

# Project Overview | FR01

## Route 3 from Andora Drive to Carl D Silver Parkway

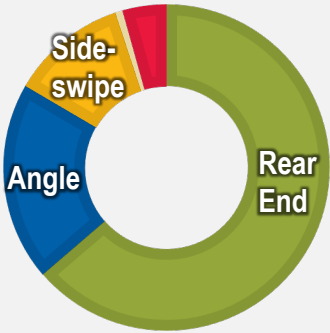


### Project Purpose, Goals, & Objectives

- Analyze the operational and safety issues identified along Route 3, with a focus on reducing congestion, preserving capacity, and improving multimodal access.
- Identify cost-effective improvement alternatives that address the deficient conditions and prioritize safety for vulnerable users.

### Issues in the Study Area

- Significant rear end and sideswipe collisions due to congestion.
- Limited and disconnected sidewalk throughout the study area.
- Over 80,000 vehicles per day leads to significant congestion during AM and PM peak hours.
- High number of direct access points to Route 3.



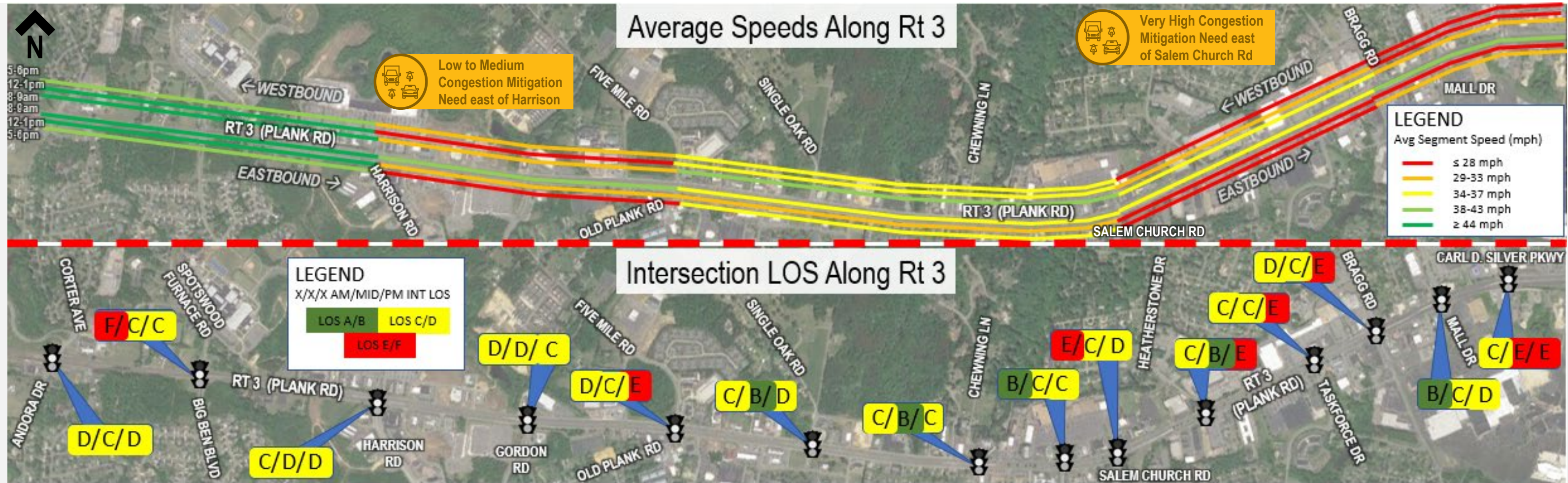
### Project Fact Sheet

VDOT District	Fredericksburg
Locality	Spotsylvania County and City of Fredericksburg
# of Study Intersections	14
Transit Routes	FRED Route F1, S1
Nearby Transit Connections	Salem Church park-n-ride; Spotsylvania Town Center
Nearby Bikeways	VCR Trail
Functional Classification	Other Principal Arterial
Speed Limit	45 mph



