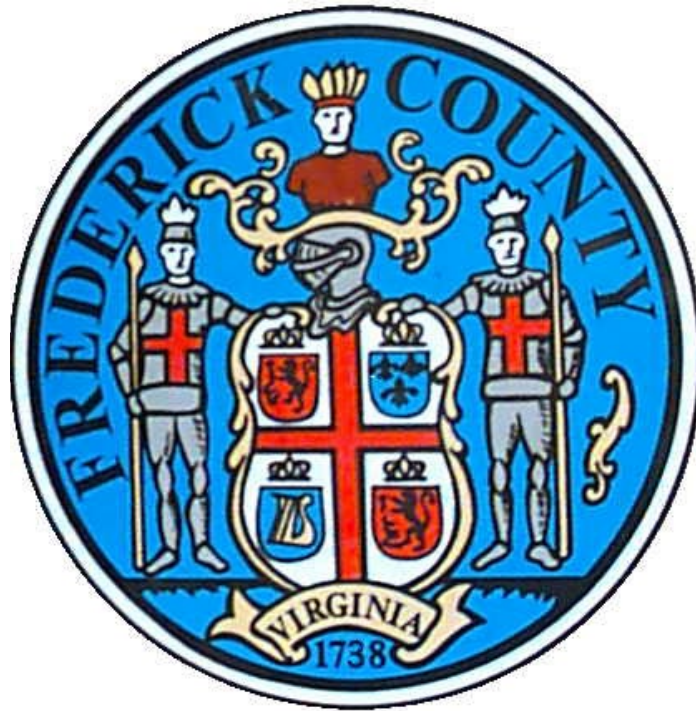


2025/26-2030/31

PRIMARY ROAD IMPROVEMENT PLAN

for

FREDERICK COUNTY, VIRGINIA



Frederick County Transportation Committee: 5/12/25

Frederick County Planning Commission: 6/4/25

Frederick County Board of Supervisors: 6/11/25

All upgrades to primary system roadways that are not limited access should include implementation of access management principles to improve safety and efficiency wherever possible.

1) Route 37 Bypass (Phase 1 and 2)

In 2024 the County completed the Eastern Frederick County Transportation Study (EFTCS) which took an in-depth look at the feasibility, phasing, and best mode of implementation of Route 37. Results of that analysis were used to update the phasing priorities and what form initial construction of early phases should take. In Phase 1 and 2 a limited access Parkway style roadway is recommended. Phases 3,4, and 5 do not generate sufficient additional traffic for implementation prior to 2050 based upon modeling results at this time so additional detail for initial phasing of those segments is not included at this time, but interim improvements are noted where applicable.

A. Route 37 – Phase 1

Initiate final engineering and design, acquire right-of-way, and establish a construction phase schedule for the preferred alternative between existing Route 11 North and Route 7 after completion of VDOT required new road on new location analysis. Per the EFCTS an initial development of this project would be a limited access parkway concept starting with 2 lanes of the ultimate 4 lanes from Route 11 North to Route 7.

B. Route 37 - Phase 2

Initiate final engineering and design, acquire right-of-way, and establish a construction phase schedule for the southern segment of the Route 37 Eastern Bypass from Interstate I-81 to Front Royal Pike (Route 522 South) after completion of VDOT required new road on new location analysis. Per the Eastern Frederick County Transportation Study (EFCTS) an initial development of this project would be a limited access parkway concept with 4 lanes from existing 37 at Exit 310 to future Warrior Drive and 2 lanes of the ultimate 4 lanes from future Warrior Drive and Route 522.

2) Route 11 (North and South of Winchester)

A) Upgrade to Six Through Lane System:

From: Northern limits of the City of Winchester
To: Intersection of Cedar Hill Road

B) Upgrade to Four Through Lane System:

From: Southern limits of the City of Winchester
To: Renaissance Drive

C) Upgrade to Four Through Lane System:

From: Intersection of Cedar Hill Road
To: West Virginia line

3) Route 277 (East of Stephens City)

Upgrade of the overall corridor to a 4-lane system with improved access management and bicycle and pedestrian facilities.

