge as peak period lane.	\$1,000	x		x			
Fredericksburg	Gloucester	17	MAIN STREET			Replace existing signalized intersection (Rte 17 and Rte 3) with a 2-lane roundabout to improve traffic flow and reduce delay	\$2,000	x		x			
Fredericksburg	King George	3	KINGS HIGHWAY	RTE 205	RTE 301	Install mast arms, lane use diagrammatic regulatory signs, optimize signal timing, prohibiting turns, realign vertical alignment / regarding and extend shoulder	\$1,100	x		x		x	
Fredericksburg	Stafford	95	PURPLE HEART TRAIL			Construct new I-95 interchange with Route 630 and relocate Route 630 from US-1 to Cedar Lane per FAMPO 2035 CLRP.	\$118,250			x			
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	RTE 76	RTE 3258 WEST	Check signal timing, install new pavement markings and install new signs on Midlothian Turnpike (Route 60) at Gateway Center Parkway West and Wadsworth Drive	\$310	x		x		x	
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE	RTE 3258 WEST	RTE 678	Install left-turn pavement markings, refresh pavement markings and install mast arms at Midlothian Turnpike (Route 60) and Providence Road (Route 678)	\$250	x		x		x	
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE			Intersection relocation and improvements to Page Rd. / Route 60 per Richmond CLRP.	\$1,800	x		x			
Richmond	Chesterfield	60	MIDLOTHIAN TURNPIKE			Improve pavement markings, mast arms, signage and lighting at Midlothian Turnpike (Rt. 60) and Boulders Parkway (Rt. 3430)	\$280	x					
Richmond	Chesterfield	60	MIDLOTHIAN TNPK			Rte 60 at Rte 678 (Buford Rd) install left-turn pavement markings	\$256	x		x			
Richmond	Chesterfield	60	MIDLOTHIAN TNPK			Midlothian Tpk & Turner Rd - Install left-turn pavement markings	\$487	x		x			
Richmond	Chesterfield	60	MIDLOTHIAN TNPK			Midlothian Tpk at East Cloverleaf Mall - Install mast arms with large street name signs	\$894	x		x			
Richmond	Chesterfield	288				Add Northwest loop to Route 145/288 Interchange	\$3,000	x		x			

Table 46-2: Piedmont Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	Chesterfield	288		WOOLRIDGE RD	MIDLOTHIAN TNPK	Construct CD access lanes from Woolridge to 0.5 mile south of Midlothian Tpk	\$7,500	x		x			
Richmond	Chesterfield	288		MIDLOTHIAN TNPK	POWHATAN CL	Construct CD access lanes from Midlothian Tnpk to 0.5 mile south of Powhatan Co Line	\$12,500	x		x			
Richmond	Chesterfield	295	I-295			Interchange with Route 618. Included in Richmond 2031 CLRP. Provides access to development.	\$31,000			x	x		
Richmond	City of Colonial Heights	95	I-95			Interchange improvement----realign the off ramp and on ramp at the I-95/Temple Ave. Interchange	\$8,600	x		x	x		
Richmond	City of Hopewell	10	RANDOLPH ROAD			Signalization and Turn lane improvement at Hummel Ross Rd.	\$540	x		x			
Richmond	City of Hopewell	36	OAKLAWN BOULEVARD	WCL HOPEWELL	JEFFERSON PARK ROAD	Signal Computer System – Jefferson Park Road to Temple Avenue ramp	\$330	x				x	
Richmond	City of Hopewell	36	OAKLAWN BOULEVARD	WCL HOPEWELL	JEFFERSON PARK ROAD	Turn Lanes and Signal Modification	\$94	x		x			
Richmond	City of Hopewell	36	OAKLAWN BLVD	RTE I-295	COLONIAL CORNER	Turn lanes	\$537	x		x			
Richmond	City of Hopewell	156	WINSTON CHURCH RD	ARLINGTON RD	SOUTH 6TH AVE	Safety improvements at CSX Railroad	\$80	x		x			
Richmond	City of Hopewell	156	WINSTON CHURCH RD	SOUTH 6TH AVE	RANDOLPH RD	Safety improvements at NS Railroad	\$231	x		x			
Richmond	City of Petersburg	36	E WASHINGTON ST	AMELIA STREET	PUDDLEDUCK RD	Upgrade existing signal. Fort Lee expansion, cost from CLRP	\$430	x		x			
Richmond	City of Petersburg	85	I-85	SQUIRREL LEVEL ROAD	RTE I-95 NORTH	Cost included with widening project. Upgrade I-85/460/95 interchange to improve traffic flow and safety issues.	\$0	x		x			
Richmond	City of Petersburg	95	PURPLE HEART TRAIL	SCL PETERSBURG	RIVES ROAD	I-95 - Reconstruct and relocate interchange at Rives Rd. Cost from CLRP	\$97,000	x		x			

