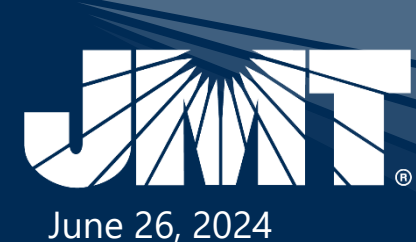


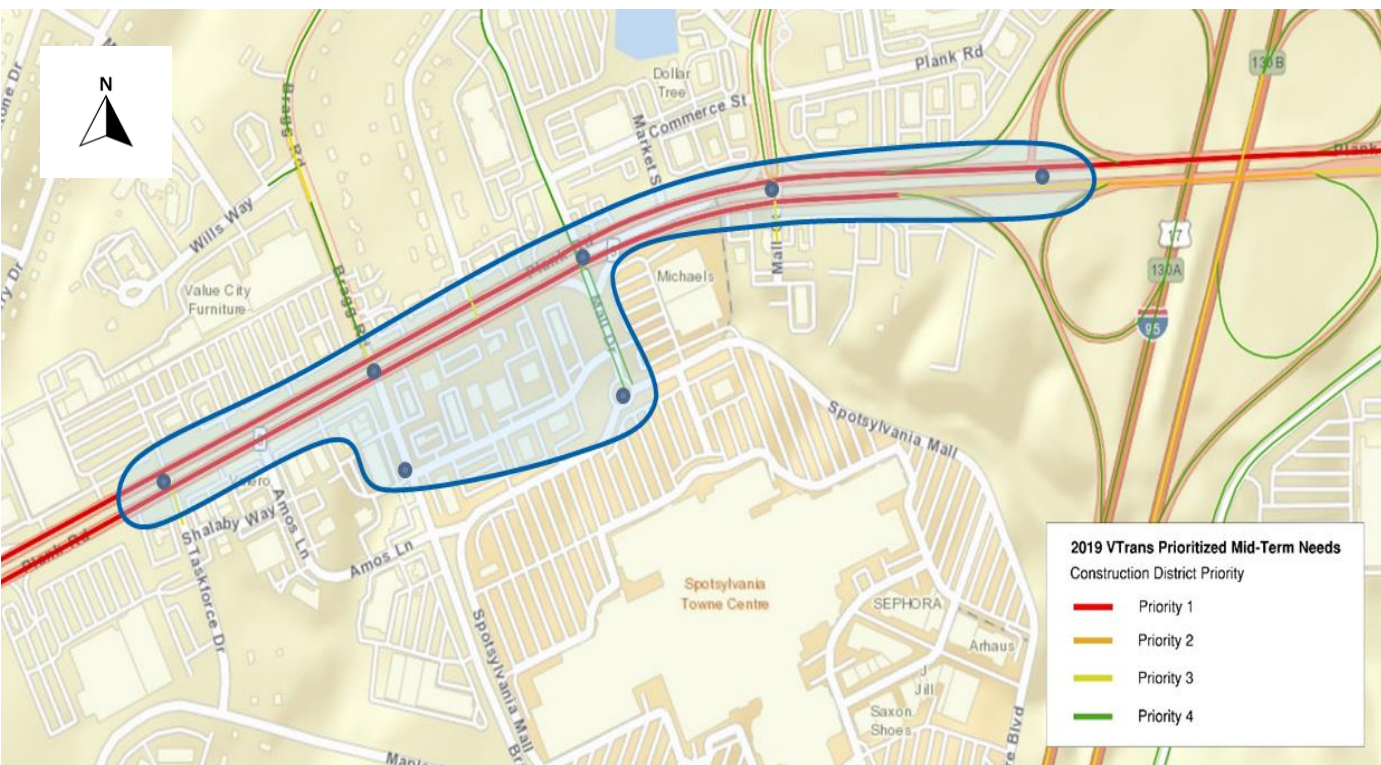
Route 3/Plank Road in Spotsylvania County & Fredericksburg City Existing Conditions Summary



