

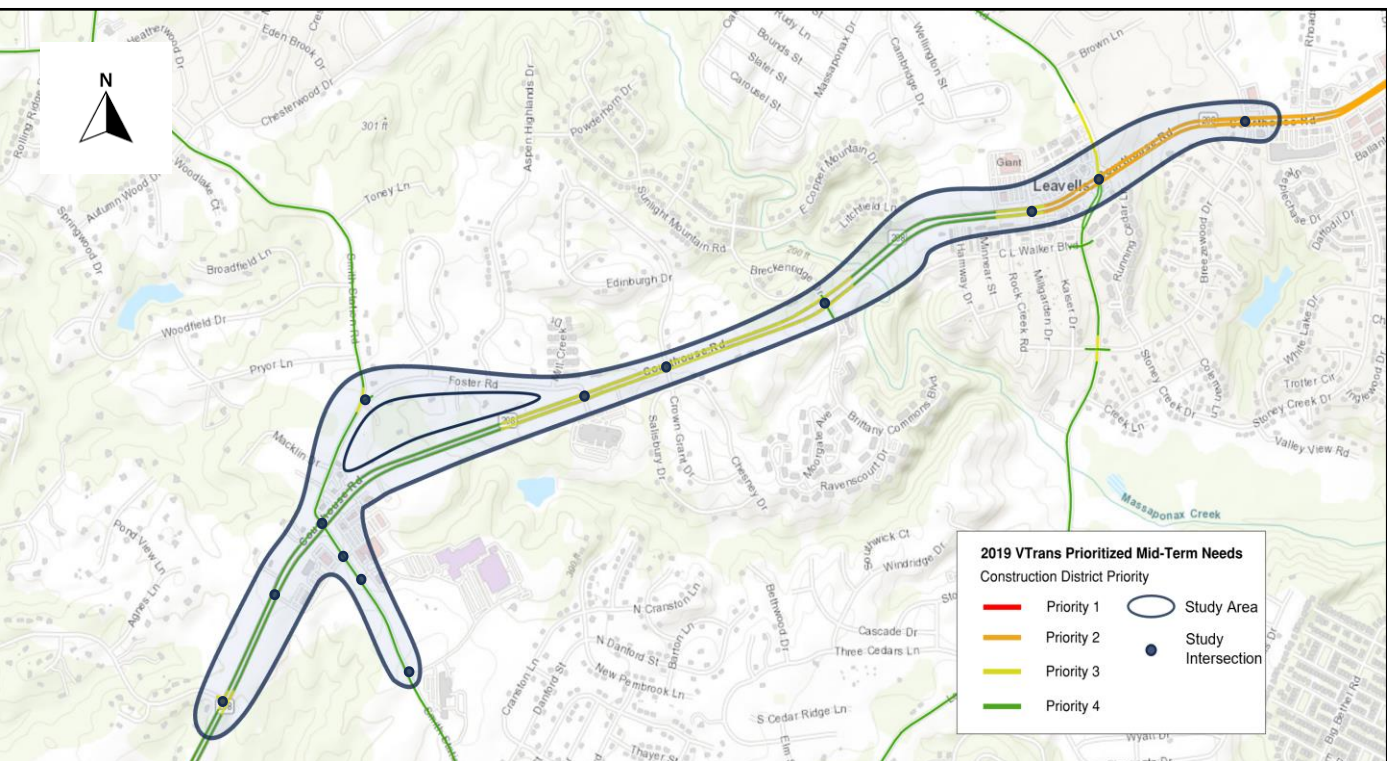
Route 208/Courthouse Road in Spotsylvania County Existing Conditions Summary



