

US 1
Corridor Study

Alternatives Public Meeting

June 7, 2021

Welcome



SPOTSYLVANIA
VIRGINIA



Today's Speakers



Kyle Bates

Resident Engineer

VDOT Fredericksburg District



Chris Tiesler

Principal Engineer

Kittelson & Associates, Inc.



Andy Butsick

Senior Engineer

Kittelson & Associates, Inc.



Liz Byrom

Engineering Associate

Kittelson & Associates, Inc.

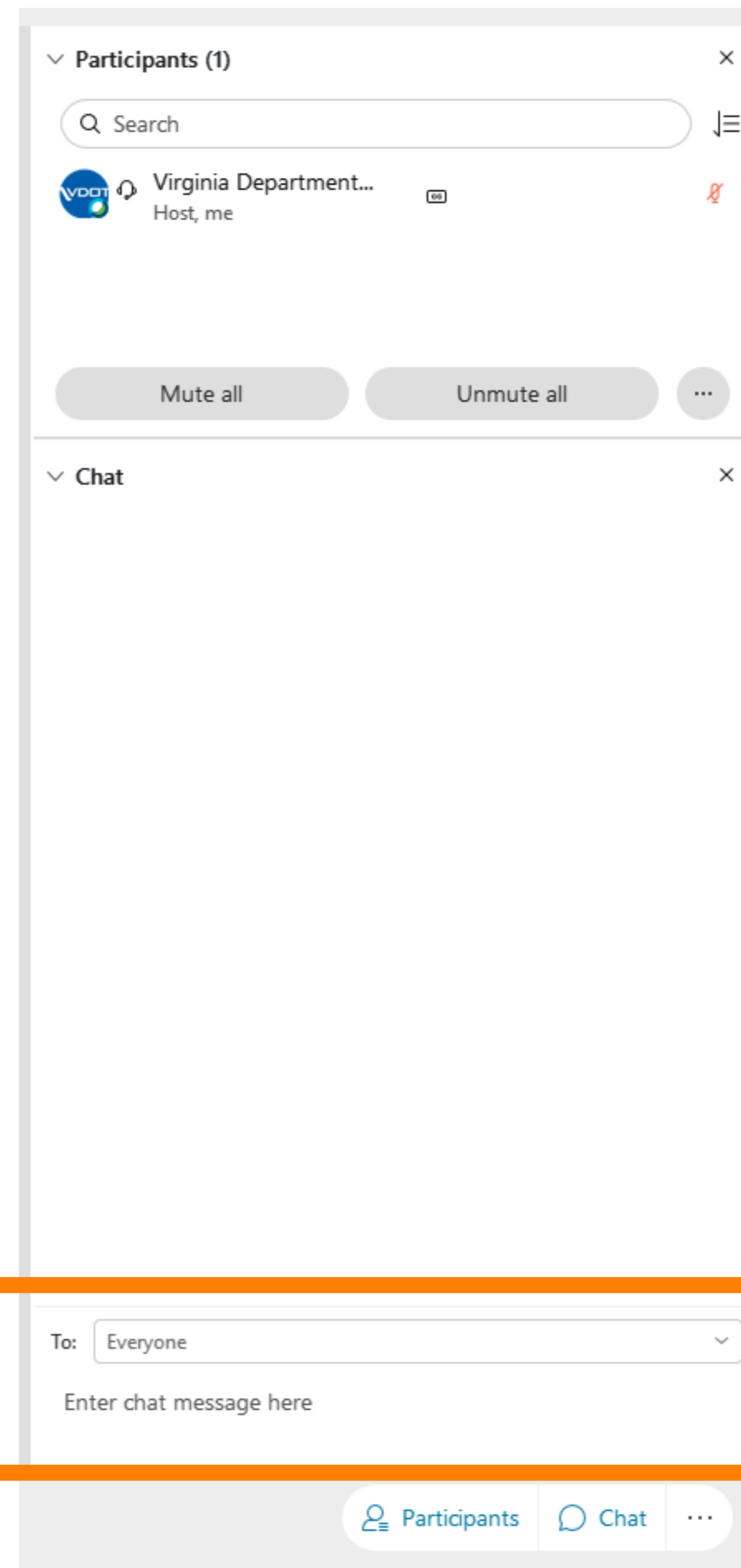
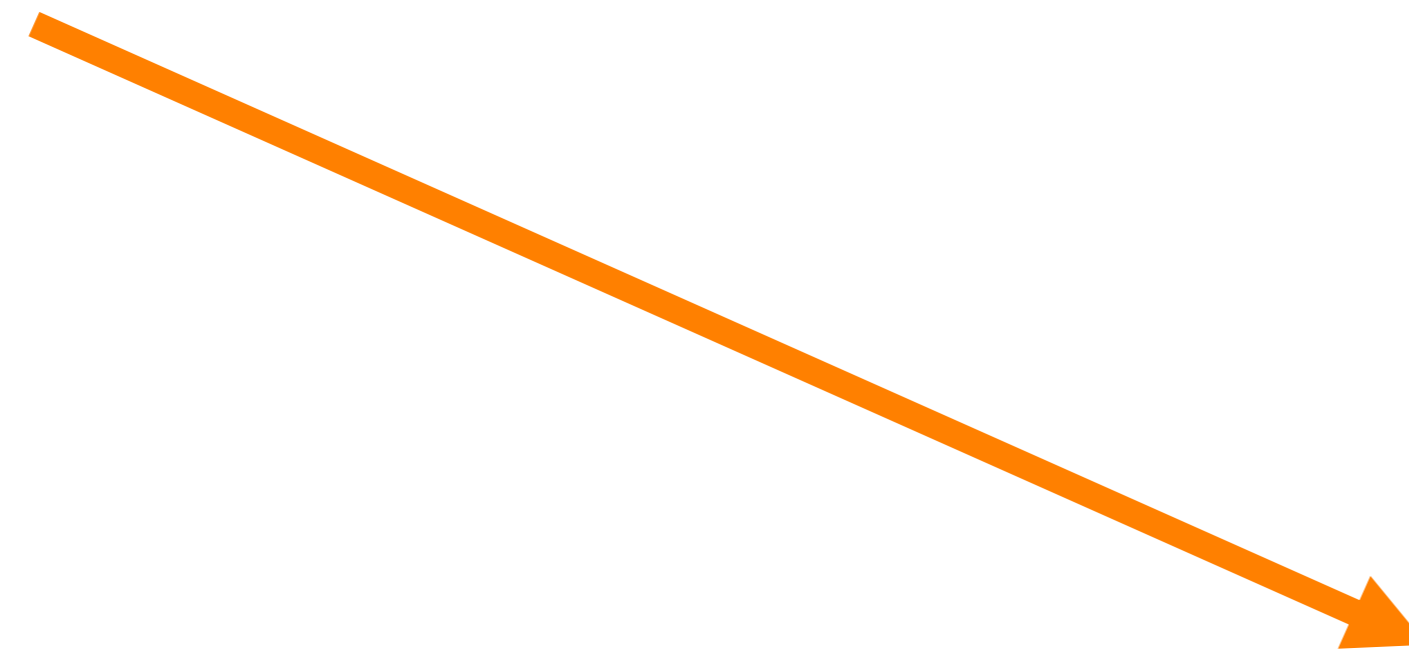
Meeting Goals

- **To share:**
 - Why the study is happening
 - What has been learned so far
 - Preliminary Alternatives
 - Next steps
- **To answer your questions**



Navigating WebEx

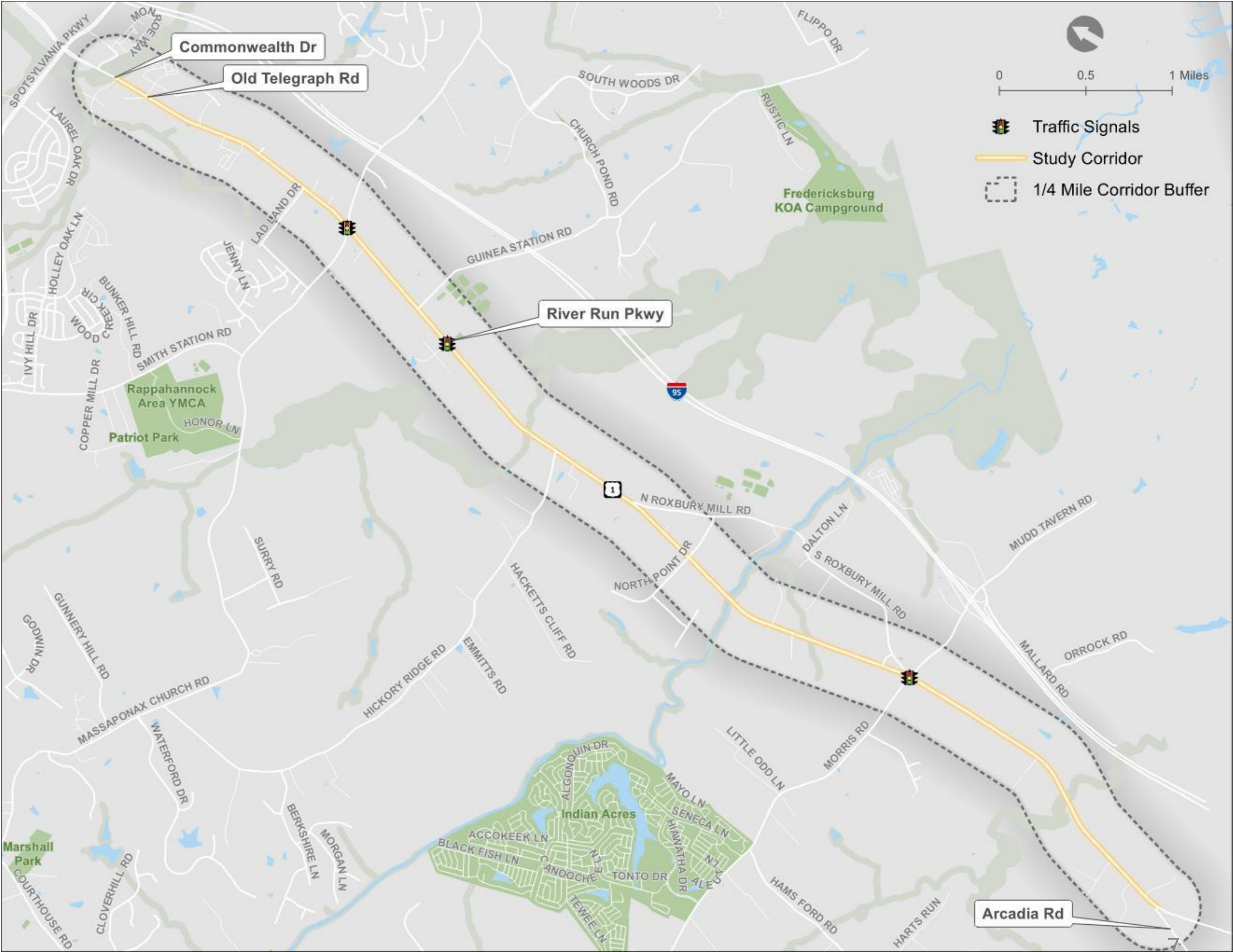
Send questions about the presentation and project through “Chat” Box



Why is the study happening?



Study Area

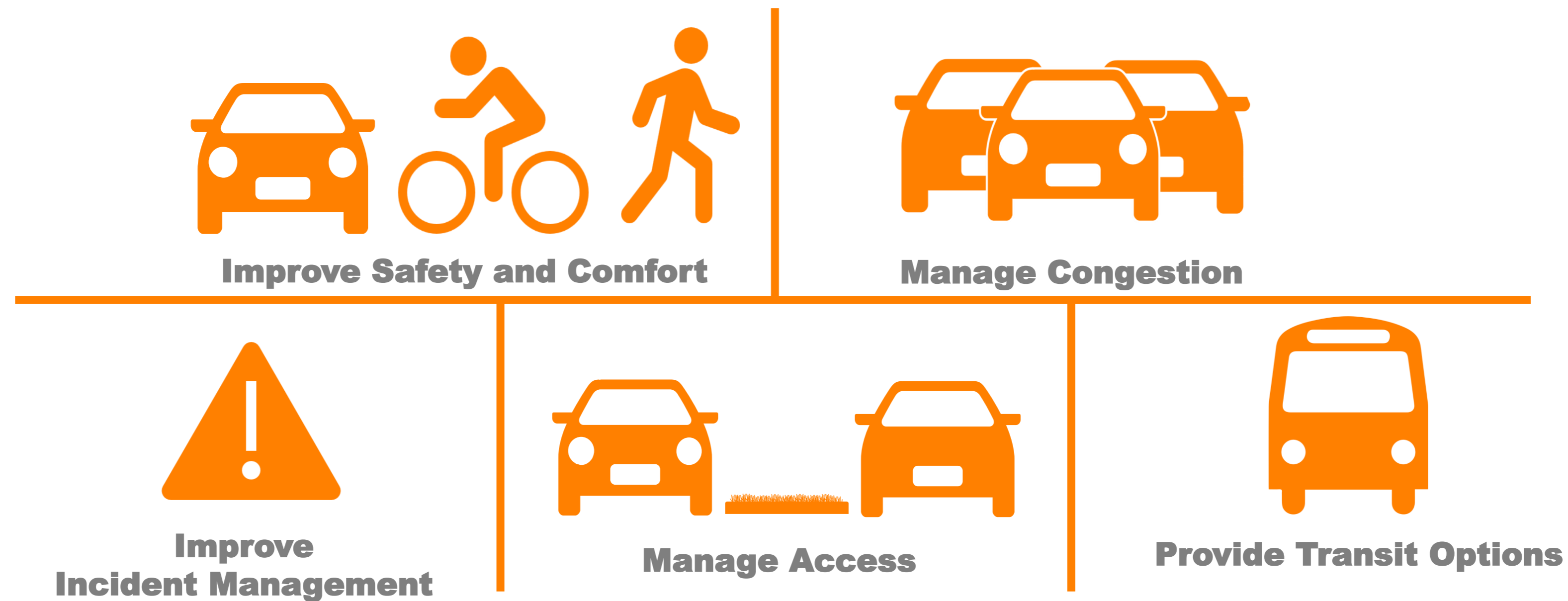


Study Purpose

- Evaluate existing automobile, transit, bicycle, and pedestrian conditions
- Assess future travel projections and development patterns
- Generate alternatives
- Evaluate alternatives against goals and through community input
- Recommend a system of investments

Vision and Goals

Route 1 is a corridor that supports development and provides safe and comfortable travel for all uses and users of the roadway



Project Process

1 – Evaluate Existing and Future Traffic, Safety, and Development



Stakeholder Group Meeting #1

2 – Develop Goals/ Objectives



Public Meetings #1
Survey #1

3 - Develop Alternatives



Stakeholder Group Meeting #2 & #3

4 - Evaluate Alternatives



Public Meeting #2
Survey #2

5 - Revise Alternatives



Stakeholder Group Meeting #4

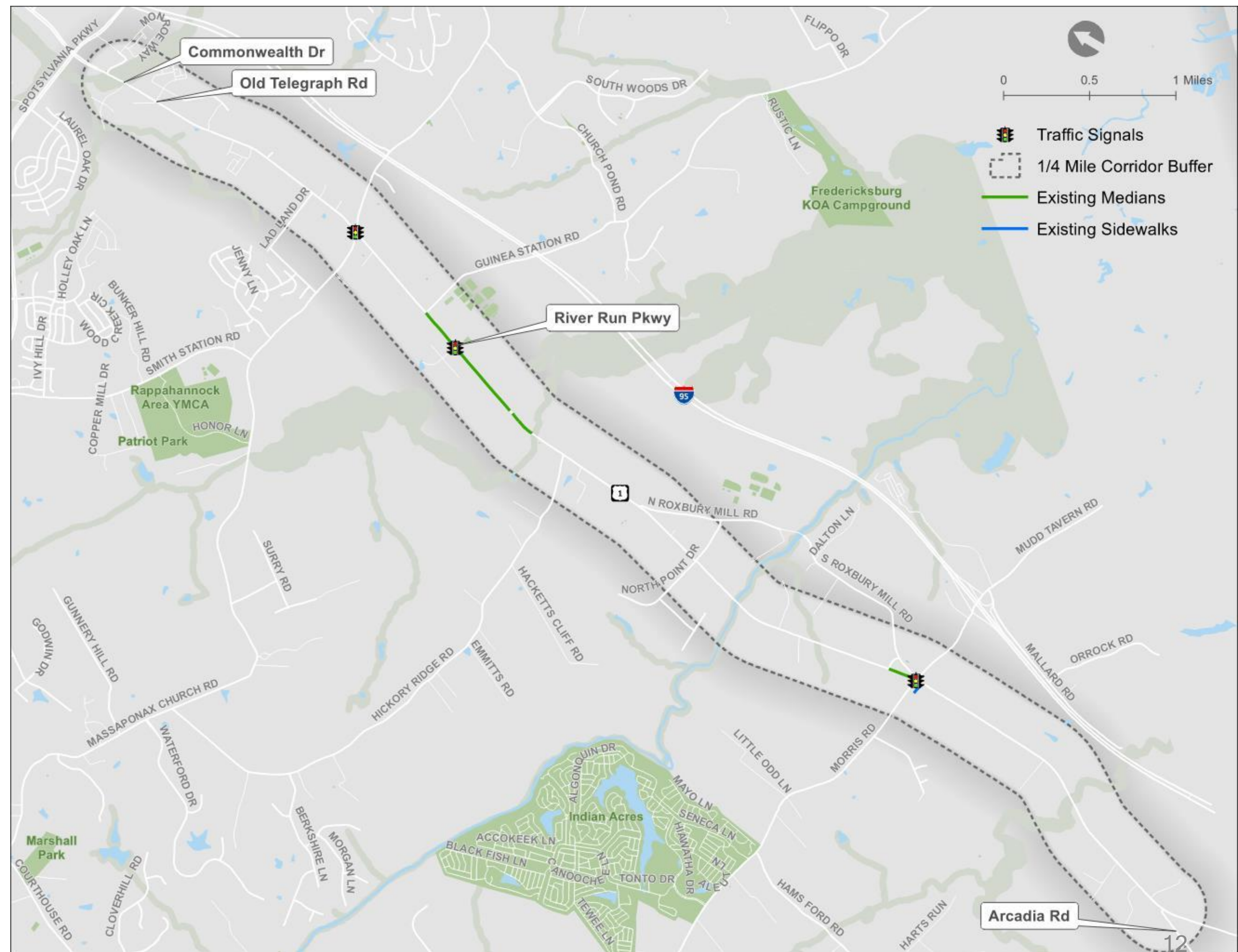
**What has been
learned so far?**



Existing Multi-Modal Facilities

“Biking on Route 1 is not safe.”

“I don't feel it is safe to walk on Route 1, especially with the traffic and the speed of the traffic.”



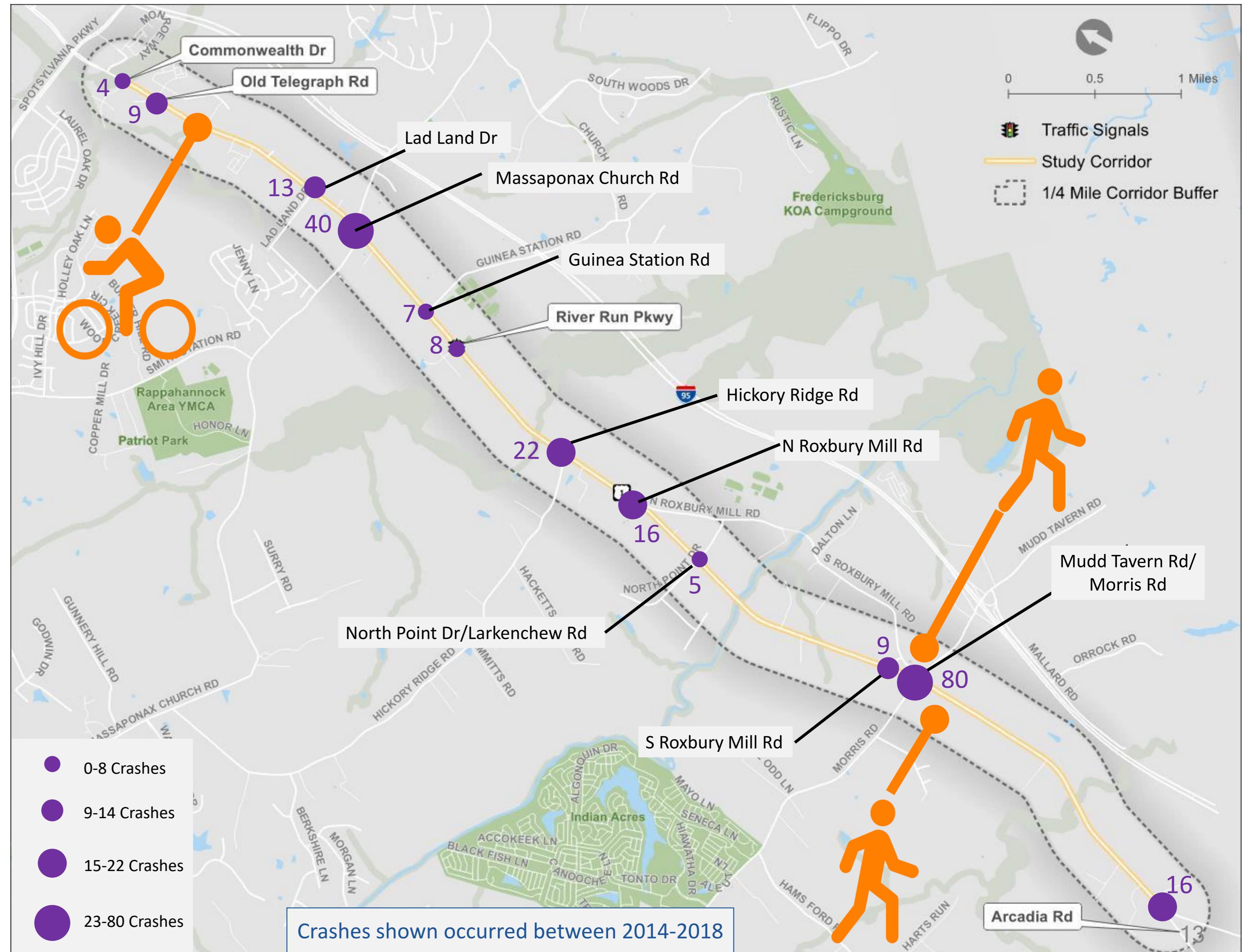
Crash Analysis

41% of crashes occurred at intersections

3 Pedestrian- or bicycle-involved crashes

2 Fatal crashes

"I have only ever been in 3 car accidents - all 3 took place in this stretch of road."