FR-23-08
UPC123256



Study Area



Intersection Crash Rates



Intersection Level of Service

Existing Condition Overall Level of Service		
Intersection	AM	PM
Route 3 & Taskforce Drive	B	D
Route 3 & Bragg Road	D	E
Route 3 & Central Park Blvd	D	F
Route 3 & Carl D Silver Parkway	D	F
Route 3 & I-95 SB Off Ramp	C	F
Bragg Road & Spotsylvania Mall Drive	A	A
Spotsylvania Mall Drive & Town Center Blvd	A	A

Project Overview

Project Fact Sheet

VDOT District	Fredericksburg
Locality	Spotsylvania County
# of Study Intersections	7 (5 Signalized, 2 Unsignalized)
Transit Routes	FXBGO! Routes F1, F4, S1, & UMW-Eagle
Nearby Bikeways	None
Functional Classifications	Minor Arterial
Speed Limit	45 mph

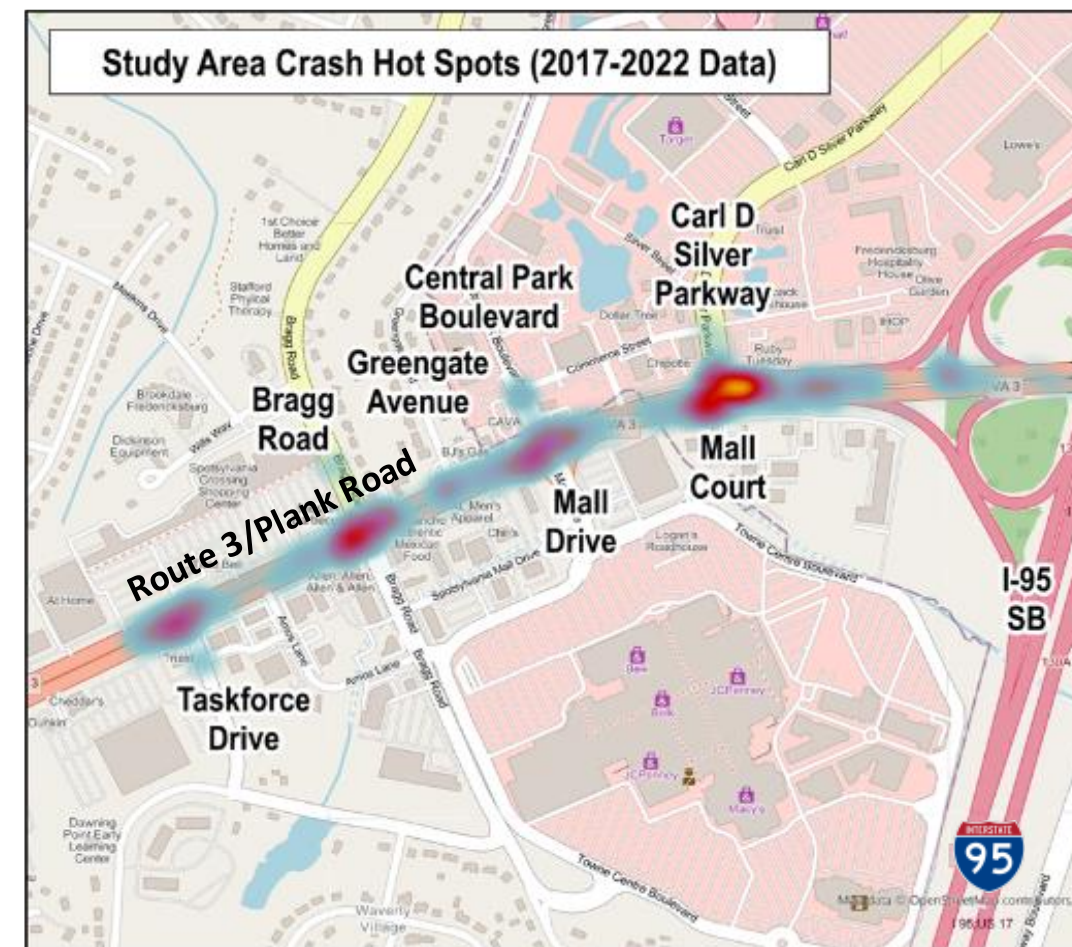
Existing Pedestrian, Bicycle, & Transit Summary