A) Establish an Urban Divided Four Lane System:

From: Double Church Road
To: Warrior Drive

B) Upgrade to a Four Through Lane System:

From: Warrior Drive
To: White Oak Road

C) Upgrade to a Four Through Lane System:

From: White Oak Road
To: Route 522

4) Route 7 – Establish a 6 Through Lane Cross Section:

From: Exit 315 Interchange
To: Future Route 37 Interchange

5) Route 50 East and West

A) Upgrade Interchange at Route 50 and Route 37 to a Diverging Diamond Interchange (DDI)

B) Safety Upgrades to Intersections at Back Mountain Road, Hayfield Road, Wardensville Grade, Stony Hill Road, and Dicks Hollow Road

C) Establish a 6 Through Lane Cross Section:

From: The Interchange at Exit 313
To: The Future Route 37 Interchange

D) Establish a 6 Through Lane Cross Section:

From: The Interchange with Route 37
To: Poorhouse Road

6) Route 37 Phases 3, 4, and 5

In 2024 the County completed the Eastern Frederick County Transportation Study (EFTCS) which took an in-depth look at the feasibility, phasing, and best mode of implementation of Route 37. Results of that analysis were used to update the phasing priorities and what form initial construction of early phases should take. Phases 3, 4, and 5 do not generate sufficient additional traffic for implementation prior to 2050 based upon modeling results at this time so additional detail for initial phasing of those segments is not included at this time, but interim improvements are noted where applicable.

A) Route 37 – Phase 3

Initiate final engineering and design, acquire right-of-way, and establish a construction phase schedule for the preferred alternative between Existing Route 50/17 and Route 522. As noted in the EFTCS study, the Comprehensive Planned Justus Drive Extension to Airport Road will likely serve as an important interim improvement prior to this connection.

B) Route 37 - Phase 4

Initiate final engineering and design, acquire right-of-way, and establish a construction phase schedule for the preferred alternative between Route 7 and Route 50/17. Extension of Hallowed Crossing Way (formerly Haggerty Blvd) to Senseny Road would likely serve as an important interim improvement prior to this connection.

C) Route 37 – Phase 5

Initiate final engineering and design, acquire right-of-way, and establish a construction phase schedule for the preferred alternative between Existing Route 37 around Stonewall Industrial Park to Route 11 North.

7) South Frederick County Parkway:

From: Relocated Exit 307

To: Intersection with Route 277 approximately 1 mile west of the intersection of Route 277 and Route 522

This long term planned roadway has limited access points serving a mixture of predominantly commercial and industrial development.

There is a need to study this project in conjunction with the Exit 307 relocation and planning for Route 277 improvements noted in item 3.

Phasing of this project is not yet clearly defined; however general phasing would be from West to East with the clear first phase being from relocated Exit 307 to Warrior Drive.

8) Route 522 and Costello Drive

Add additional left turn lane capacity on Route 522 southbound for turns onto Costello Drive.

9) Gateway Drive Extension and Intersection with Valley Mill Road

This project will establish an intersection on Valley Mill Road and connection to Gateway Drive approximately 150 to the south of the new intersection with the remainder of the Gateway Drive extension to be constructed by development via proffer.

10) Route 37 Slip Ramps to Lenoir Drive

Construct ramps to allow traffic to enter and exit the southbound side of Route 37 from Lenoir Drive.

11) Commuter Park and Ride Lots

Determine appropriate locations for park and ride facilities at other strategic locations within the County's Urban Development Area. For Park and Ride locations in Frederick County, the primary goal should be that they are situated in such a manner that they reduce traffic in Frederick County in addition to adjacent localities and ideally strengthen SmartScale applications.

2025 - 2026 Primary Road Improvement Plan

Route 37 Bypass (Phase 1 & 2)

- Priority 1A - Phase 1
- Priority 1B - Phase 2

Route 11 North & South

- Priority 2A
- Priority 2B
- Priority 2C

Route 277 East of Stephens City

- Priority 3A
- Priority 3B
- Priority 3C

Route 7

- Priority 4

Route 50

- Priority 5A
- Priority 5B
- Priority 5C
- Priority 5D

Route 37 Bypass (Phases 3, 4, & 5)