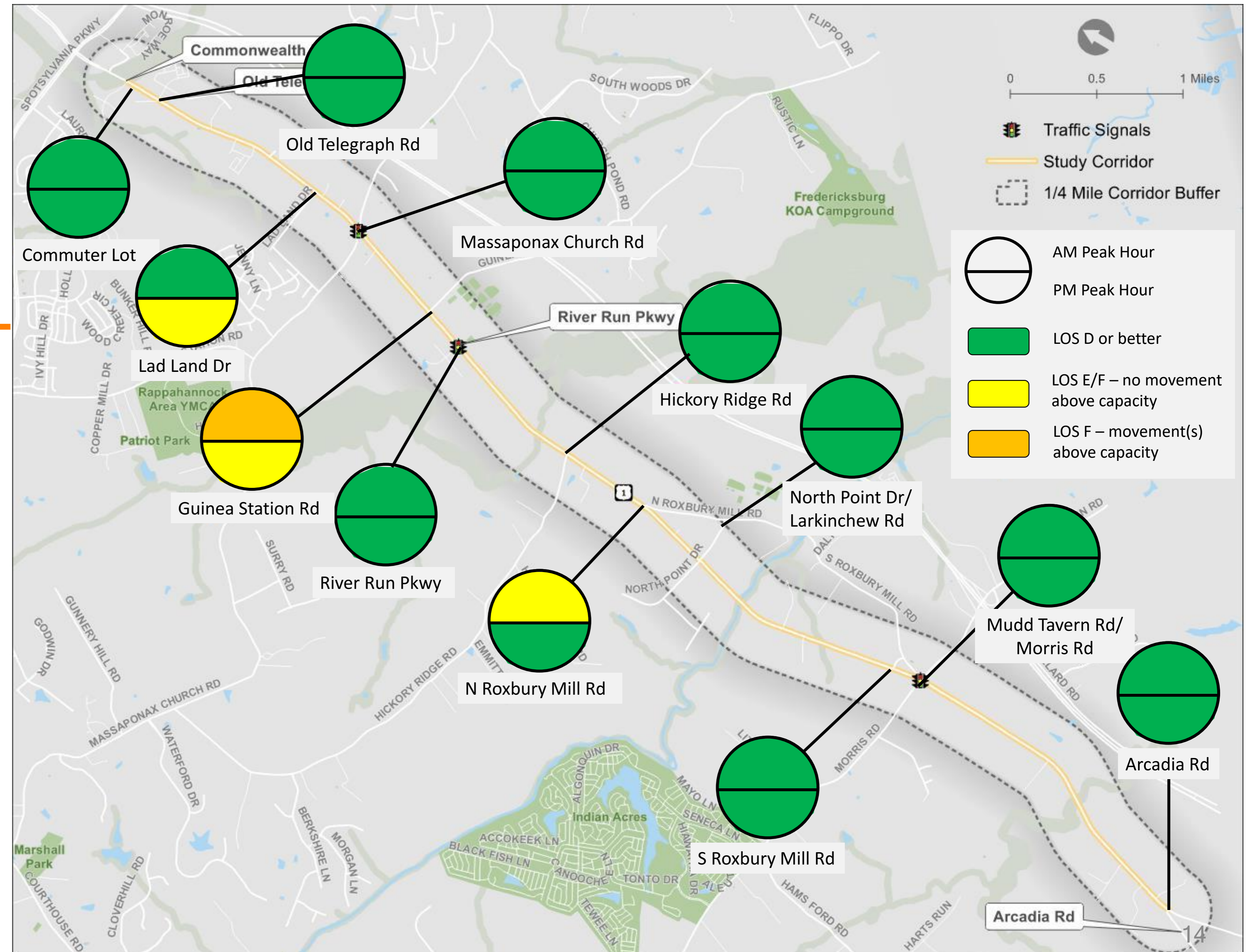


Existing Traffic Conditions

AM and PM Rush Hours

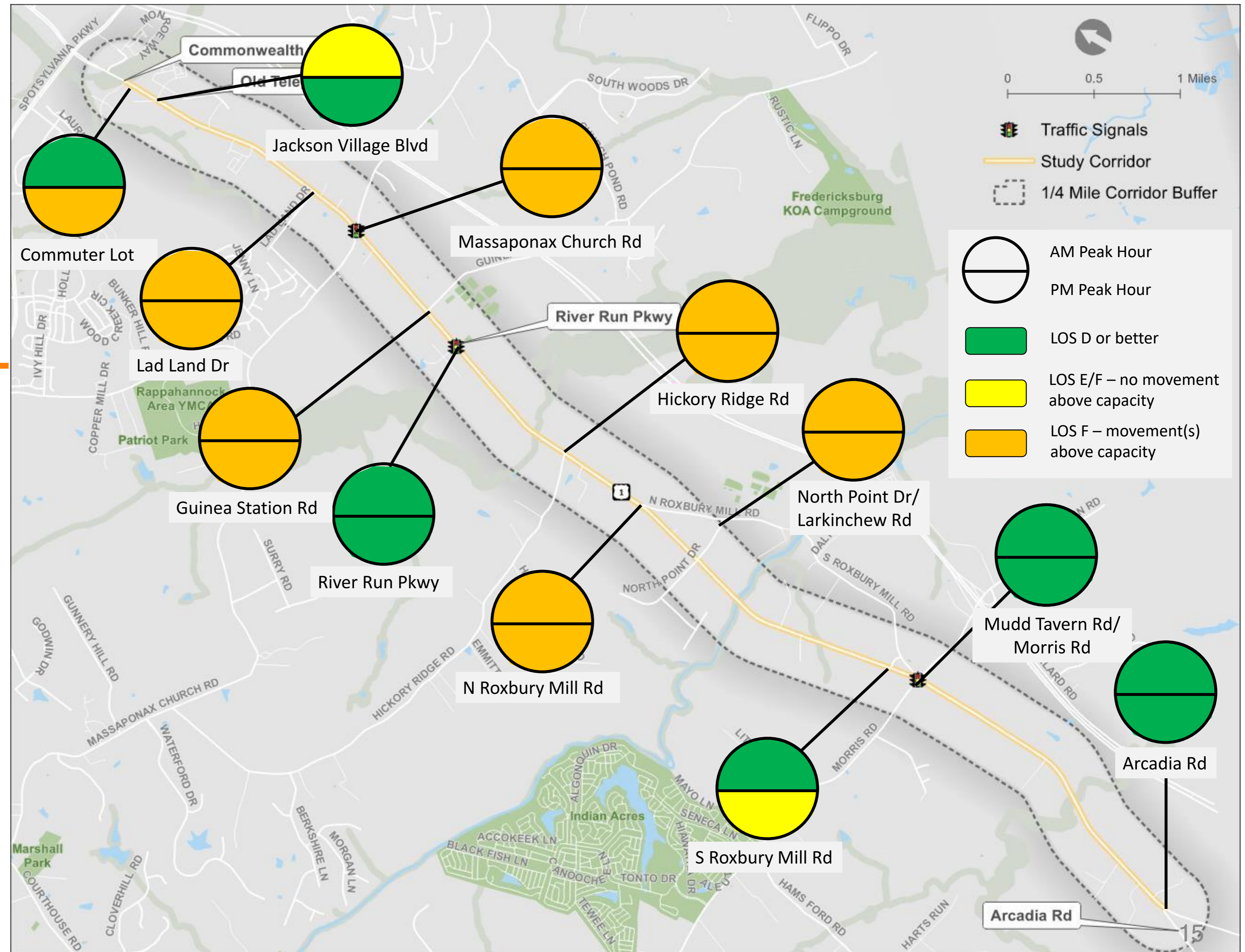
“Route 1 gets so backed up all the time.”

“I can’t enter Route 1 from side streets.”



Future Traffic Conditions

2030 AM and PM Rush Hours



Community Engagement

US 1 Corridor Study

WELCOME

What are your transportation priorities?

VDOT and its partners are conducting a corridor study along Route 1 (Jefferson Davis Highway) in Spotsylvania County between Commonwealth Drive and the Caroline County line.

Study Area Map

Begin

2 ABOUT YOU

3 STUDY GOALS

4 YOUR PRIORITIES

5 WRAP UP

470+

Survey Responses

WELCOME ABOUT THE PROJECT DRAFT GOALS EXISTING CONDITIONS YOUR INPUT NEXT STEPS

YOUR INPUT

DONE EXPLORING THIS ROOM?

» NEXT STEPS ROOM

We want to hear your thoughts, concerns, and ideas for this section of Route 1. Please use the link below to take a short survey to help us get an idea of how you currently travel along Route 1 and how you would like to use it in the future. You can also help us set the goals and objectives for the study to make sure we're capturing your priorities.

[Click here to take the survey](#)

You can also add individual comments to the interactive map below to highlight particular areas or intersections of concern:

US 1 CORRIDOR STUDY COMMENT MAP

Please use the map at right to tell us about your transportation concerns along the Route 1 Corridor.

Follow the instructions to the right to provide your comments. You are welcome to provide your thoughts on any topics related to access management, safety, traffic operations, incident management, transit and any other related topics! Please be as specific as possible, as this will help us to better understand your concerns.

This will help us start the next phase of the project - evaluate project alternatives.

We appreciate your help!

[View a list of existing comments](#)

Having trouble viewing or using the map? Please contact abutsick@kittelson.com with your comments.

Satellite Topography Map Enter a Location

INSTRUCTIONS

Zoom and pan the map to find the location you're looking for. Double-click on the location to mark it and type your thoughts in the comment box that appears on the left! Double-click on an existing comment to "like" it!

LAYERS

Click any of the layer titles below to toggle them off the map.

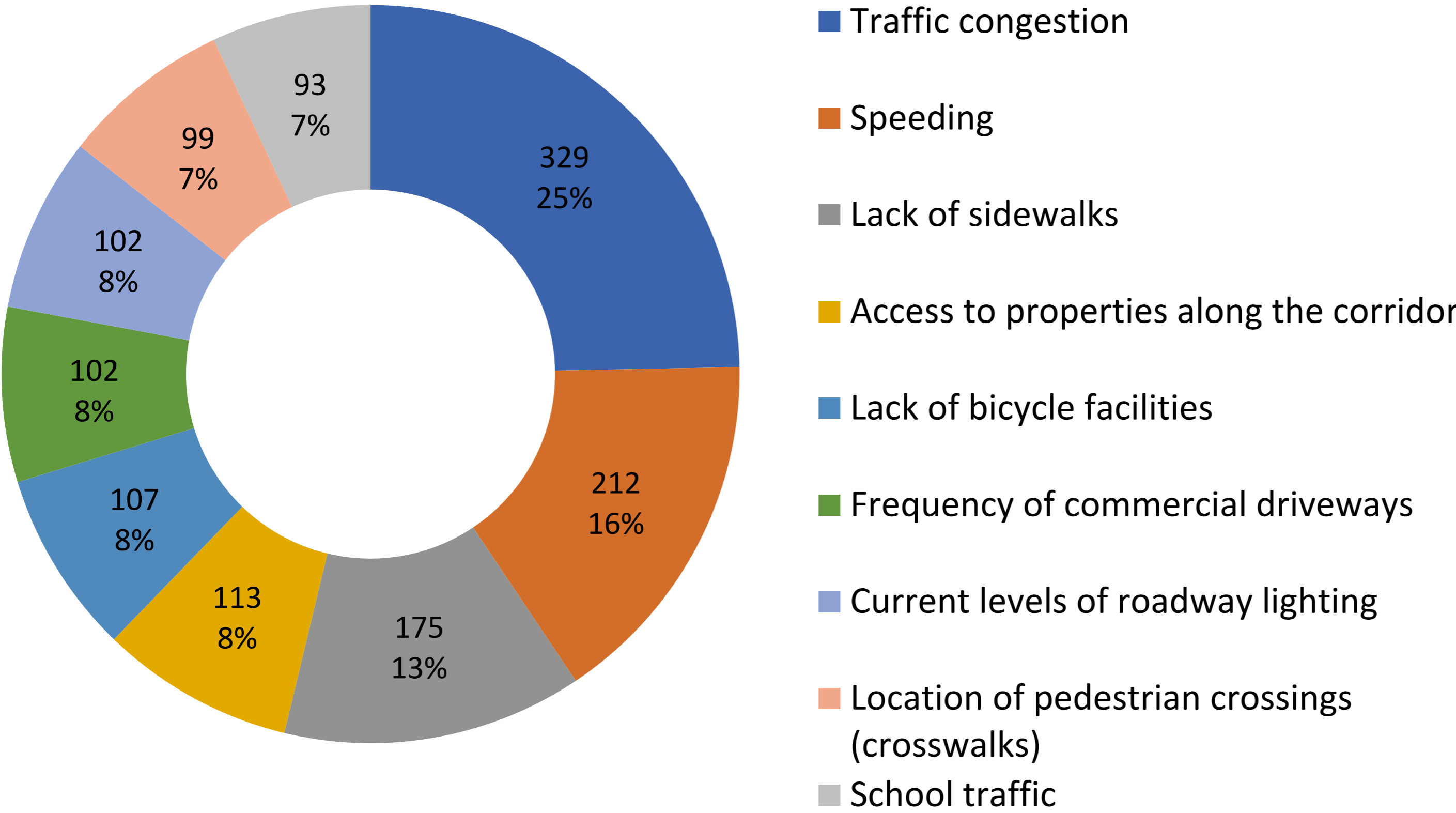
Route 1 Corridor

Route 1 Study Intersections

Virtual Community Meeting

Community Engagement

What transportation problems have you observed along the study corridor?



1%
of survey participants walk and/or bike on Route 1

What are the preliminary alternatives?



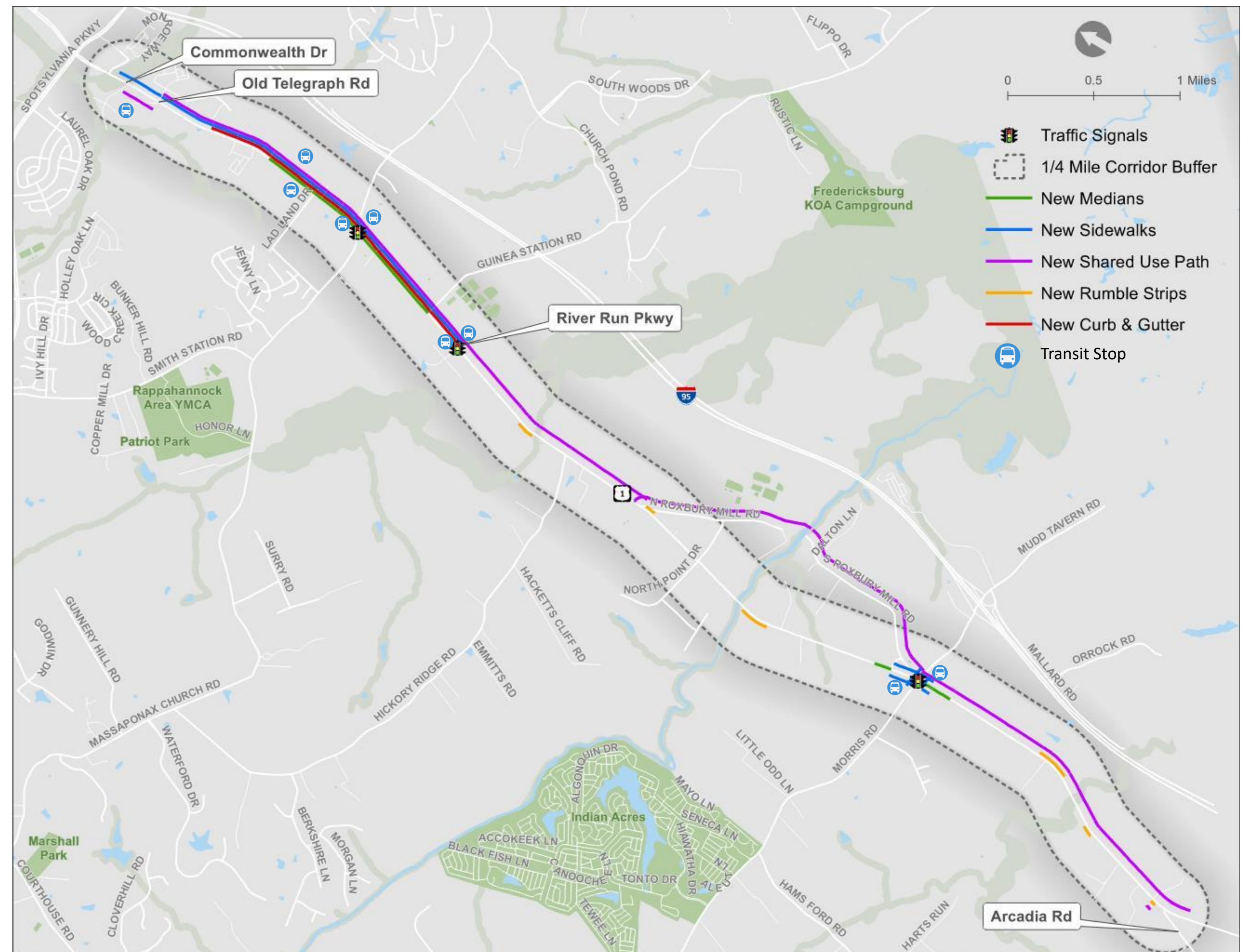
Proposed Multi-Modal Facilities

“The entire stretch of road needs safety improvements, sidewalks, crosswalks, lighting and Public Transit Access!”

“Add sidewalks so people can walk to their locations instead of driving.”

“Bike lanes, PLEASE!”

“Provide bus service.”