# Operations / Access Needs

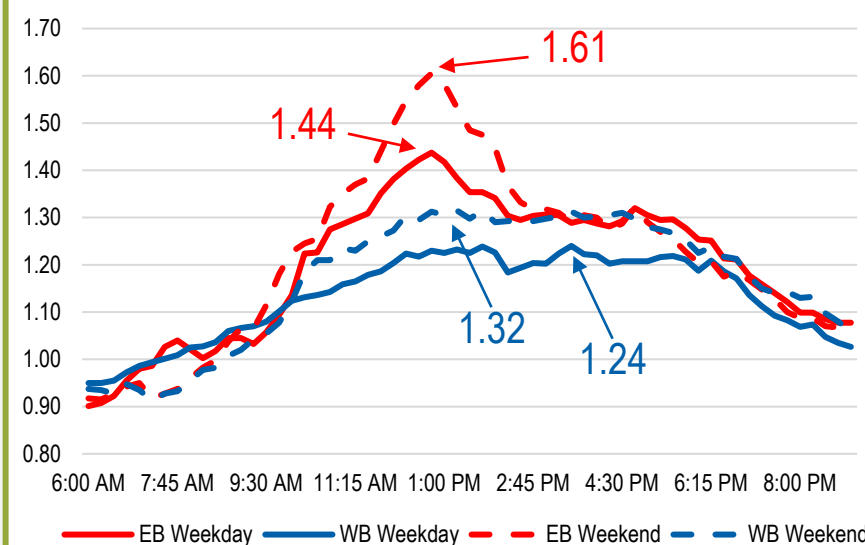
## Operations Needs Identification Summary



### Operations Summary

- Corridor has a **very high** Congestion Mitigation VTrans Need from Salem Church Road to Carl D. Silver Parkway. Corridor has a Capacity Preservation VTrans Need for most of the corridor (varying priorities up to Very High).
- Significant congestion for both eastbound and westbound travel in the midday and evening peak periods
  - AM peak period congestion is generally less than midday and evening congestion
  - Congestion most prominent between Harrison Road and Old Plank Road, and between Salem Church Road and I-95

### Average Travel Time Index (TTI)



### Travel Time Index Summary

- Travel Time Index (TTI) is the ratio of average travel time to the time required to make the same trip at free flow speeds
- TTI is higher for eastbound travel - highest during the midday peak period
- Westbound TTI steady from the midday peak through the evening peak
- Weekend TTI is higher than weekday
- Highlights commercial nature of the corridor

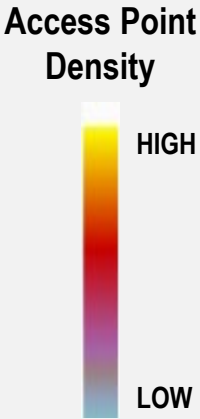
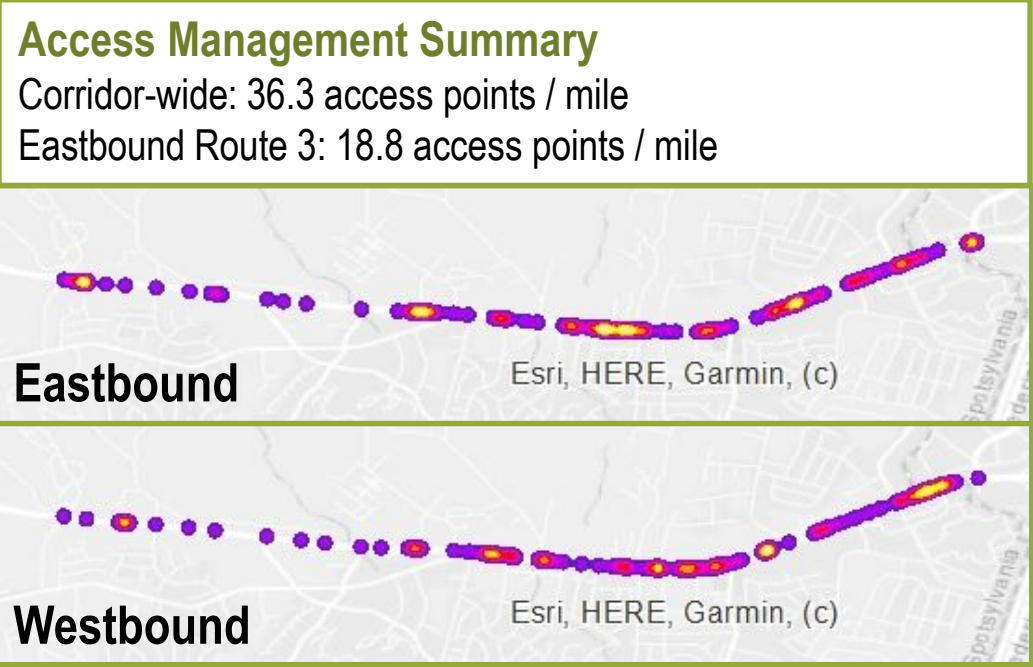


# Operations / Access Needs

## Access Needs Identification Summary



Congestion and Accessibility Workgroup	
NEED	PRIORITY
Congestion Mitigation (RN)	Very High
Capacity Preservation (RN)	Very High
Bicycle Access (RN)	Very High
Pedestrian Access (RN)	Very High
IEDA (UDA) Access	High



