



This portion of Timber Fence Parkway already exists.

The draft plan does not specify where the Timber Fence Parkway would merge with U.S. 17.

A small extension of the existing Timber Fence right-of-way is called Timber Fence Trail.

This path assumes the Timber Fence Parkway would remain within town limits south of the existing section.

The draft plan says the Southern Parkway should connect to U.S. 211 "near Frost Avenue" and "align as closely as possible with the Timber Fence Parkway alignment."

The draft plan says little about the specific path the Southern Parkway could take. This path would take the bypass parallel to town limits until it reaches Culpeper Street or Springs Road.

Bypasses

Two bypasses -- called the Timber Fence Parkway and the Southern Parkway -- are included in the draft comprehensive plan as supplements to the Transportation and Circulation section.

The exact proposed path of each bypass is not finalized or even suggested, except for portions of the Timber Fence Parkway for which right-of-ways already exist. Right-of-ways would need to be obtained for the vast majority of the routes the bypasses could take.

In general terms, the Timber Fence Parkway would connect U.S. 211 with U.S. 17 and cross Lower Waterloo Road, Old Waterloo Road, Black Sweep Road and Bear Wallow Road. (An existing portion of Timber Fence Parkway already crosses Silver Cup Drive.)

The Southern Parkway would connect U.S. 211 with the U.S. 29/15/17 corridor and cross Culpeper Street or Springs Road.

The draft plan mentions three possible ending points for the Southern Parkway.

- Point 1 would have the bypass merge with James Madison Highway south of Home Depot.
- Point 2 would have the bypass merge with the existing interchange at James Madison Highway and the Eastern Bypass.
- Point 3 would have the bypass merge with U.S. 29/15/17 at Lovers Lane.