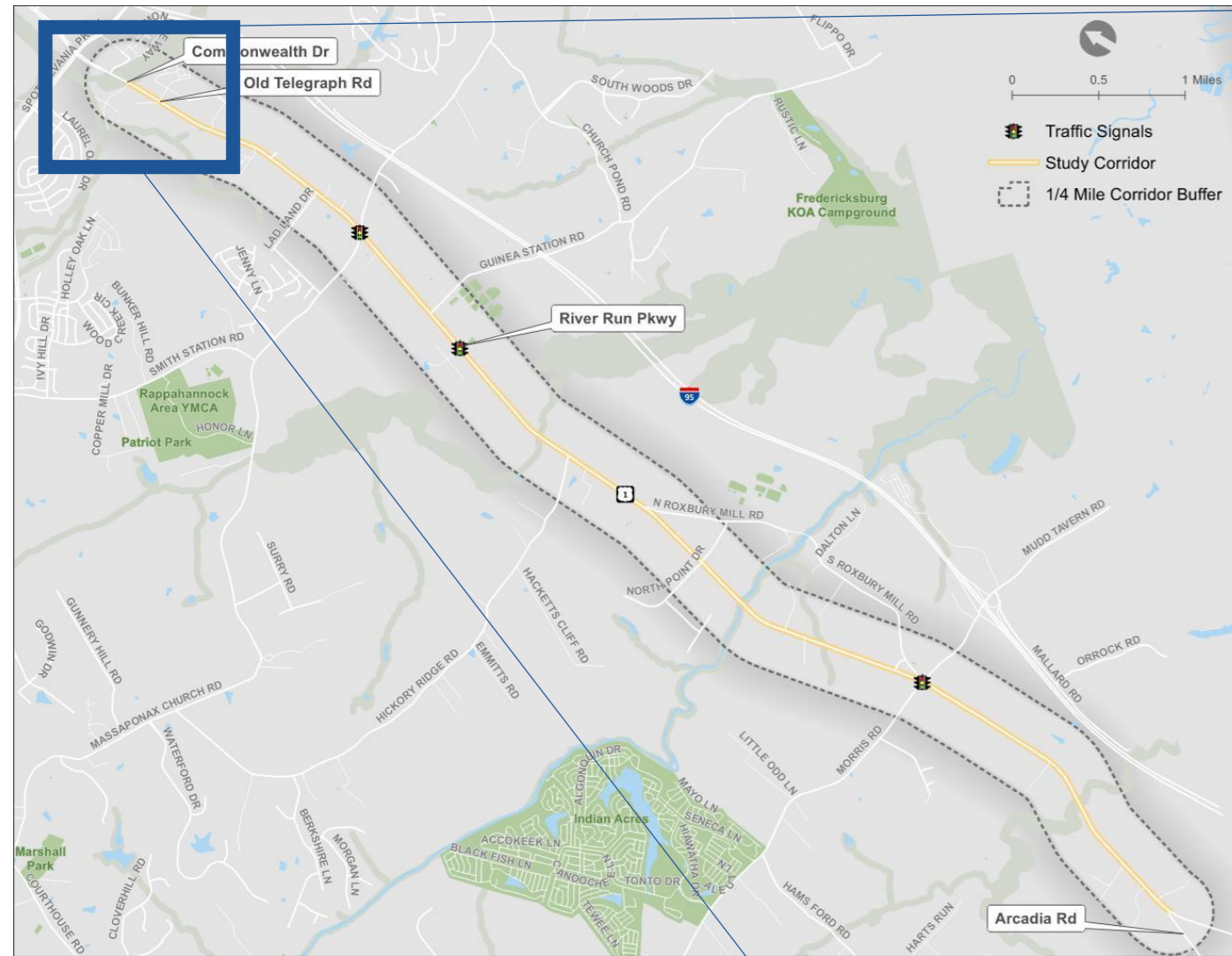


ITS & Incident Management

- Automated Traffic Signal Performance Measures (ATSPM)
 - Will help improve signal timing and operations with proactive monitoring
- Travel Time Variable Message Boards
 - Will better inform drivers of on-going incidents and expected travel times



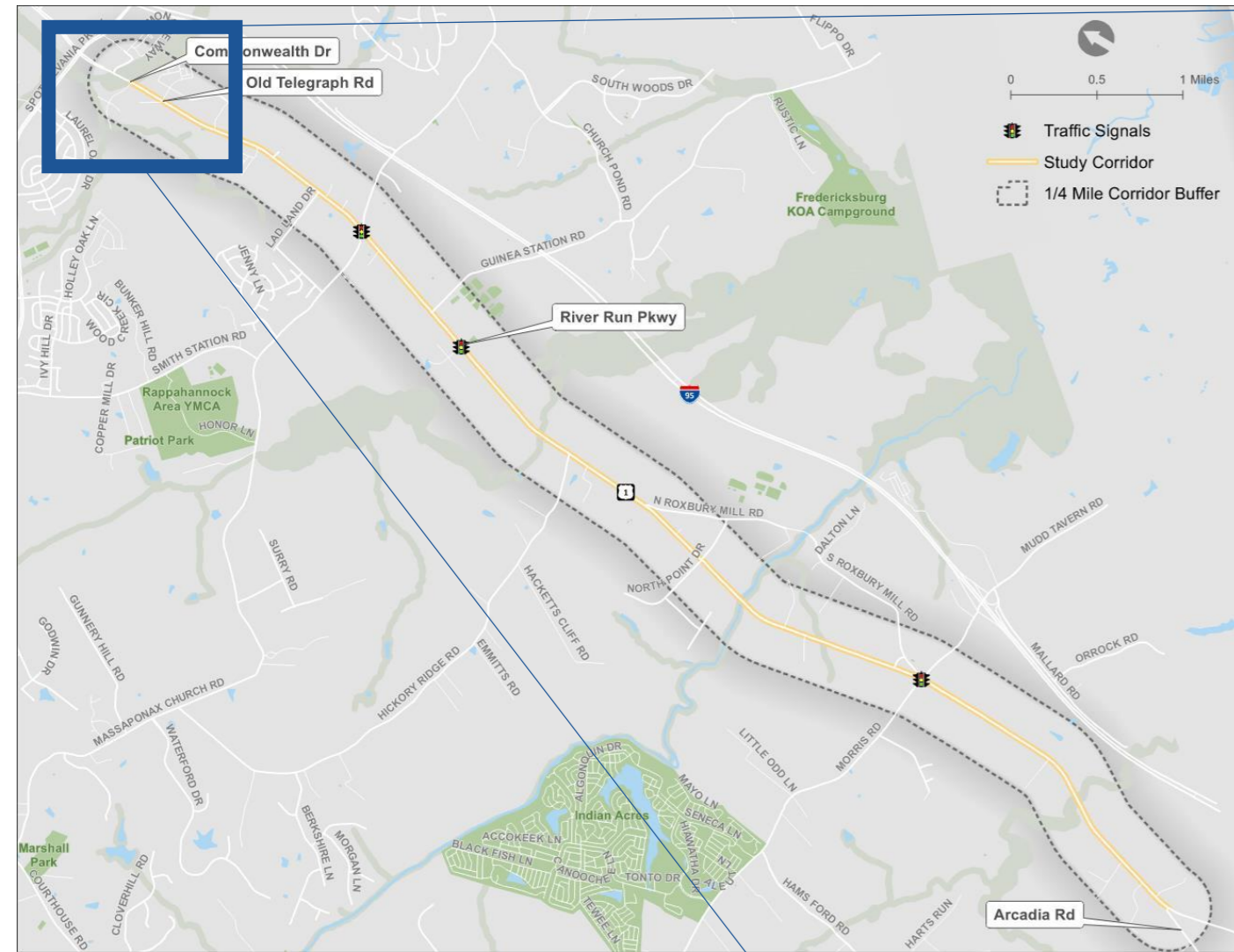
Commonwealth Commuter Lot & Old Telegraph Road – Issues & Opportunities



“There is a real need for a barrier that separates the north and south lanes.”

“(There should be) extended and widened turn lanes.”

Commonwealth Commuter Lot & Old Telegraph Road – Improvements



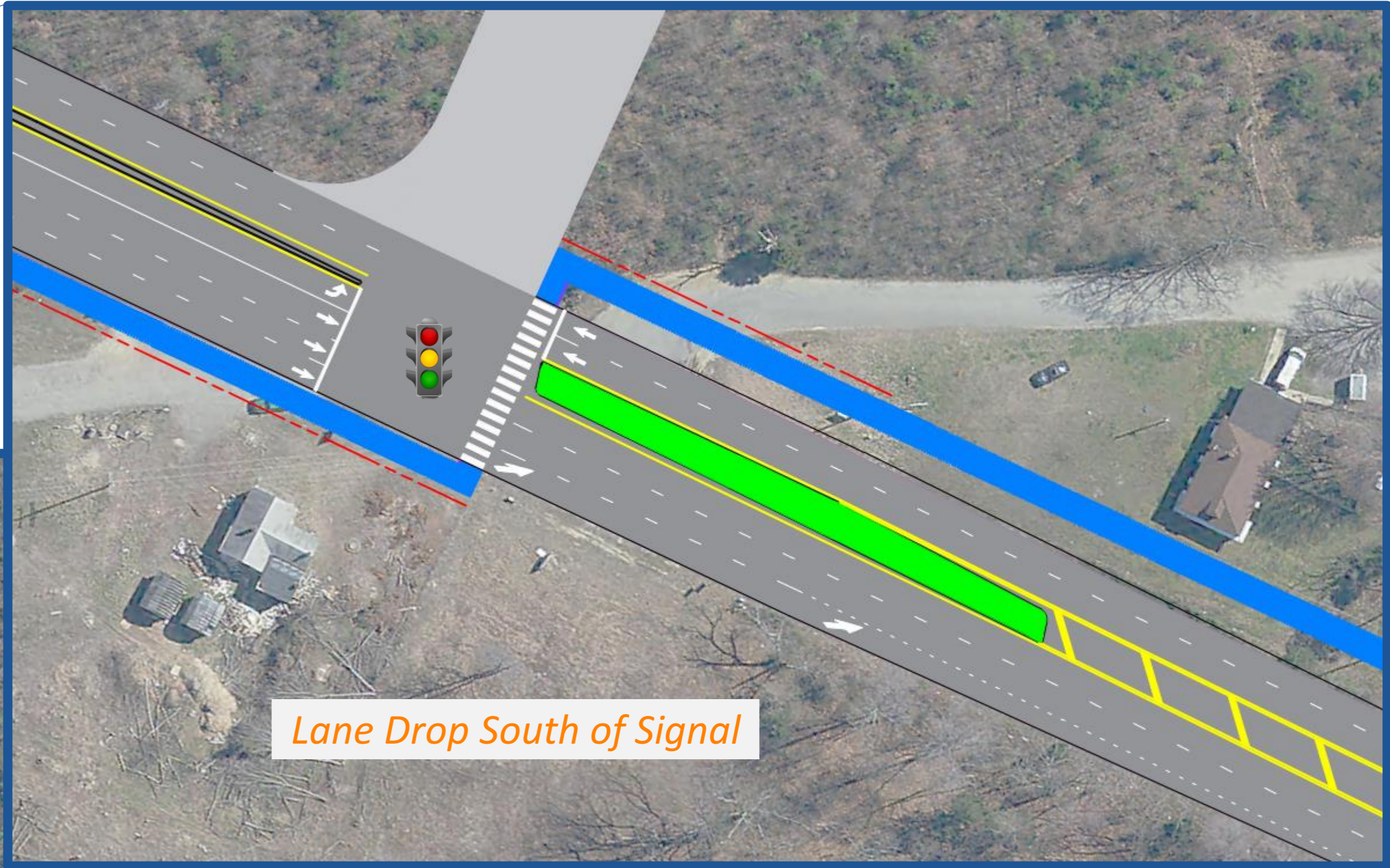
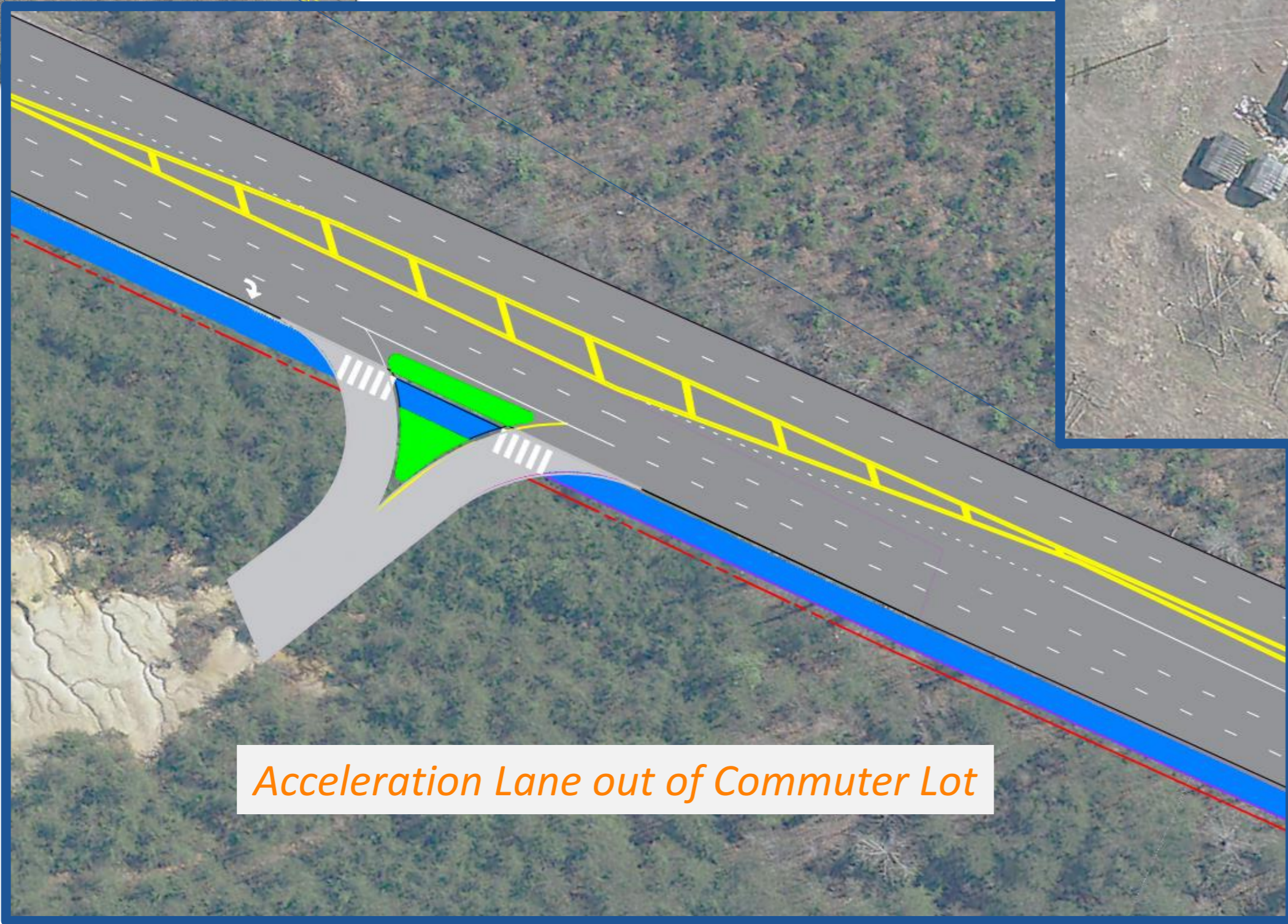
Benefits

- Reduces delay exiting commuter lot
- Reduces crash potential/severity
- Prevents queueing issues at signal