- No crosswalks at any of the signalized intersections within the study area
- Limited sidewalks along the 3 corridor in both the eastbound and westbound directions
 - Some sidewalk located at intersections of Route 3 at Bragg Road and Route 3 at Carl D Silver Parkway
- No bicycle facilities or accommodations along the Route 3 corridor
- 4 Routes and several FXBGO! transit stops along the corridor
 - F1, F4, S1, & UMW-Eagle Routes
 - Spotsylvania Towne Centre most popular stop along corridor
 - Limited to no benches or shelters to accommodate riders at most stops

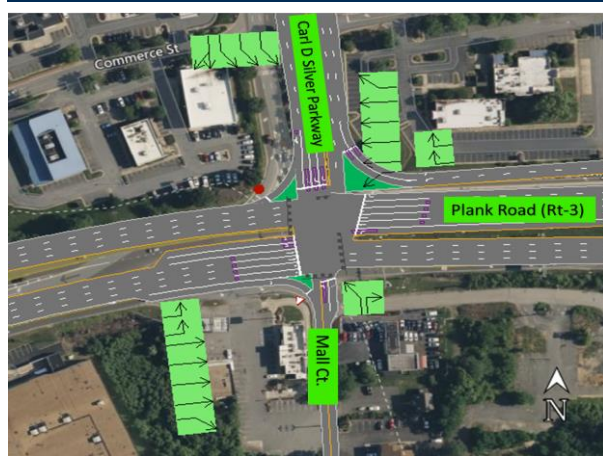
Existing Access Management Summary

- Corridor-wide: 42 total access points
- 21 access points located directly on Route 3
 - Route 3 eastbound: nine access points (10.4 access points/mile)
 - Route 3 westbound: 12 access points (13.8 access points/mile)
- Multiple businesses have two or more entrances
- Correlation between access point locations and angle crashes
 - 22 angle crashes from 2017-2022 near access points in the eastbound direction
 - 19 angle crashes from 2017-2022 near access points in the westbound direction

Corridor Crash Hot spots



Route 3 at Carl D Silver Parkway-Alternative 1



- Lane Configuration Changes**
- Convert Southbound through/right left into a triple left with shared through/right lane
 - Thru-cut on northbound approach
 - Add an additional Westbound right slip lane from the I-95 SB off ramp
- Proposed Alternative Benefits**
- Reduce queuing issues from vehicles exiting I-95 SB
 - Improve overall intersection's traffic operation
 - Improve the overall intersection safety

Grade Separated Roadway



- Lane Configuration Changes**
- Add a roadway separating the through movements from the turn movements in the eastbound and westbound directions
 - Separate conventional intersections from free flow through movements from Taskforce Drive to Carl D Silver Parkway
- Proposed Alternative Benefits**
- Improve safety and traffic operations of the entire corridor

Route 3 at Carl D Silver Parkway-Alternative 2



- Lane Configuration Changes**
- Connect the northbound approach of Mall Court to Spotsylvania Mall Drive
 - Northbound approach would be a right out only with a dual right turn lane
 - Dual left turn lanes in the eastbound and westbound directions
- Proposed Alternative Benefits**
- Provide another entrance into Spotsylvania Towne Centre and reduce queuing at Route 3 & Central Park Blvd

Route 3 at Bragg Road



- Lane Configuration Changes**
- Elevated left turns at all four approaches
 - Two separate signalized intersections
 - One for through/right movements
 - One for left turn movements
- Proposed Alternative Benefits**
- Reduce the number of conflict points compared to conventional intersection
 - Improve intersection efficiency and queuing concerns

General Corridor Improvements



- General Corridor Improvements/Benefits**
- Add sidewalks along the eastbound and westbound directions of Route 3**
 - Start/End west of Carl D Silver intersection and extend to Taskforce Drive
 - Add crosswalks to all signalized intersections**
 - Goal is to provide safer access and help promote the use of walking/cycling along the corridor
 - Close access points along Route 3 with multiple entrances**
 - Several access points are in turn lanes, presenting potential safety issues
 - Enhance existing transit stops by adding sidewalk and benches/overhead shelters**
 - Help encourage FXBGO! ridership
 - Add a Park & Ride west of the corridor**
 - Provide access to Virginia Railway Express (VRE)
 - Restrict U-turns at select left turn movements**
 - Improve safety and intersection efficiency
 - Signal re-optimization**
 - Improve overall corridor delay and queuing issues along with lane reconfiguration