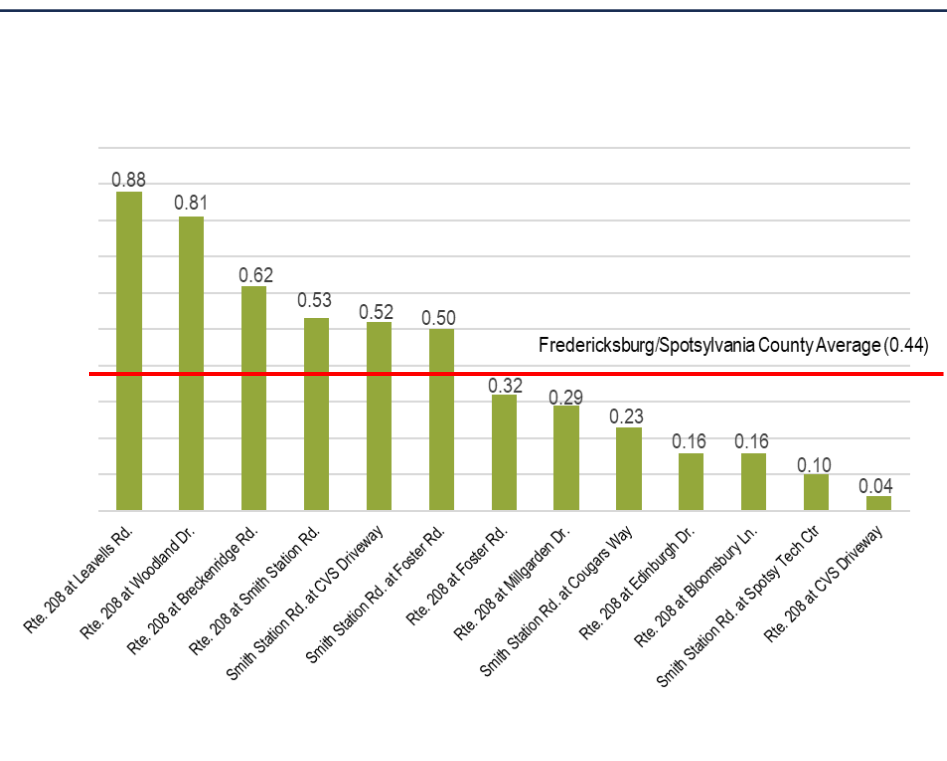
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Study Area



Intersection Crash Rates



Intersection Level of Service

Existing Condition Overall Level of Service		
Intersection	AM	PM
Rte. 208 & Bloomsbury Lane	A	A
Rte. 208 & CVS Driveway	A	A
Rte. 208 & Smith Station Road	E	F
Smith Station Road & CVS Driveway	A	A
Smith Station Road & Tech Center	A	A
Smith Station Road & Cougars Way	A	A
Smith Station Road & Foster Road	A	A
Rte. 208 & Foster Road	C	B
Rte. 208 & Crown Grant Drive	A	A
Rte. 208 & Brittany Commons Blvd	B	B
Rte. 208 & Millgarden Drive	B	C
Rte. 208 & Leavells Road	E	D
Rte. 208 & Woodland Drive	C	C

Project Overview

Project Fact Sheet	
VDOT District	Fredericksburg
Locality	Spotsylvania County
# of Study Intersections	13 (6 Signalized and 7 Unsignalized)
Transit Routes	FXBGO! Routes S1 & S4
Nearby Bikeways	None
Functional Classifications	Minor Arterial (Rte. 208) Major Collector (Rte. 628/Smith Station Rd.)
Speed Limit	45 mph