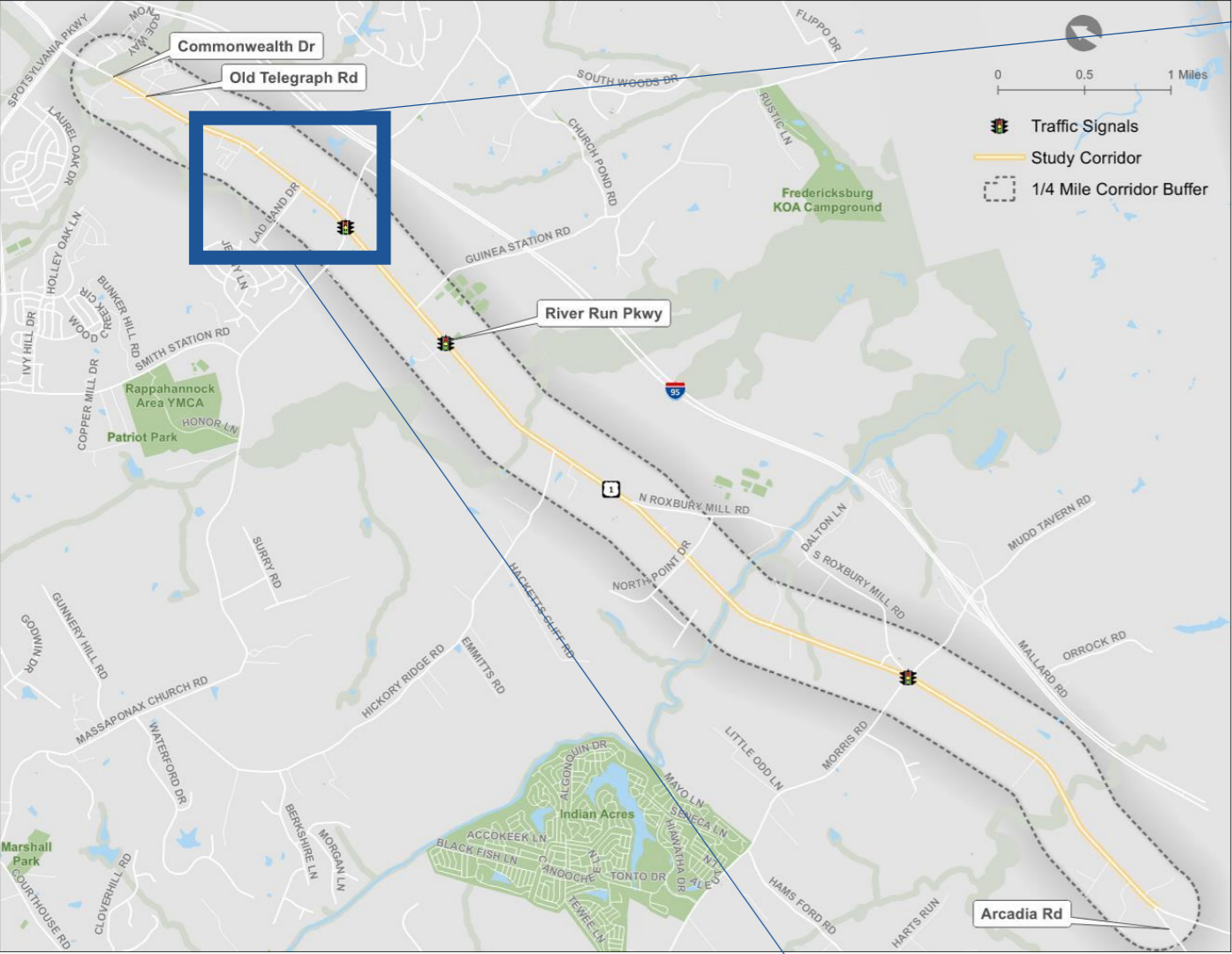
Challenges

- Impacts right-of-way north of signal

Commonwealth Commuter Lot & Old Telegraph Road – Improvements



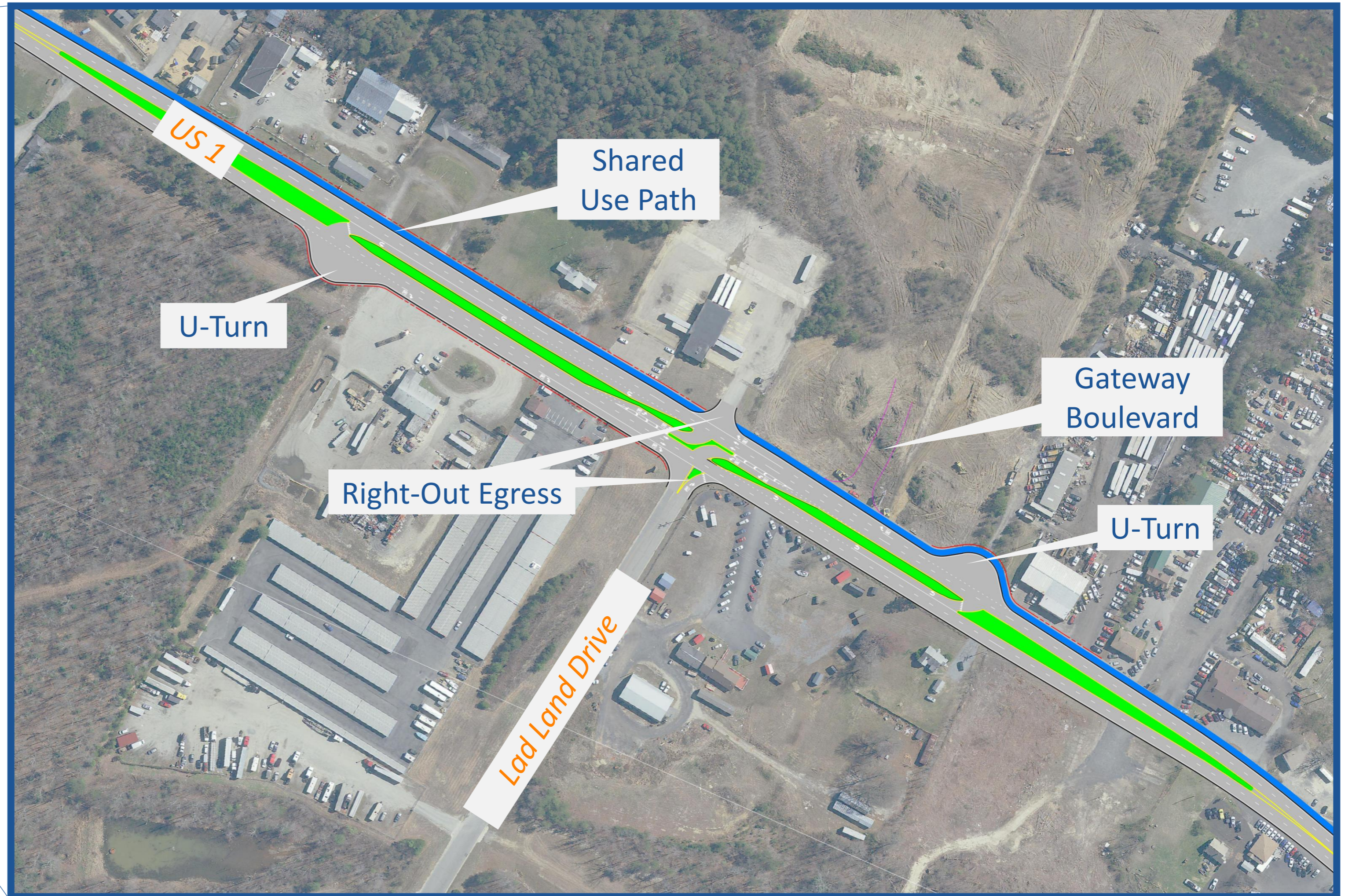
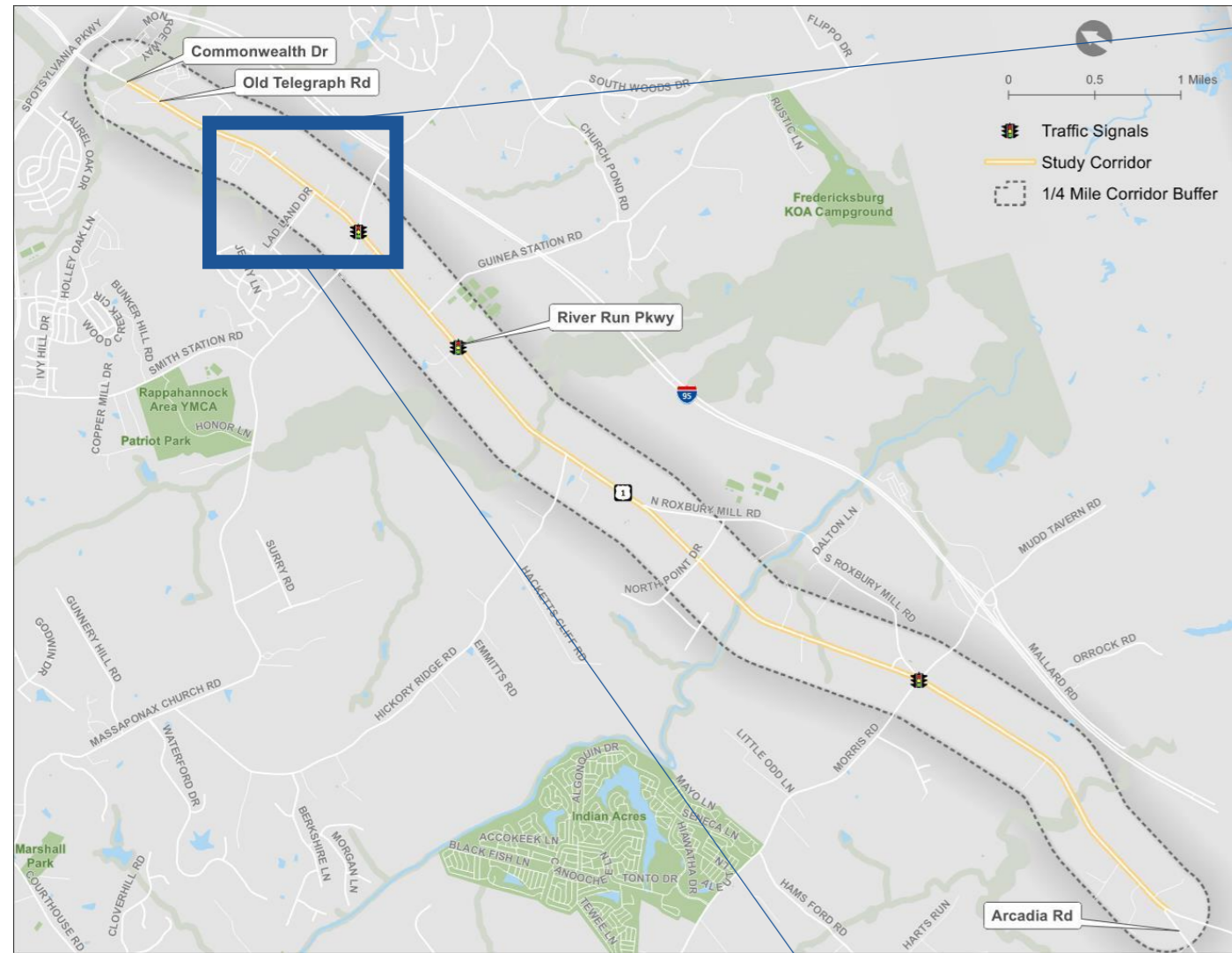
Lad Land Drive – Issues & Opportunities



“Managing access and turning movements go hand-in-hand with improved safety.”

“On Sundays, this section of the roadway becomes very dangerous when LifePoint Church has services.”

Lad Land Drive – Option #1 – “RCUT”



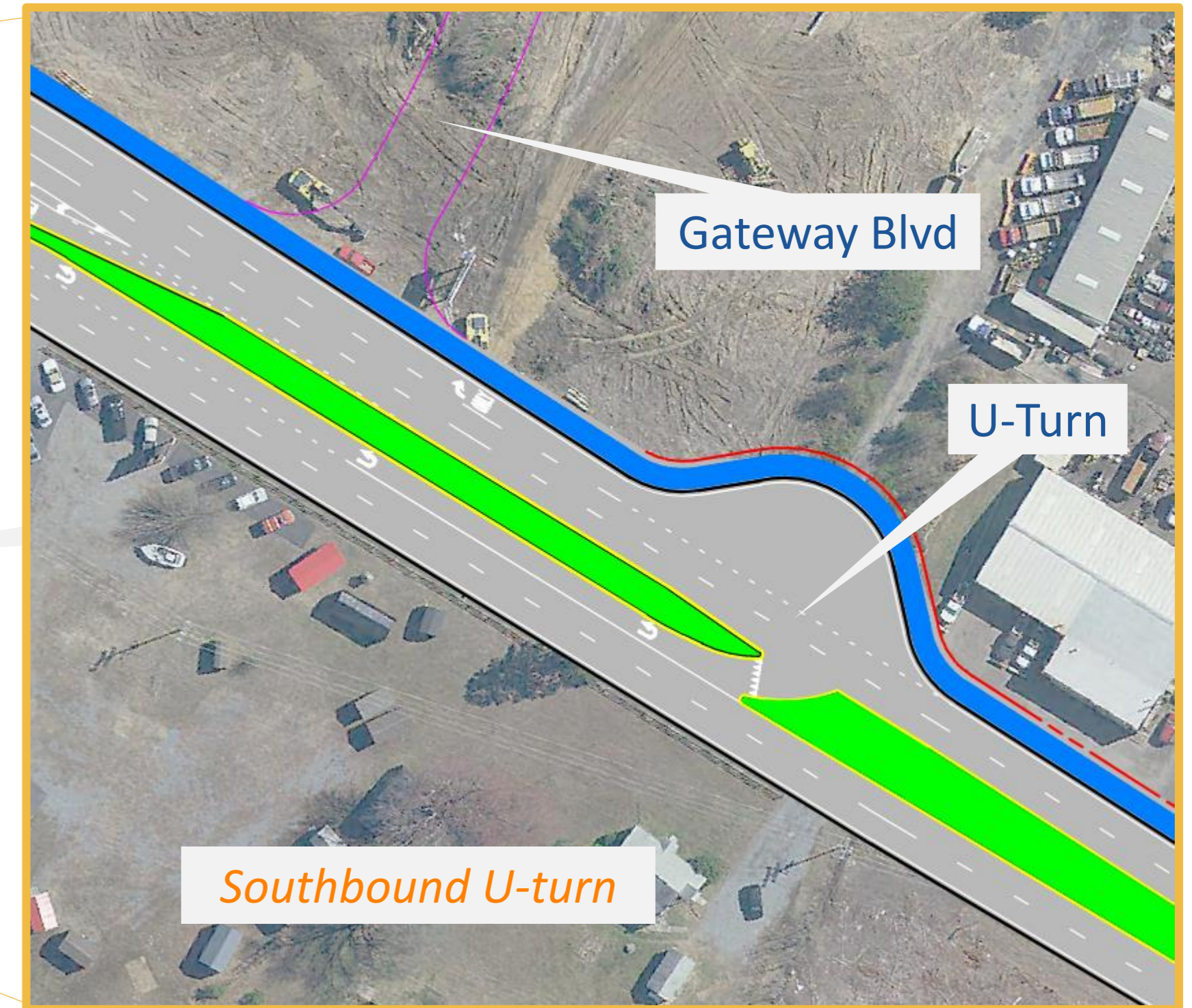
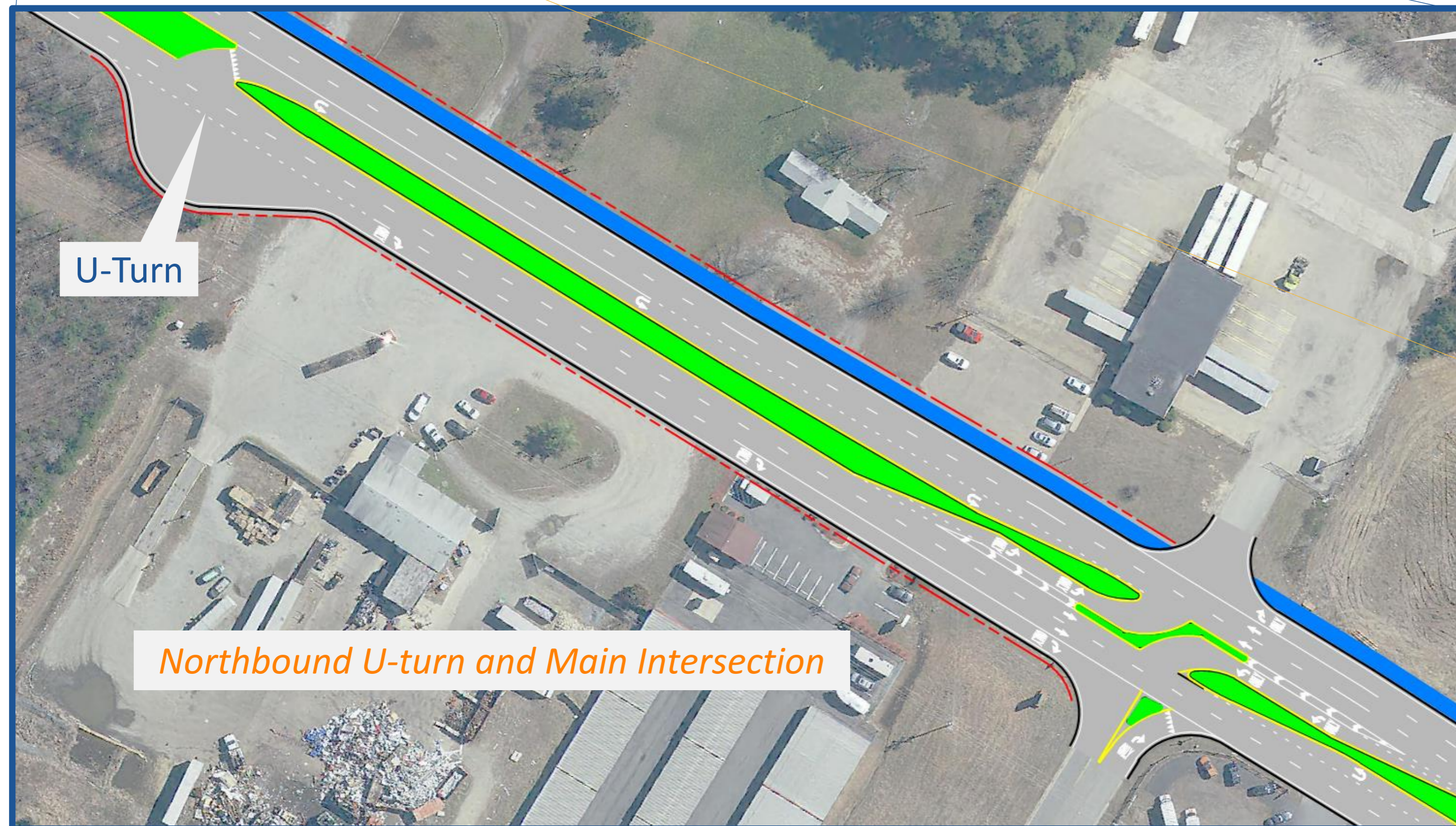
Benefits

- Reduced vehicular conflicts
- Manages access from numerous driveways
- Improves travel times

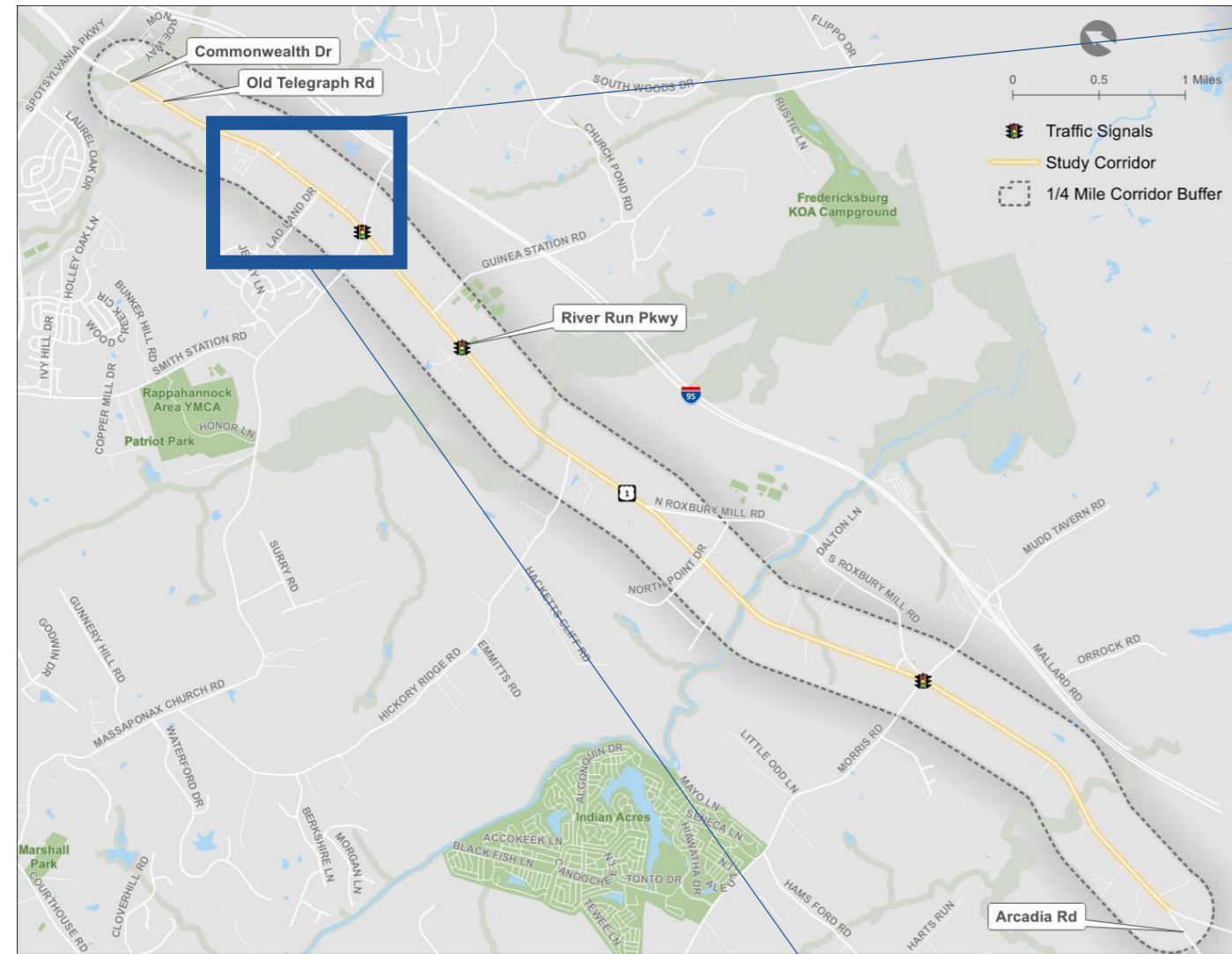
Challenges

- Impacts right-of-way
- Minor out-of-direction travel
- Delays for minor street higher than Option #2

Lad Land Drive – Option #1 – “RCUT”



Lad Land Drive – Option #2 – “Peanut” Roundabout



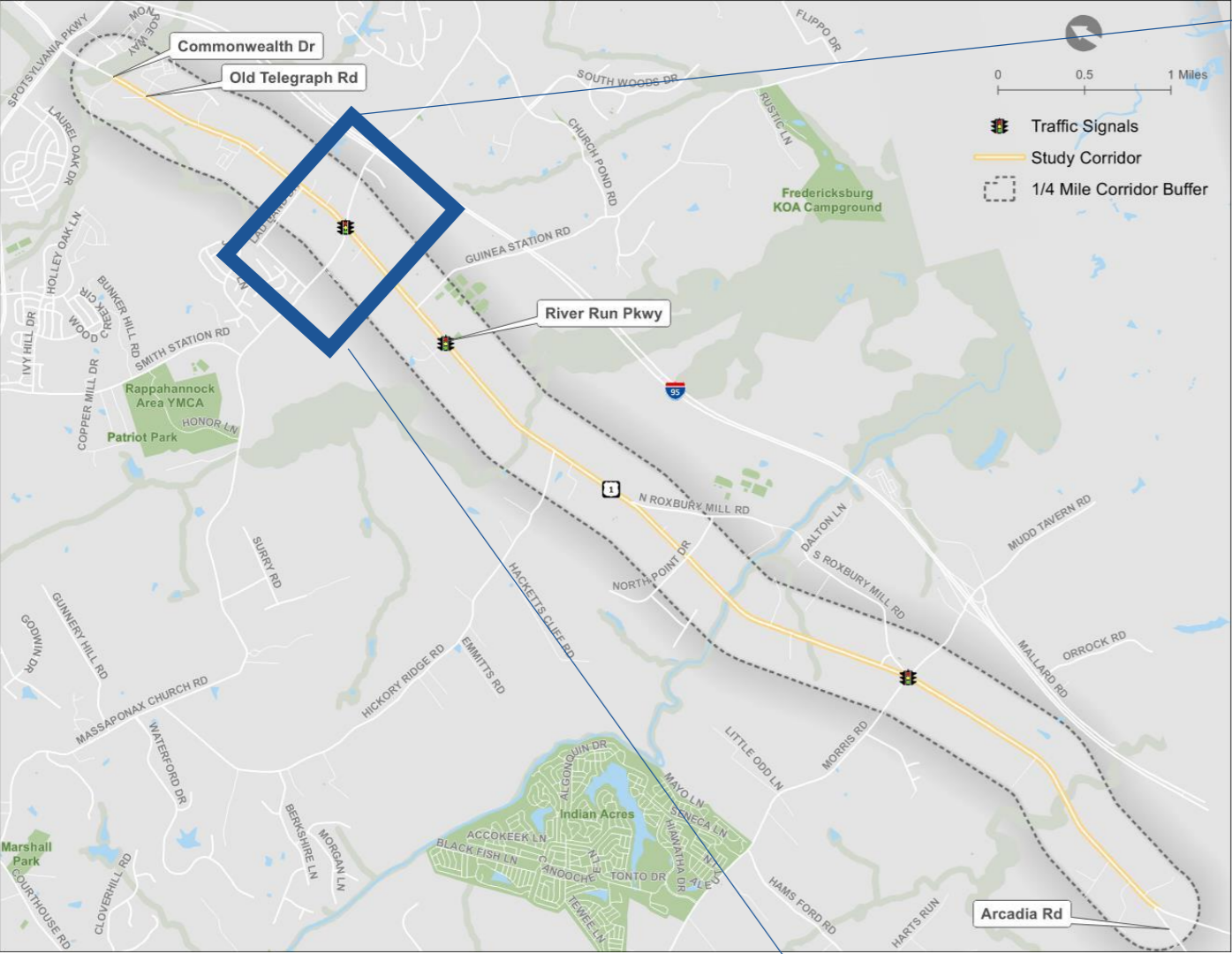
Benefits

- Reduces conflict points
- Maintains existing access points
- Manages vehicular speeds
- Reduced minor street delays relative to RCUT