- Priority 6A - Phase 3
- Priority 6B - Phase 4
- Priority 6C - Phase 5

South Frederick County Parkway

- Priority 7

Route 522 & Costello Dr

- Priority 8

Gateway Drive Extension

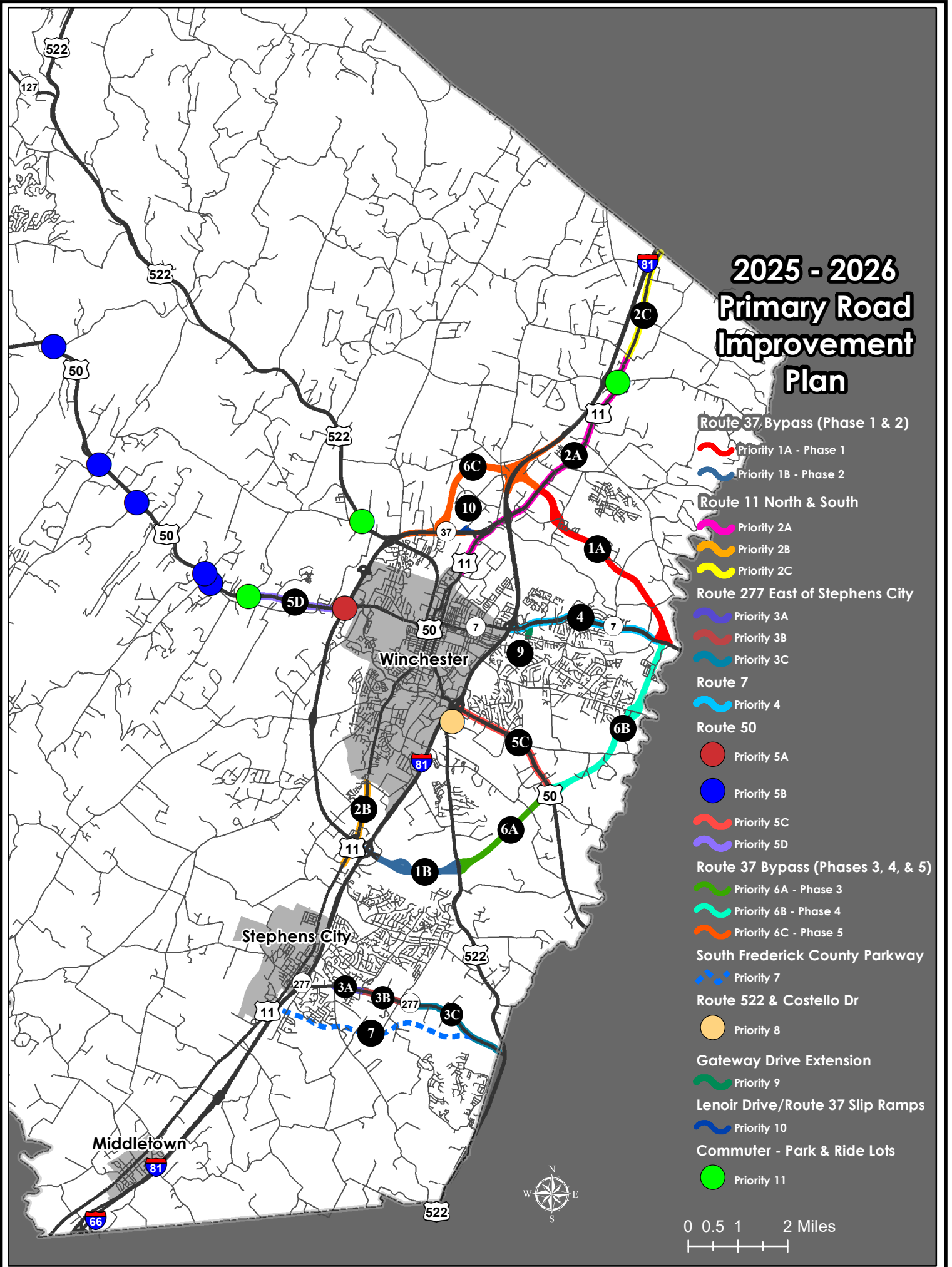
- Priority 9

Lenoir Drive/Route 37 Slip Ramps

- Priority 10

Commuter - Park & Ride Lots

- Priority 11





RESOLUTION 2025-2026 PRIMARY ROAD IMPROVEMENT PLAN

WHEREAS, the Frederick County Transportation Committee recommended approval of this plan on May 12, 2025; and

WHEREAS, the Frederick County Planning Commission held a public hearing and recommended approval of this plan at their meeting on June 4, 2025; and

WHEREAS, the Frederick County Board of Supervisors had previously agreed to assist in the preparation of this plan in accordance with the Virginia Department of Transportation's policies and procedures and participated in a public hearing on the proposed Plan, after being duly advertised so that all citizens of the County had the opportunity to participate in said hearing and to make comments and recommendations concerning the proposed Plan and Priority List; and


WHEREAS, the Frederick County Board of Supervisors supports the priorities of the Primary Road Improvement Plan projects for programming by the Commonwealth Transportation Board and the Virginia Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED by the Frederick County Board of Supervisors as follows: The 2025-2026 Primary Road Improvement Plan appears to be in the best interest of the citizens of Frederick County and the Primary Road System in Frederick County; and therefore, the Frederick County Board of Supervisors hereby approves the 2025-2026 Primary Road Improvement Plan and Construction Priority List for Frederick County, Virginia as presented at the public hearing held on June 11, 2025.

This resolution was approved by the following recorded vote:

Josh Ludwig, Chairman	Aye	Robert W. Wells	Aye
Heather H. Lockridge	Aye	John F. Jewell	Aye
Robert Liero	Aye	Judith McCann-Slaughter	Aye
Blaine P. Dunn	Aye		

A COPY ATTEST


Michael L. Bollhoefer
Frederick County Administrator

No. 072-25
PDRes#19-25