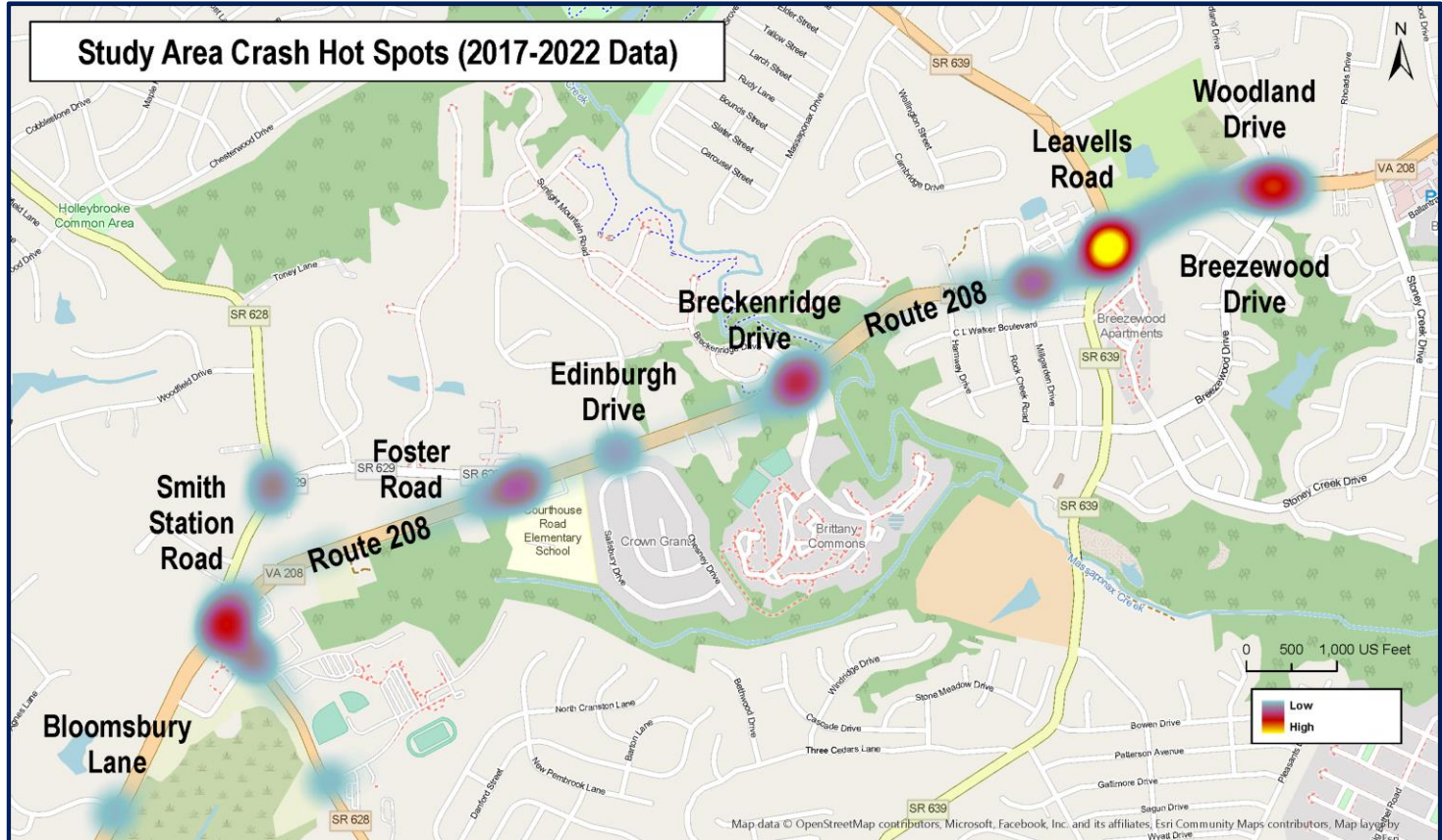
Pedestrian, Bicycle, & Transit Summary

- Three (3) of the six (6) signalized intersections have pedestrian facilities, all in the eastern portion of the study area
- Limited sidewalks along the Route 208 corridor
- No bicycle facilities or accommodations along the Route 208 corridor
- Several FXBGO! Transit stops along the corridor
 - Ridership is back to pre-pandemic levels
 - Limited to no benches or shelters to accommodate riders

Access Management Summary

- Corridor-wide: 13.01 access points/mile
- Eastbound Route 208: 6.62 access points/mile
- Westbound Route 208: 15.33 access points/mile
- Smith Station Road: 18.24 access points/mile
- Foster Road: 27.24 access points/mile
- Generally, no correlation between access points and 2017-2022 crashes
- Most access points located in the western portion of the study area