Challenges

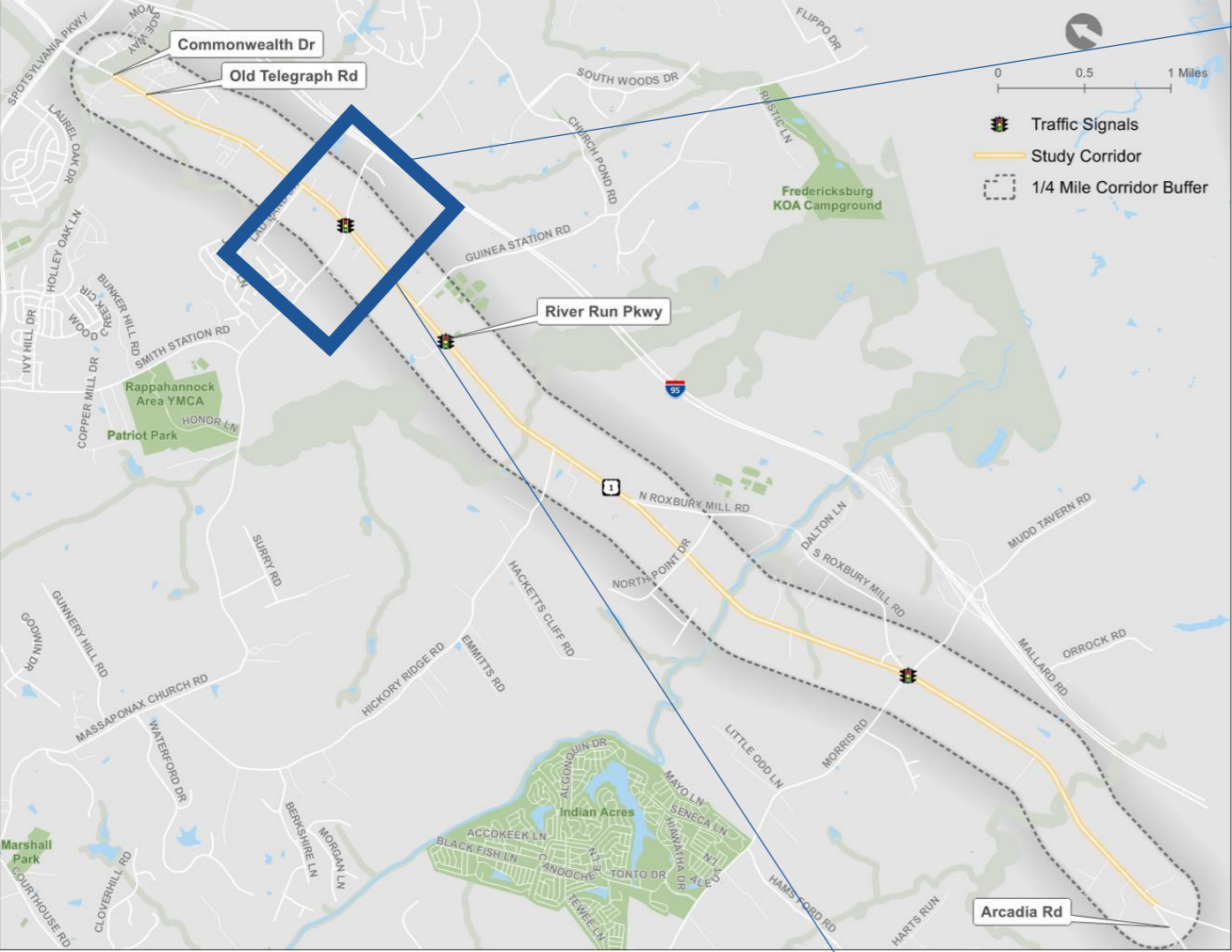
- Impacts right-of-way
- Introduces minor delays to mainline traffic

Massaponax Church Road – Issues & Opportunities



“A LOT of people traveling southbound make a dangerous U-turn across traffic to go into the gas station. The triangular turn restriction sign on the east side doesn't help. There should be a median here or something restricting southbound traffic from entering here.”

Massaponax Church Road – Improvements



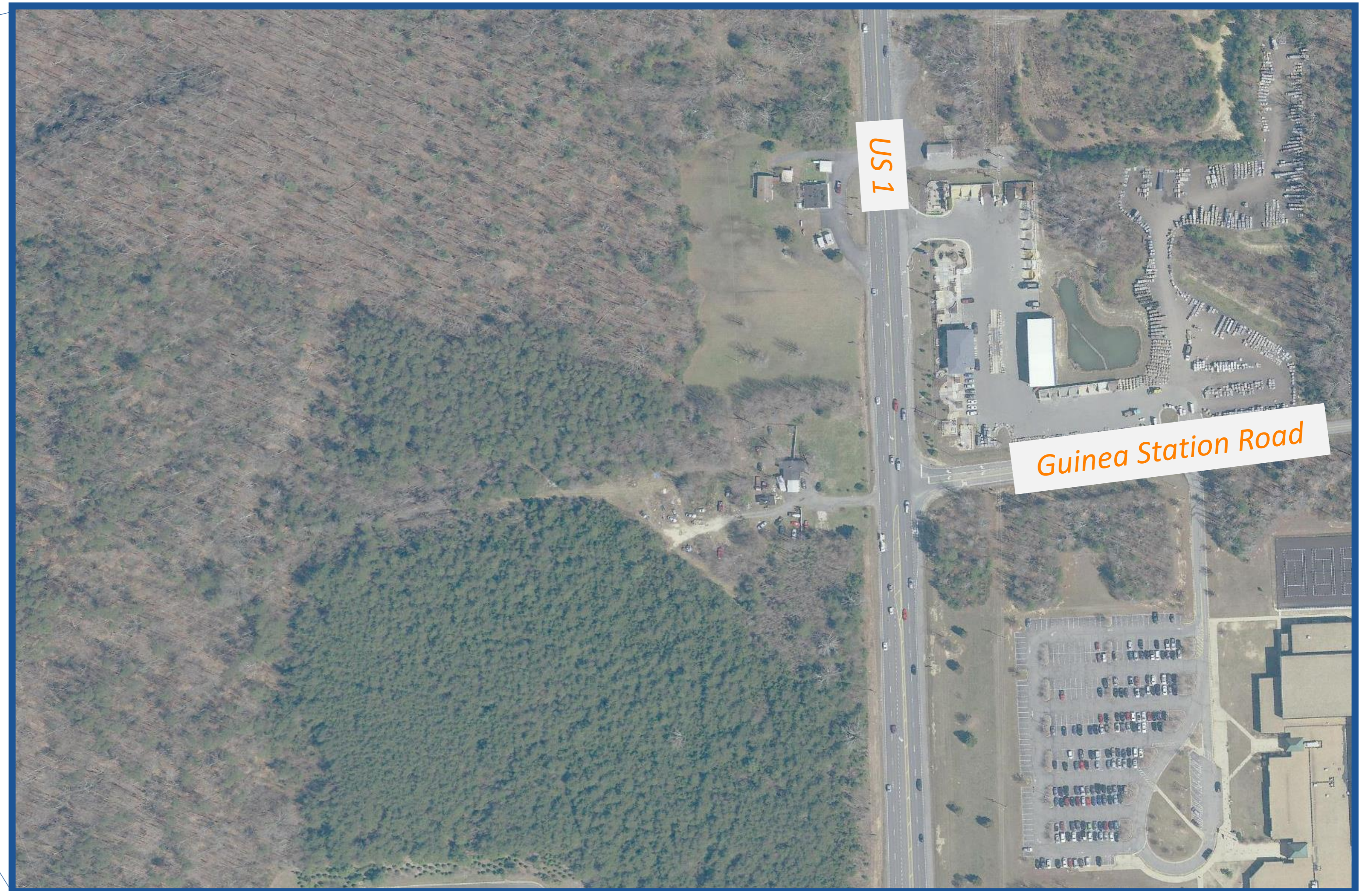
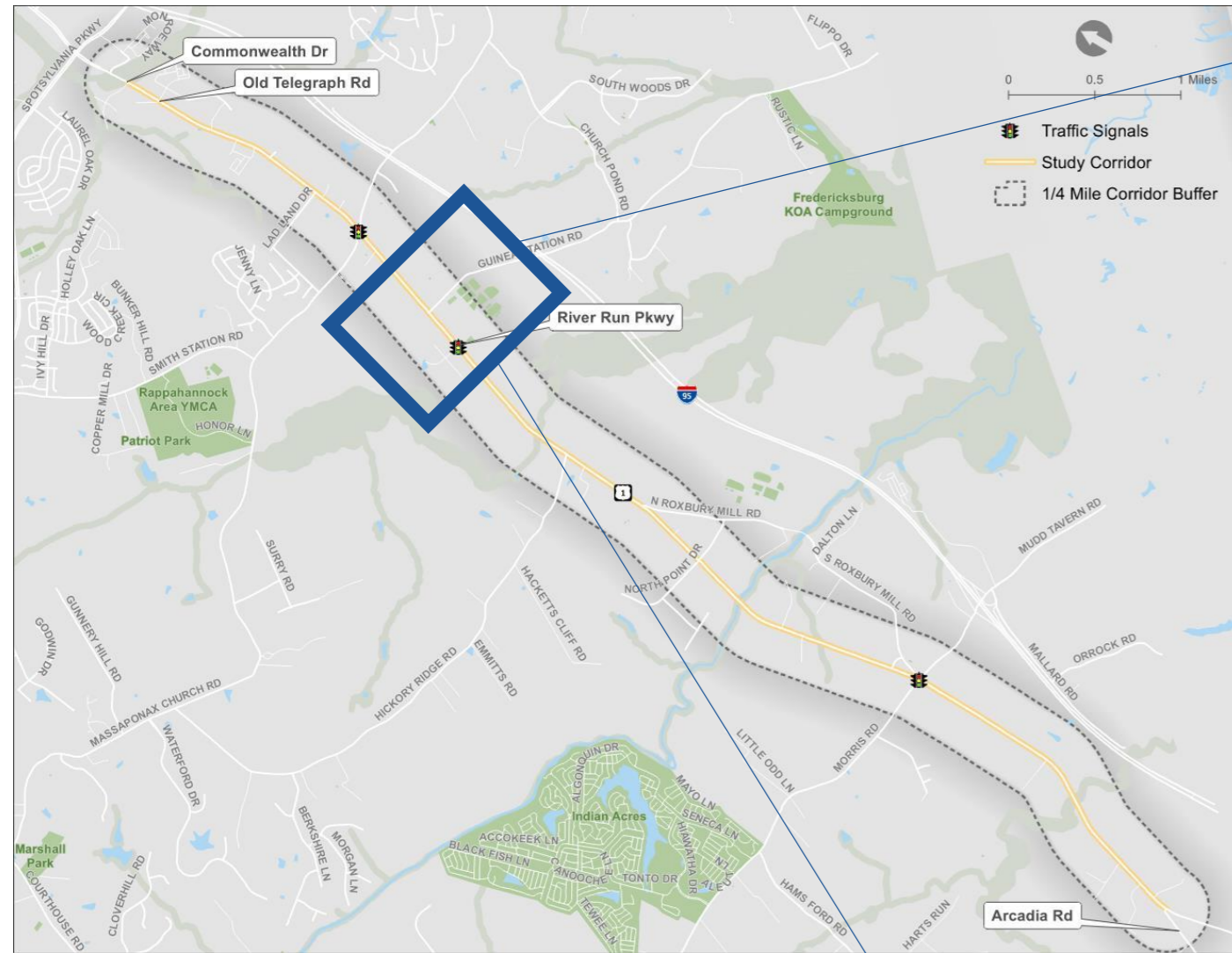
Benefits

- Reduces delays
- Provides safer pedestrian crossings
- Maintains existing accesses

Challenges

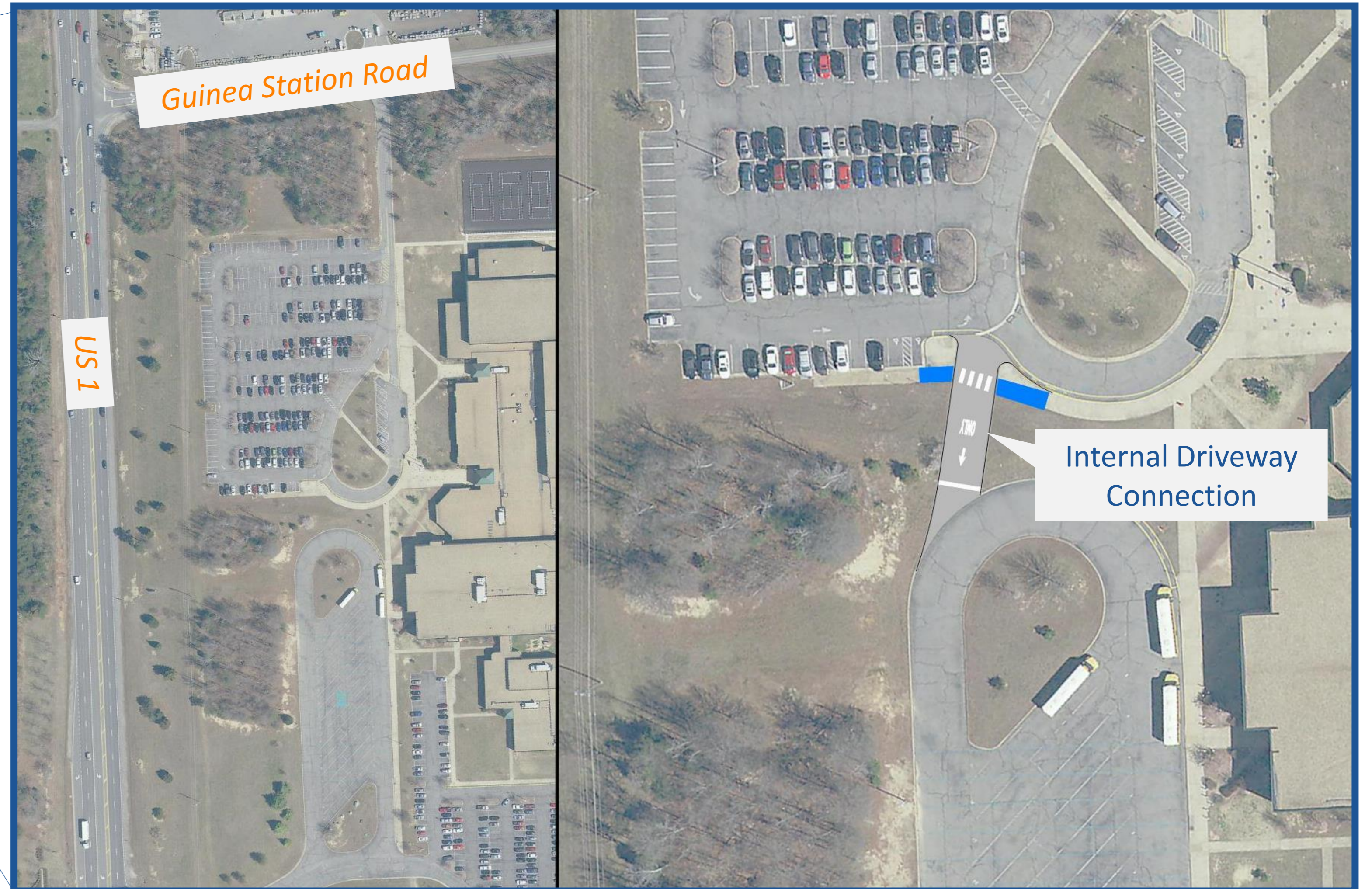
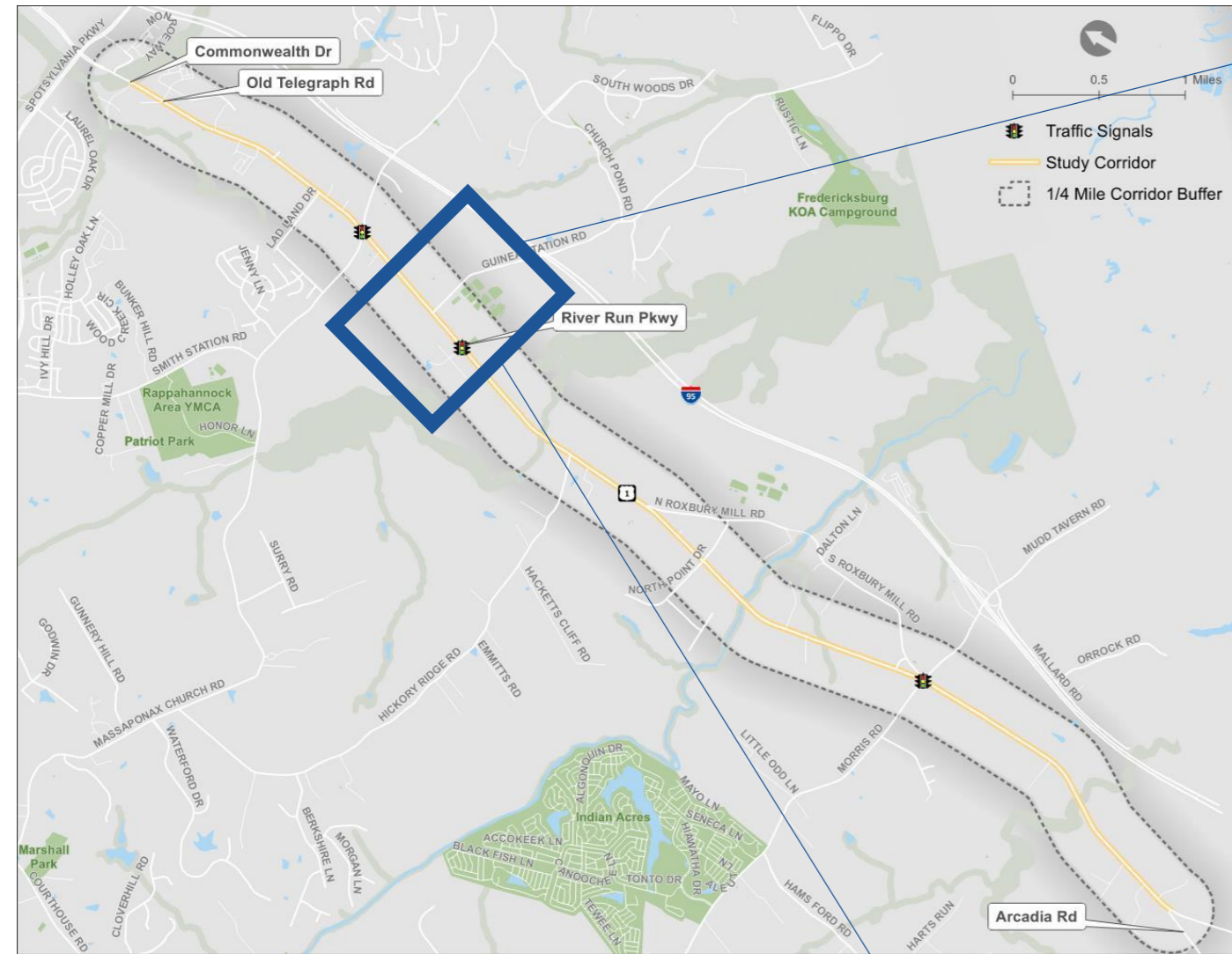
- Limited impacts to mainline crashes

Guinea Station Road & River Run Parkway – Issues & Opportunities



“It would be helpful to have a traffic signal here, specifically for after-school hours. It's really hard and dangerous for people leaving school.”