Table 46-3: Piedmont Region Other Recommendations

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	City of Petersburg	95	PURPLE HEART TRAIL	SOUTH CRATER RD	RTE I-85 NB ON RAMP	I-85/I-95/Rte 460 interchange Phase I and II. Cost from CLRP	\$79,000	x		x			
Richmond	City of Petersburg	460	COUNTY DRIVE	.41 MEI-95 (MAINT BREAK)	RTE 109 HICKORY HILL RD	Provide New Signal - Fort Lee expansion, cost from CLRP	\$650	x		x			
Richmond	City of Richmond	64	I-64	WCL RICHMOND	RTE I-95 NORTH	Improve bottleneck on I-64/95 overlap in the vicinity of Bryan Park. Recommendations include increasing capacity on ramps and using ITS.	\$100,000	x		x			
Richmond	City of Richmond	95	I-95			Interchange modification at Maury St.	\$12,000	x		x			
Richmond	City of Richmond	95	I-95			Interchange modification at Broad St.	\$40,000	x		x			
Richmond	City of Richmond	95	I-95			Interchange modification at Belvidere St and Duval St.	\$12,000	x		x			
Richmond	Dinwiddie	85	I-85			Improve I-85/ Route 460 Interchange per Tri-Cities 2031 CLRP	\$1,100	x		x			
Richmond	Dinwiddie	460		NOTTO WAY CL	RTE 639	Realign intersection	\$0	x		x			
Richmond	Goochland	64	I-64			Cost estimate included in the mainline widening recommendation. Upgrade Oilville interchange.	\$0	x		x			
Richmond	Goochland	64	I-64			Cost estimate included in mainline widening recommendation. RTE 623 Upgrade existing interchange.	\$0	x		x			
Richmond	Hanover	33	MOUNTAIN RD			CLRP recommendation to realign and improve intersection of Route 54 and 33.	\$10,000	x		x			
Richmond	Hanover	95	I-95	RTE 802	SCL ASHLAND	Interchange improvements	\$6,347	x		x			

Table 46-4: Piedmont Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Richmond	Hanover	360	MECHANICSVILLE TURNPIKE	I-295	RTE 643	Intersection Improvements - 2031 CLRP	\$13,494	x		x			
Richmond	Hanover	360	MECHANICSVILLE TURNPIKE	HENRICO CL	0.14 MI WEST RTE 360 BUS	Bridge Replacement- Chickahominy River	\$5,652	x					
Richmond	Hanover	360	MECHANICSVILLE BYPASS	RTE 156 OFF RAMP	RTE I-295	Construct CD lane on Route 360 eastbound to separate 295 on/off traffic from 360 through traffic	\$20,000	x		x			
Richmond	Henrico	73	PARHAM RD			Create eastbound dual left turn lanes at Route 1	\$624	x		x			
Richmond	Henrico	64	I-64			North Gayton Road Interchange	\$31,000			x			
Richmond	Henrico	64	I-64			Gaskins Interchange Modification	\$10,000	x		x			
Richmond	New Kent	64	I-64			Interchange modification at 249/33.	\$40,000	x		x			
Richmond	Prince George	36	OAKLAWN BOULEVARD			Fort Lee expansion - modify existing intersection of Temple Ave. and Oaklawn Blvd. Split intersection and modify existing signal.	\$3,600	x		x	x		
Richmond	Prince George	295	I-295			Rt. 106 Relocation and new grade separated interchange with I-295. Project noted in 2031 Tri-Cities CLRP.	\$60,000			x			

Table 47: Piedmont Region ITS Recommendations
 (A description of ITS project types can be found on pp. 59-60)

							VTrans2035 Goals Addressed				
Route	Limits	Short-Term (0-7 years)	Mid-Term (8-15 years)	Long-Term (16-25 years)	Other	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
I-95	Petersburg to Ladysmith	Core Infrastructure	ICM	SLCS		x		x		x	
I-95			ATM	Intellidrive		x		x		x	
I-295	Entire Length	Core Infrastructure	ICM	Intellidrive		x		x		x	
I-295			ATM			x		x		x	
Rt. 288	Entire Length	Core Infrastructure	ICM	Intellidrive		x		x		x	
Rt. 288			ATM			x		x		x	
Rt. 360	Rt. 150 to Rt. 288	Core Infrastructure	ICM			x		x		x	
Rt. 360		Signal Optimization	ATM			x		x		x	
Rt. 360		Transit Signal Priority				x		x		x	
I-64	New Kent-ECL to Goochland WCL	Core Infrastructure	ICM	SLCS		x		x		x	
I-64			ATM	Intellidrive		x		x		x	
I-64	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x	
I-64			ATM	Intellidrive		x		x		x	
I-95	Fredericksburg to Springfield	Core Infrastructure	ICM	SLCS		x		x		x	
I-95			ATM	Intellidrive		x		x		x	