Corridor Crash Hot Spots



Route 208/Courthouse Road in Spotsylvania County Potential Alternatives



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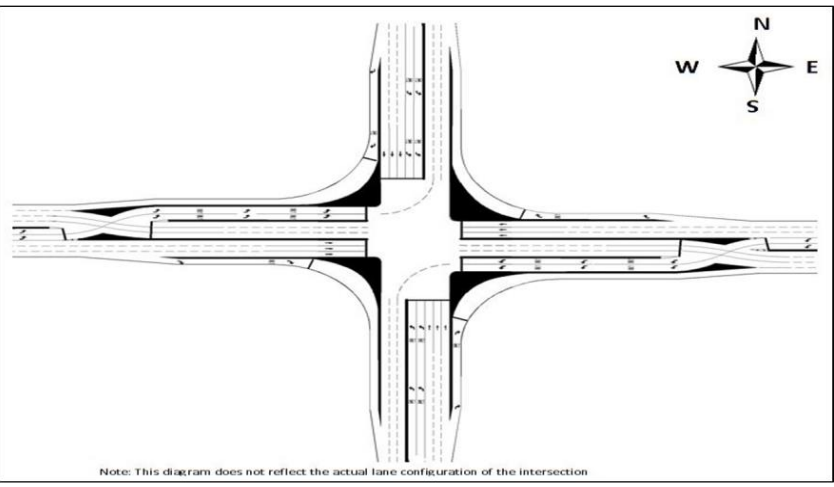


Route 208 & Smith Station Road-Conventional Changes



- Lane Configuration Changes**
- Install an additional northbound left turn lane
 - Add an exclusive left and right turn lane in the southbound direction
 - Add a third westbound through lane
 - Optimize signal timings
- Proposed Alternative Benefits**
- Improve overall intersection traffic operations
 - Reduce queueing backups
 - Improve intersection safety

Route 208 at Leavells Road-Displaced Left Turn



- Lane Configuration Changes**
- Left turning vehicles in the eastbound and westbound direction cross to the other side of the opposing through traffic before the intersection at crossover intersections
 - Crossover intersections become signalized
- Proposed Alternative Benefits**
- Improve intersection safety by reducing the number of conflict points compared to a conventional intersection
 - Improve overall intersection traffic operations

Route 208 & Smith Station Road-Quadrant Roadway



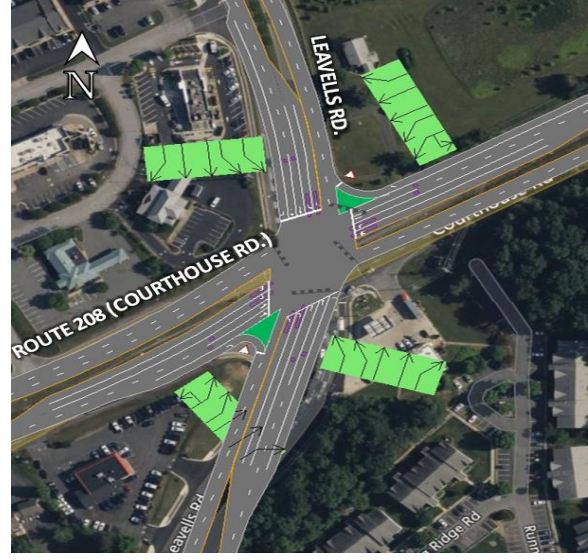
- Lane Configuration Changes**
- Displace the northbound and southbound left turn
 - Vehicles would make left turns at CVS entrance (roadway would be reconfigured)
 - Signalize the intersection of Smith Station Road & CVS Driveway
- Proposed Alternative Benefits**
- Improve intersection efficiency with fewer signal phases
 - Decrease number of conflict points where vehicle paths cross to improve safety & access management

Corridor Improvements



- Pedestrian and Bike Improvements**
- Add a shared use path from Smith Station Road to Leavells Road
 - Install crosswalks at all signalized intersections
 - Extend sidewalk on Leavells Road & Tech Center
 - Add a walking path connecting Courtland High School to Courtland Elementary School
- General Corridor Improvements**
- Close three access points between Millgarden Drive and Leavells Road in the eastbound direction
 - Optimize all traffic signals and allow Flashing Yellow Arrows for left turns

Route 208 at Leavells Road-Conventional Changes



- Lane Configuration Changes**
- Install an additional northbound left turn lane
 - Install an additional southbound left turn lane
 - Install an additional westbound left turn lane
 - Optimize signal timings
- Proposed Alternative Benefits**
- Improve overall intersection traffic operations
 - Improve intersection safety
 - Reduce queueing concerns for left turn movements in the northbound, southbound, and westbound directions