Guinea Station Road – Near-Term – High School Connection



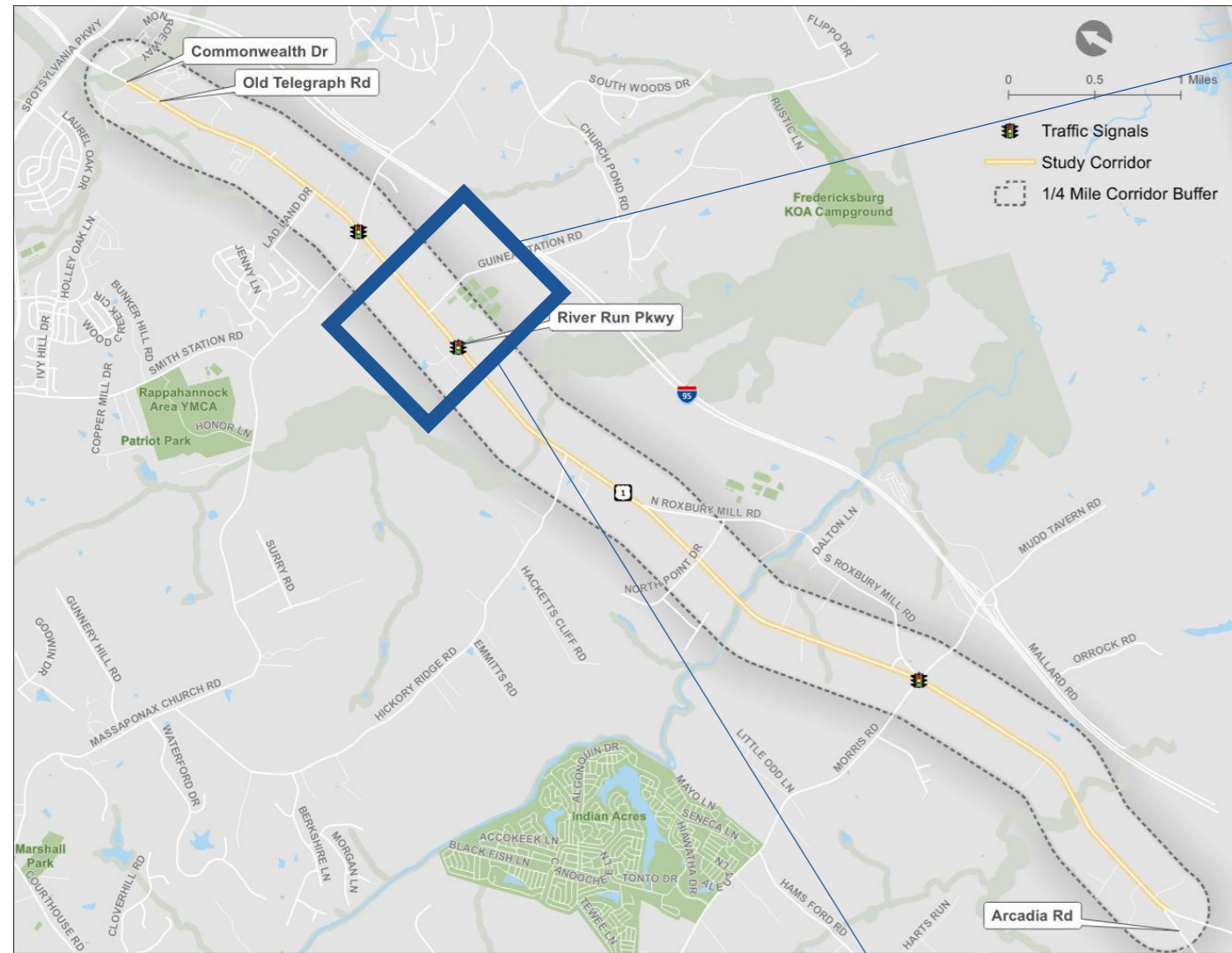
Benefits

- Low cost
- Quick installation
- Improved circulation
- Reduces delays at Guinea Station Road

Challenges

- Requires coordination/buy-in from school officials

Guinea Station Road – Short-Term Option #1 Roundabout



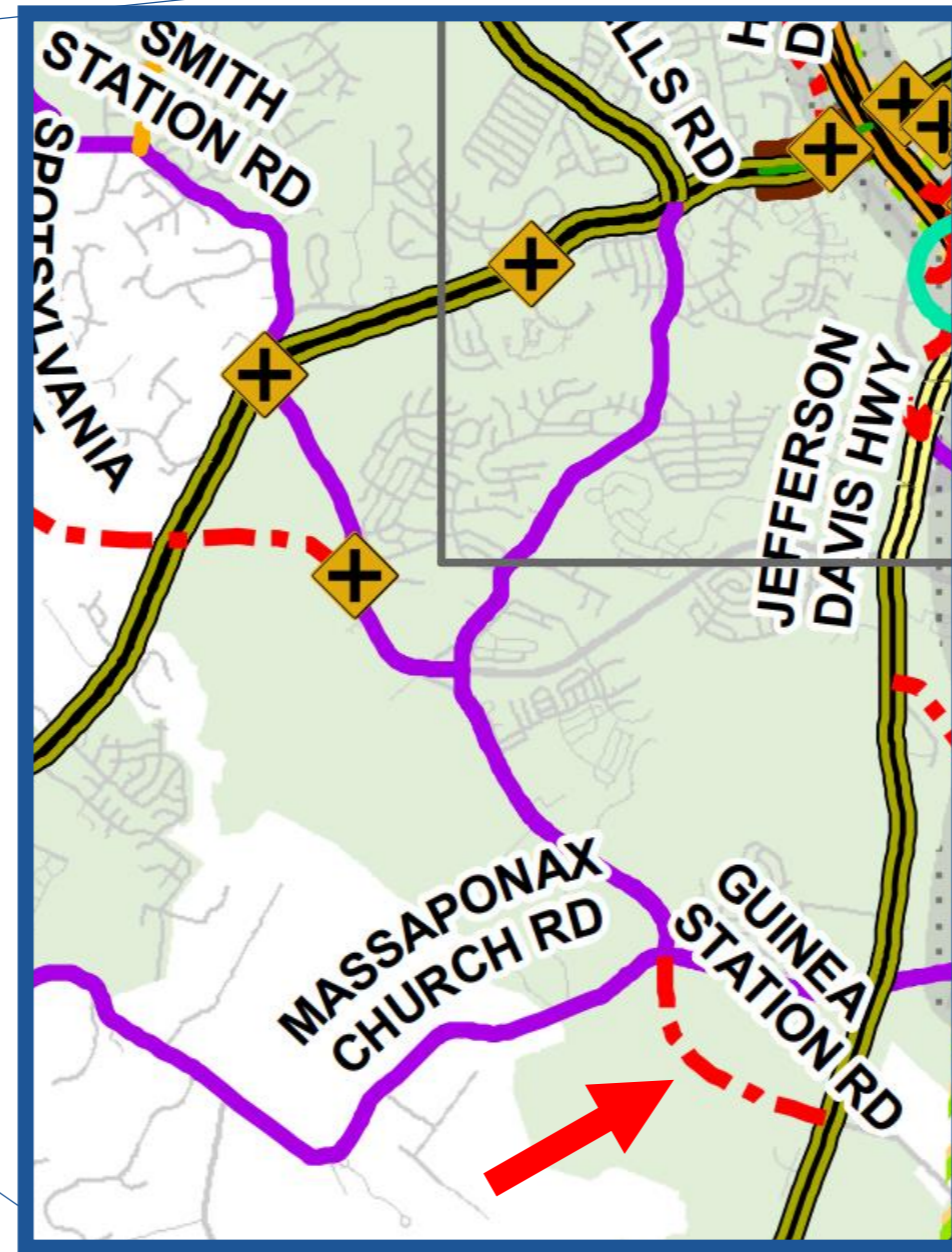
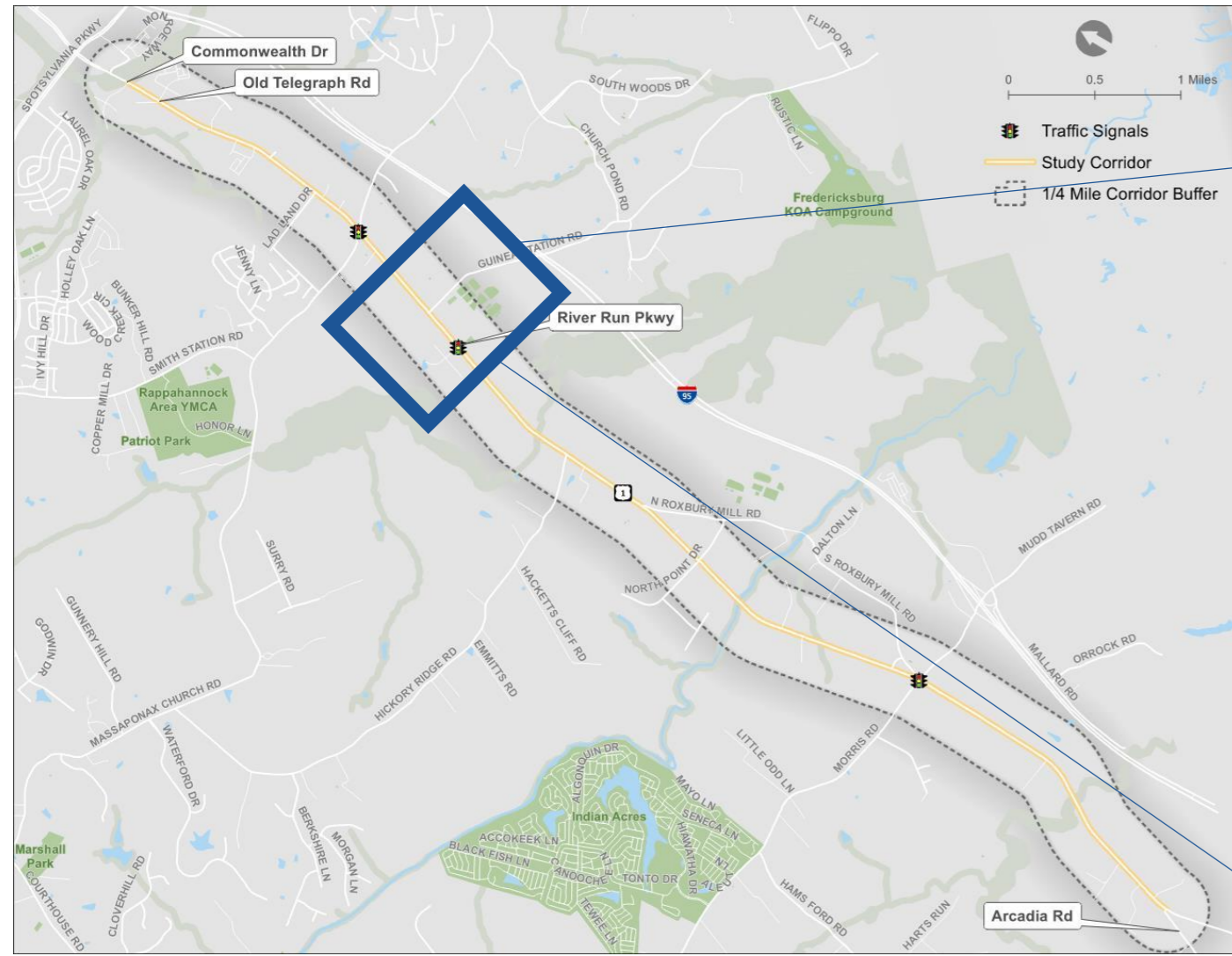
Benefits

- Manages vehicular speeds
- Reduces delay
- Reduces vehicular conflict points
- Reduced minor street delays relative to Option #2

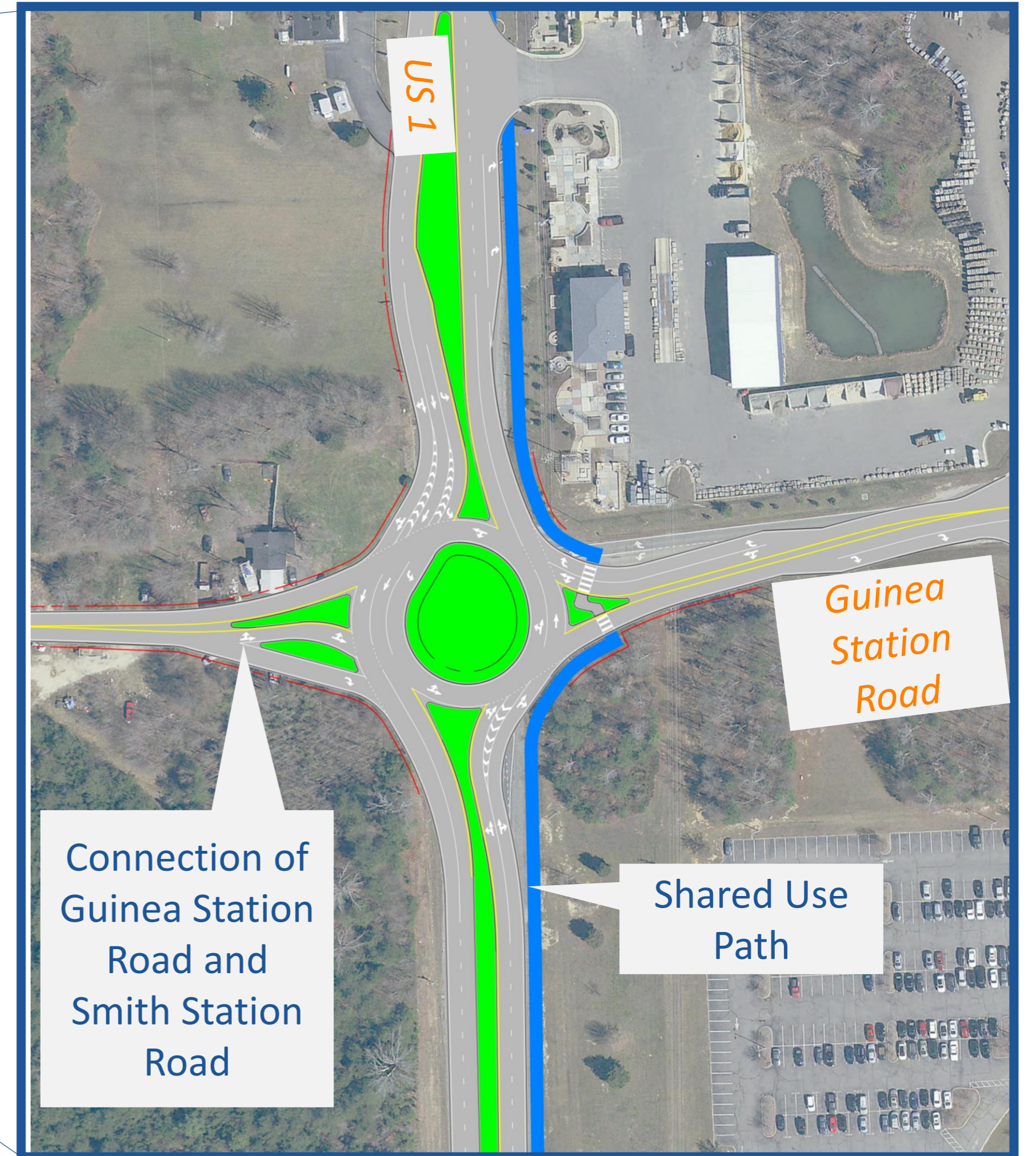
Challenges

- Minor right-of-way acquisitions required
- Higher cost relative to “near-term” option
- Introduces minor delays to mainline traffic