### Accessibility Summary

- The Pedestrian Access VTrans Need is established based on the roadway's proximity (1 mile) to activity zones or fixed transit
  - The corridor has little sidewalk
  - Only 1 signalized pedestrian crossing of Rt 3; corridor of signalized side-street crossings from Harrison to Single Oak
- The Bicycle Access VTrans Need is established based on the roadway's proximity (7 miles) to activity zones or fixed transit
  - There is a shared use path south of Rt 3 between Gordon Road and Salem Church Road
- Rt 3 is on the Arterial Preservation Network, therefore proactive measures should be taken to strike a balance between access and mobility

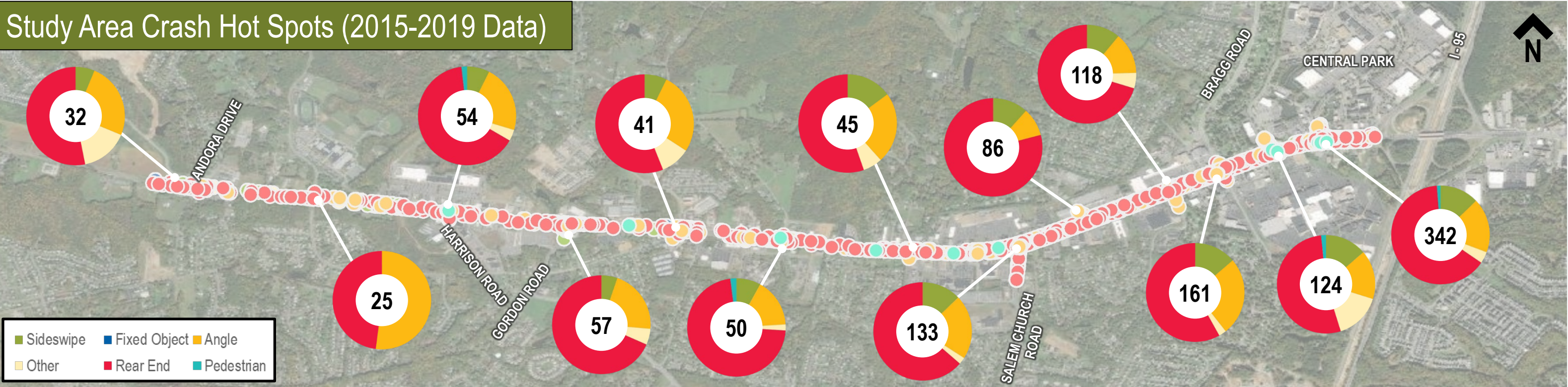


# Safety / Reliability Needs

## Needs Identification Summary



Study Area Crash Hot Spots (2015-2019 Data)



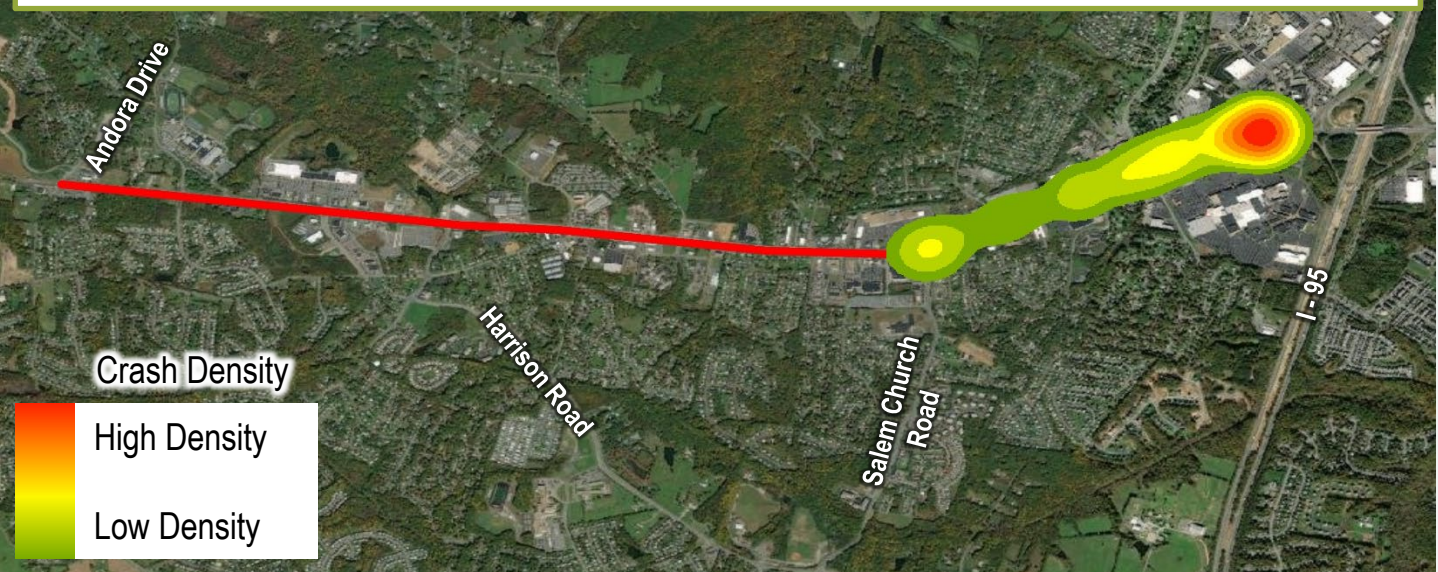
Traffic Safety and Reliability Workgroup	
NEED	PRIORITY
Reliability (RN)	No Need
Construction District Safety Improvement	Very High
Statewide Safety Improvement	No Need
Pedestrian Safety Improvement	Very High