Guinea Station Road – Long-Term Option #1 - Roundabout



Spotsylvania County Comprehensive Plan Throughfare Plan



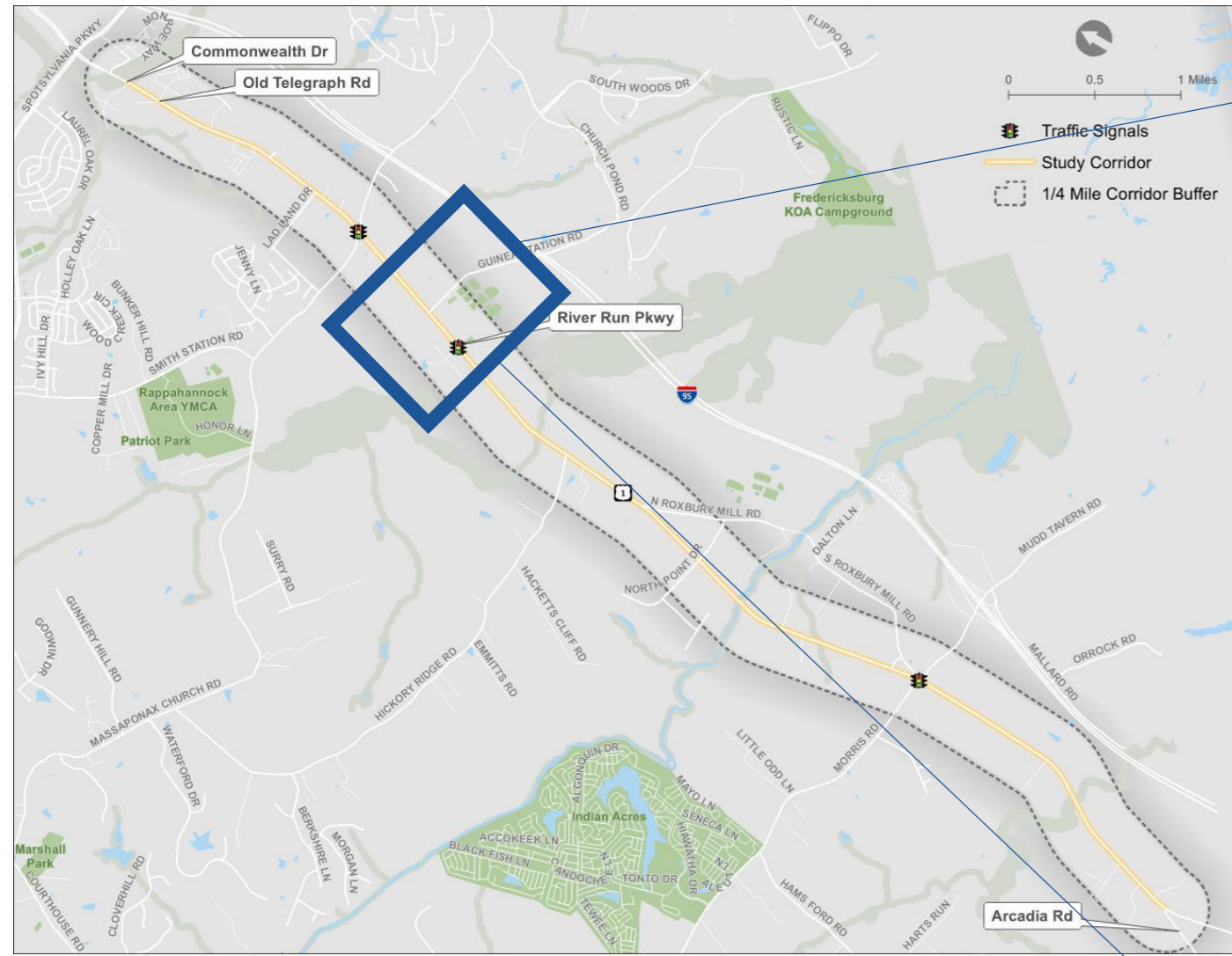
Benefits

- Manages vehicular speeds
- Reduces delay
- Reduces vehicular conflict points

Challenges

- Minor right-of-way acquisitions required

Guinea Station Road – Short-Term Option #2 – Traffic Signal



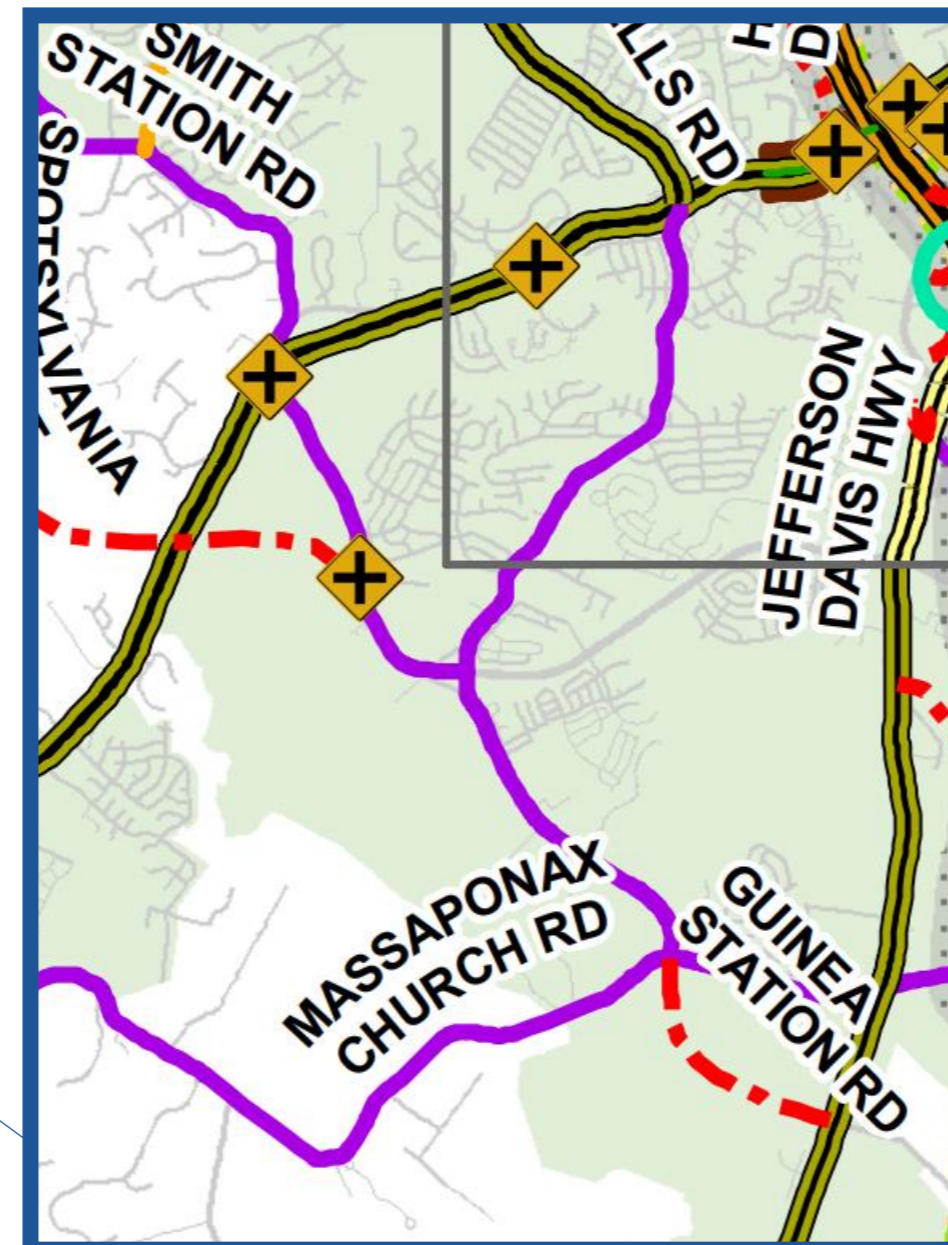
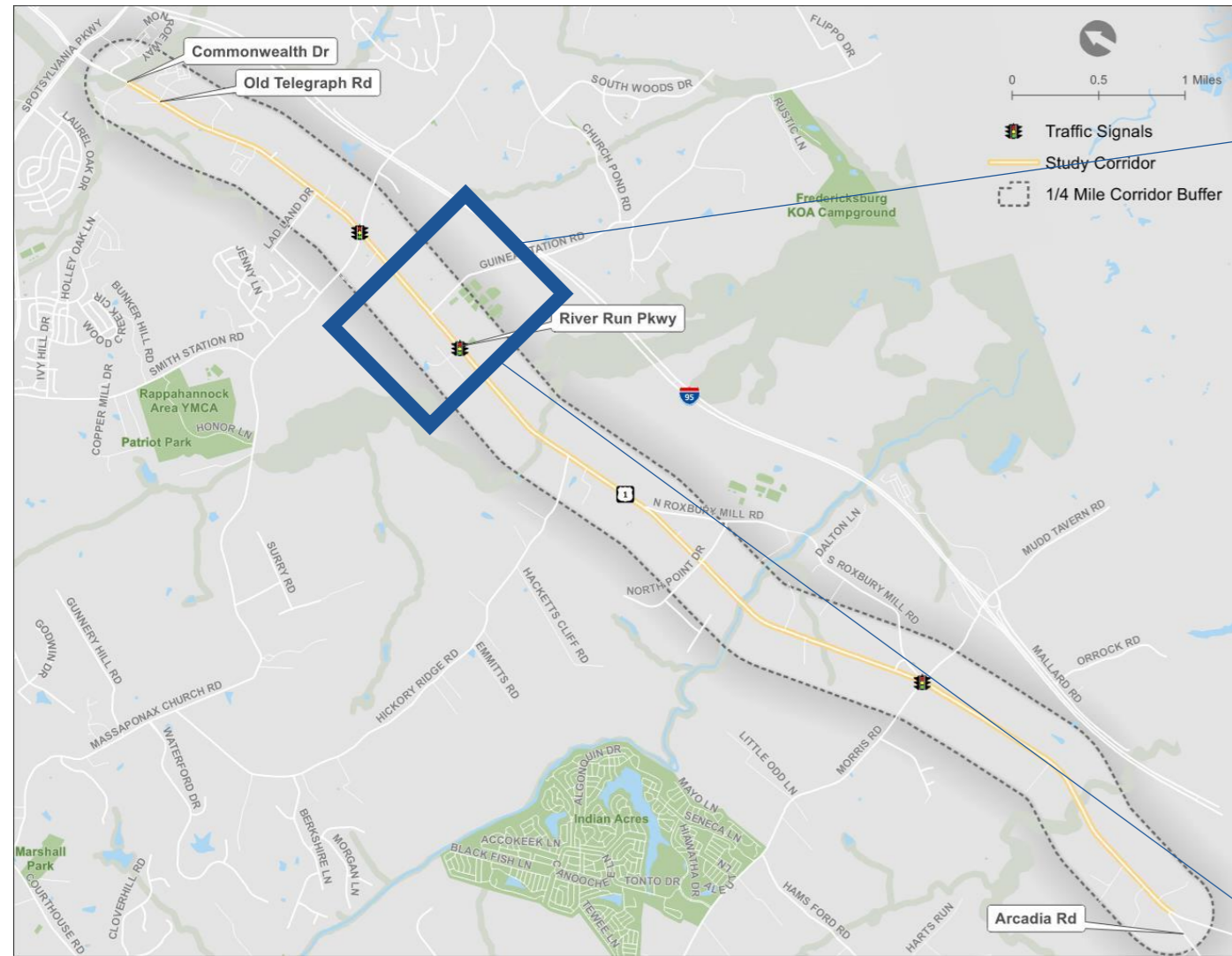
Benefits

- Reduces delays for Guinea Station Road
- Lower construction cost relative to Option #1

Challenges

- Additional delay incurred for mainline traffic relative to Option #1
- Limited impacts on safety performance

Guinea Station Road – Long-Term Option #2 – Quadrant Roadway (Signal)



**Spotsylvania County
Comprehensive Plan
Throughfare Plan**



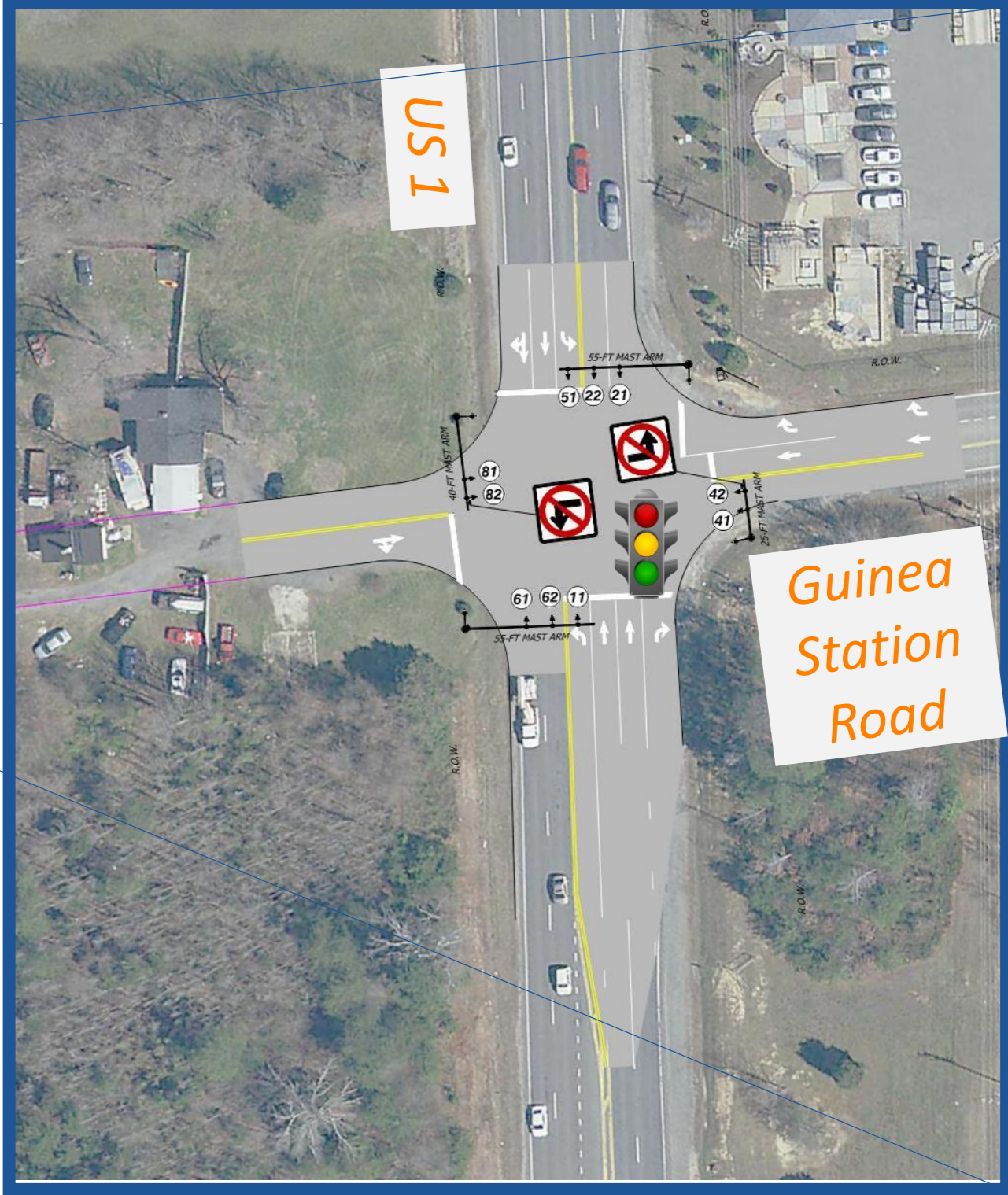
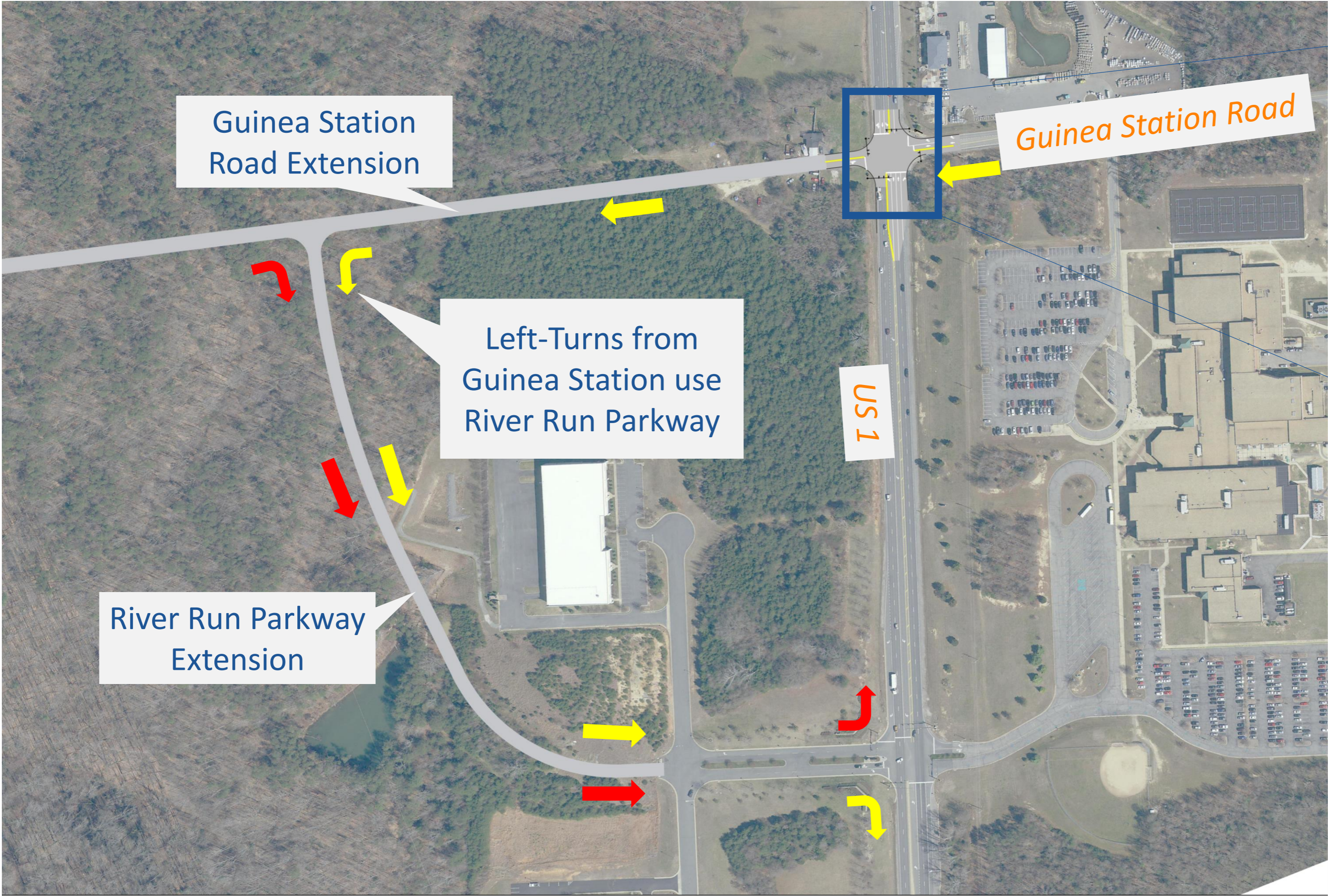
Benefits

- Reduces delay
- Reduces vehicular conflict points
- Provides opportunities for residential growth

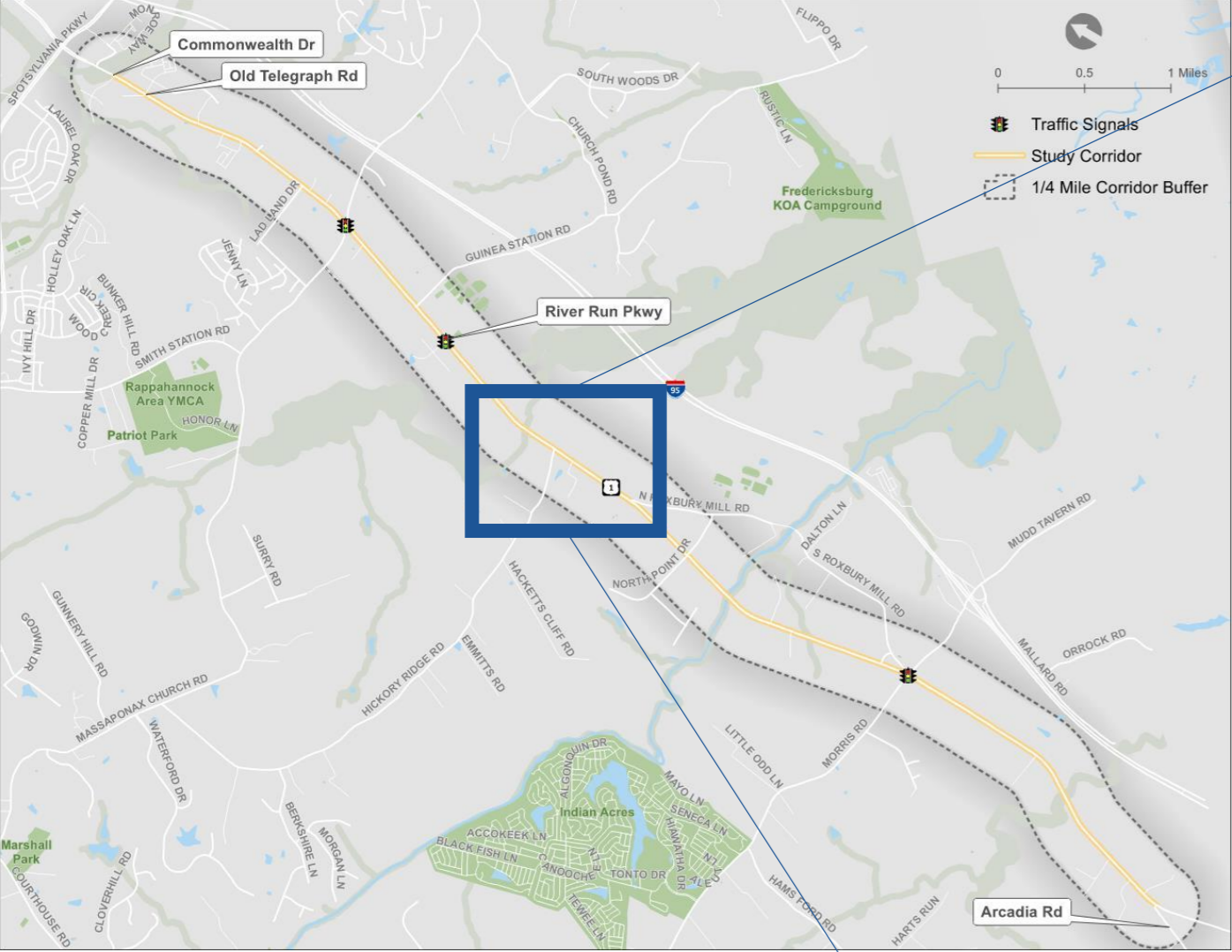
Challenges

- Out-of-direction travel for left-turns from Guinea Station Road
- Higher construction cost

Guinea Station Road – Long-Term Option #2 – Quadrant Roadway (Signal)

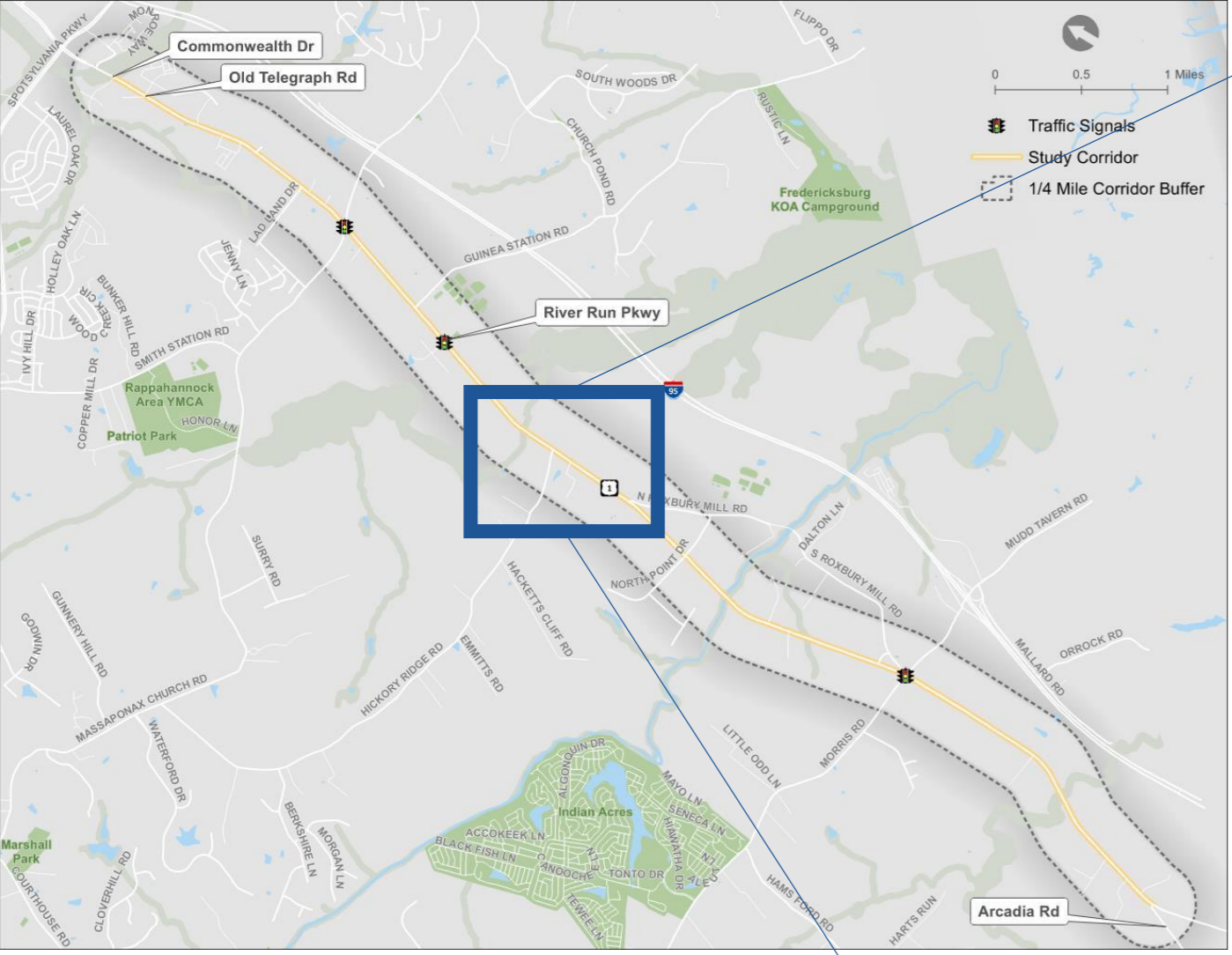


Hickory Ridge Road – Issues & Opportunities



“Dangerous Intersection: Speeding and accessibility concerns at Hickory Ridge Road.”