VDOT 2015-2019 Crash Data

Intersection	Crashes by Severity					
	K	A	B	C	O	Total
Carl D Silver Boulevard	-	4	82	103	153	342
Mall Drive	-	5	28	14	77	124
Bragg Road	1	1	25	11	123	161
Taskforce Drive	-	2	17	5	94	118
Heatherstone Drive	-	1	17	2	66	86
Salem Church Road	-	3	24	7	99	133
Chewing Lane	-	3	7	-	35	45
Single Oak Road	1	5	7	2	35	50
Old Plank Road	1	-	8	1	31	41
Gordon Road	-	-	16	4	37	57
Harrison Road	-	2	9	1	42	54
Big Ben Boulevard	-	1	9	1	14	25
Andora Drive	1	3	6	2	20	32

### Summary

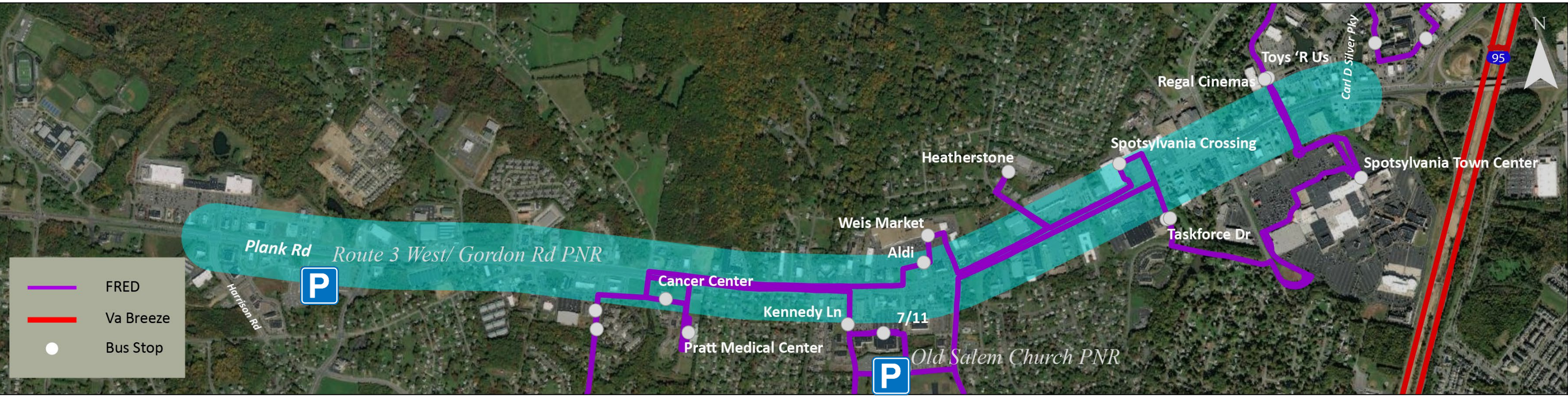
- Main crash patterns include rear end, angle, and sideswipe crashes. Contributing factors include congestion and numerous access points along the corridor.





# Transit Needs

## Needs Identification Summary



### Existing Conditions

- No rail infrastructure
- GWRideConnect is the primary commuter assistance program in region
- Two PNR lots in corridor: Route 3 West/Gordon Road (1061 spaces, 34 ADA spaces) and Old Salem Church (667 spaces, 15 spaces)
- No bike- or scooter-sharing in area
- FRED Transit's Route S1 (M-F, 7am – 8pm, 60 mins)
- No stops directly on Plank Road; there are stops within shopping centers and on parallel roads in corridor with no obvious bus stops and few sidewalk connections where bus stops are located