Hickory Ridge Road – Option #1 – “RCUT”



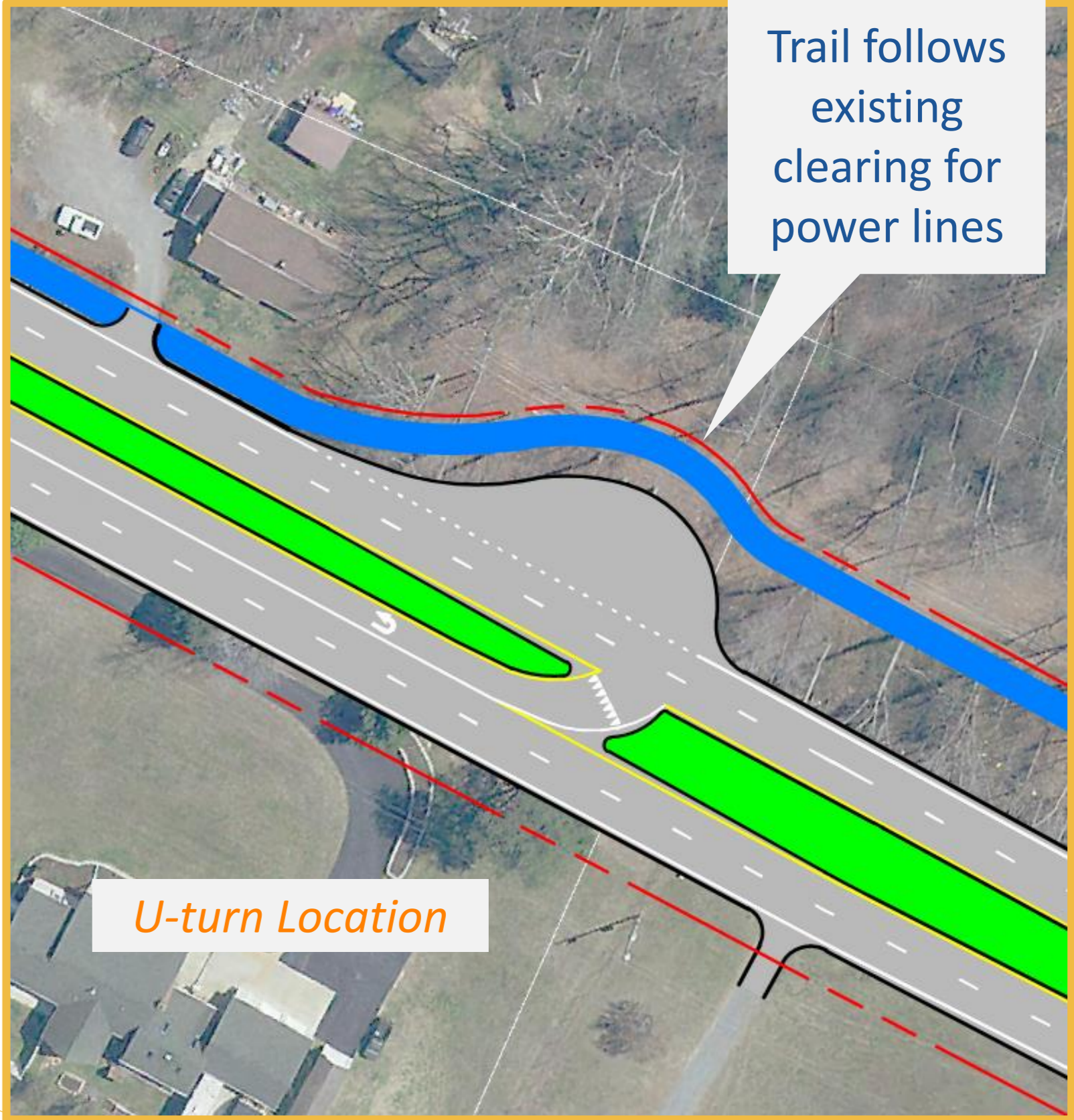
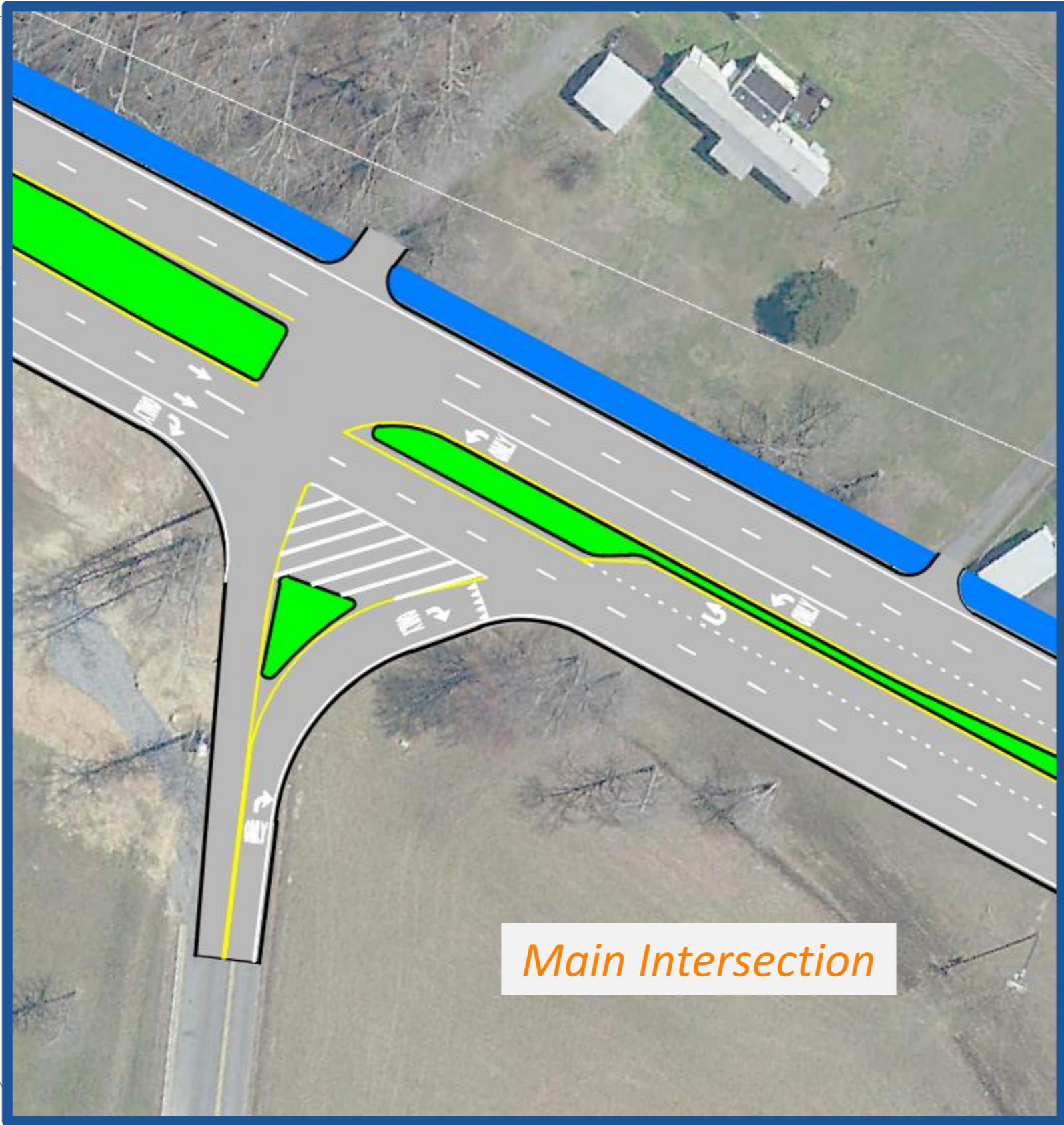
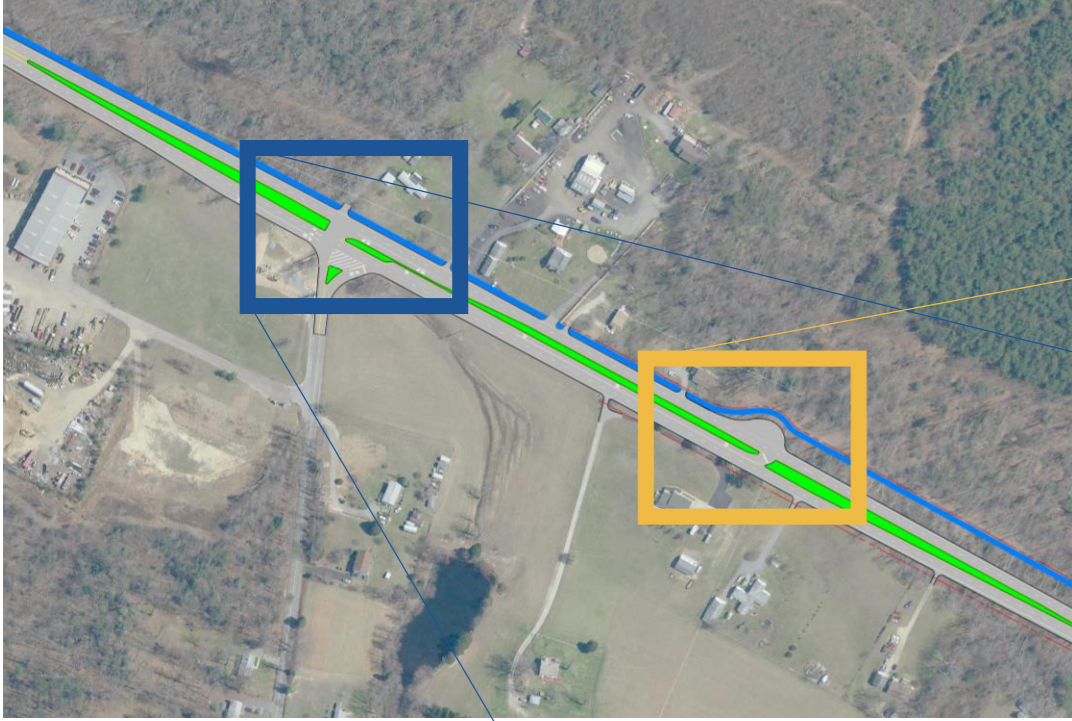
Benefits

- Reduced vehicular conflicts
- Manages access from numerous driveways
- Improves travel times

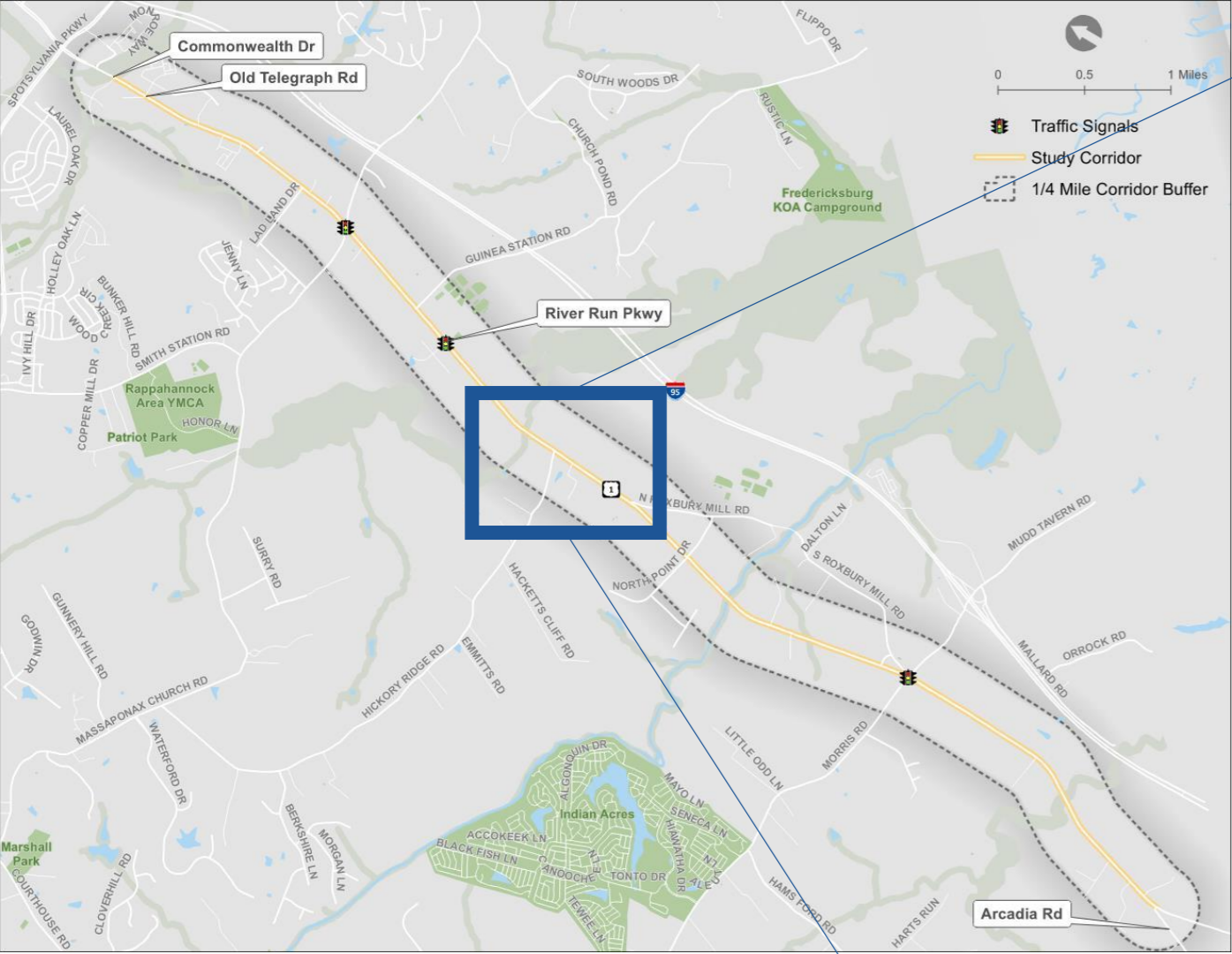
Challenges

- Right-of-way acquisitions required
- Minor out-of-direction travel
- Higher minor street delays relative to Option #2

Hickory Ridge Road – Option #1 – “RCUT”



Hickory Ridge Road – Option #2 – Roundabout



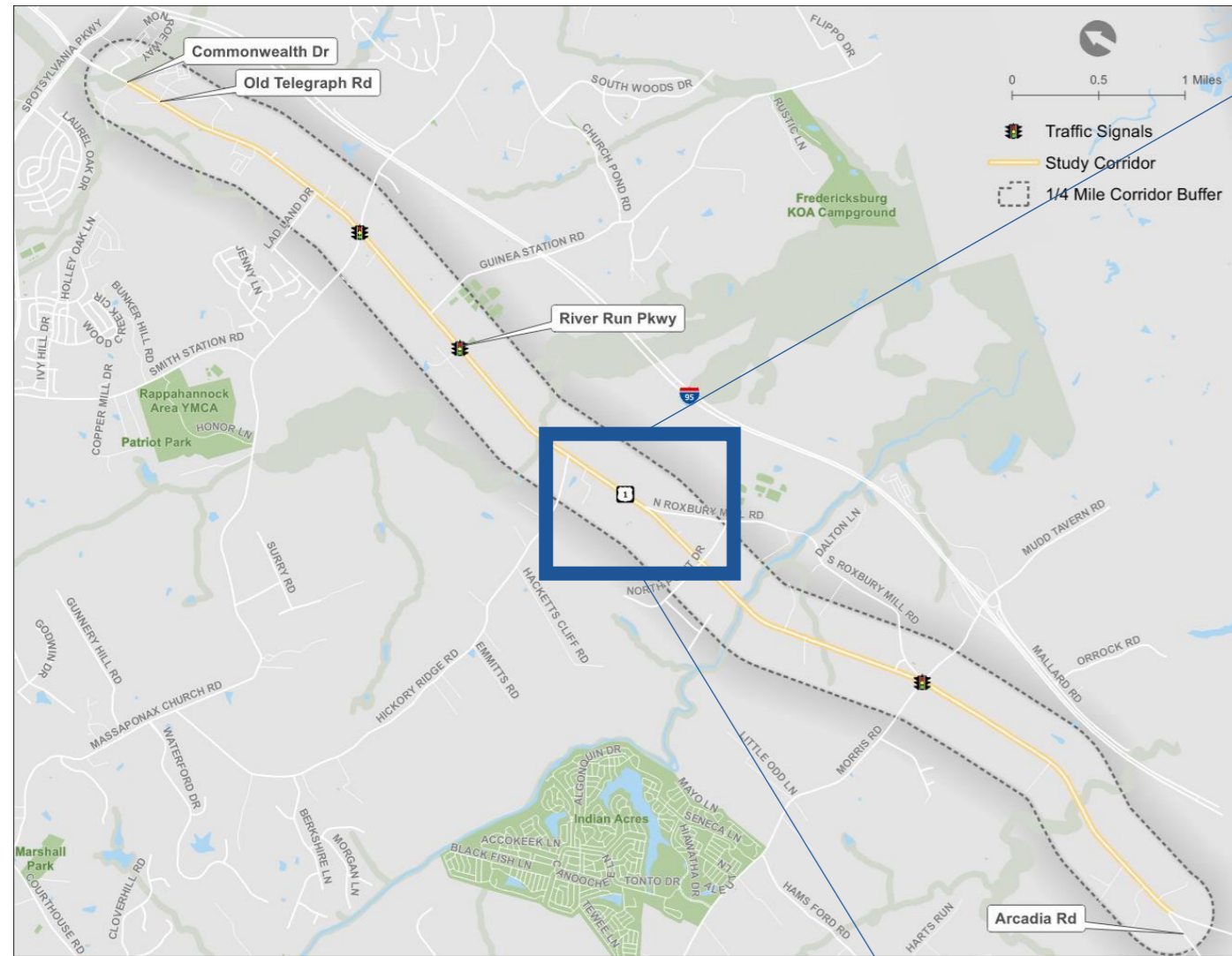
Benefits

Challenges

- Improved operations relative to Option #1
- Reduced number of vehicular conflicts
- Manages vehicular speeds

- Right-of-way acquisitions required
- Introduces minor delays to mainline traffic

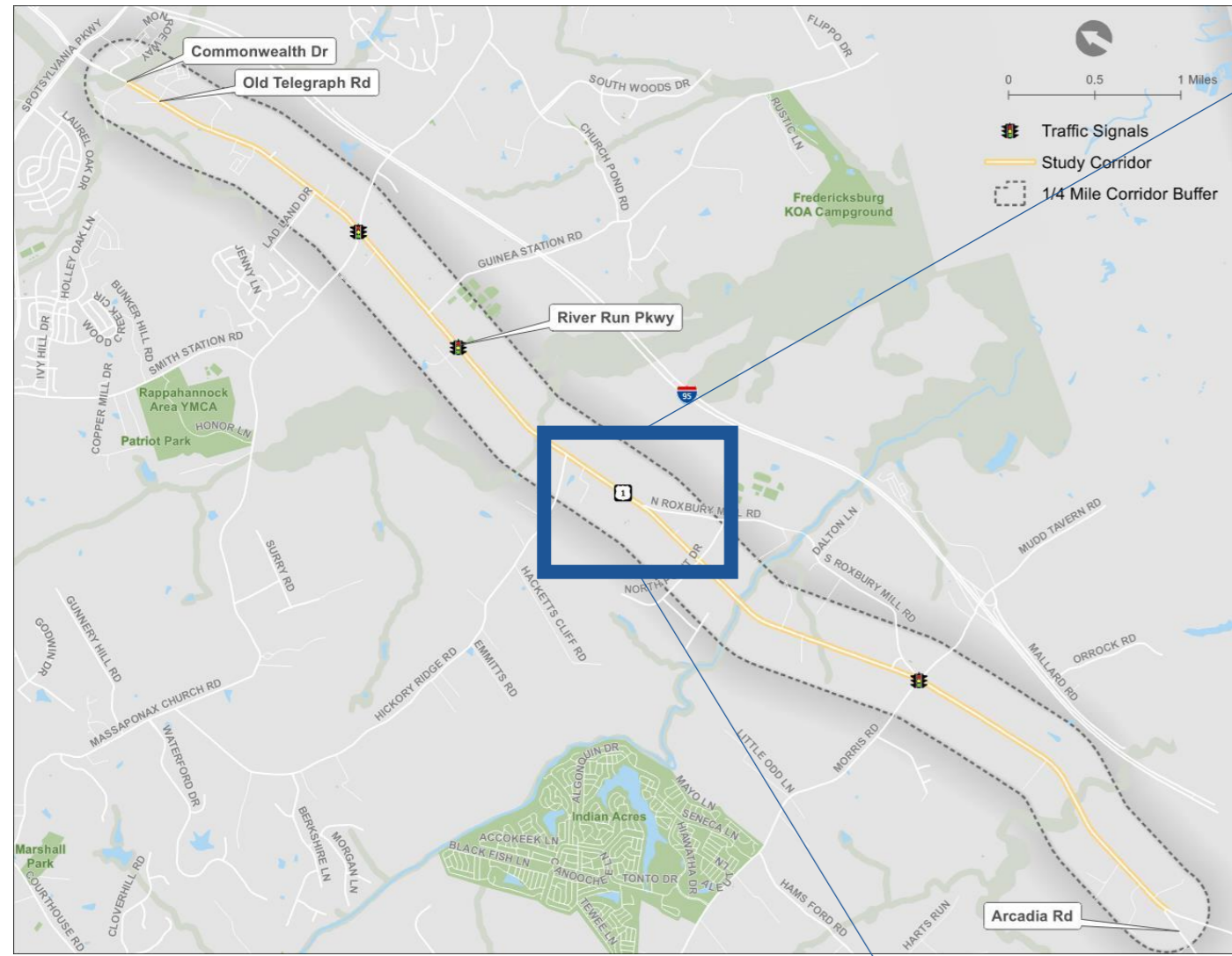
N Roxbury Mill Road – Issues & Opportunities



“River of Life has a lot of events throughout the week, and it is very dangerous trying to make a left out of their entrance.”

“The turn onto N Roxbury Mill Road during the morning school time always feels like a game of Frogger.”

N Roxbury Mill Road – Option #1 – Close Access from N. Roxbury Mill



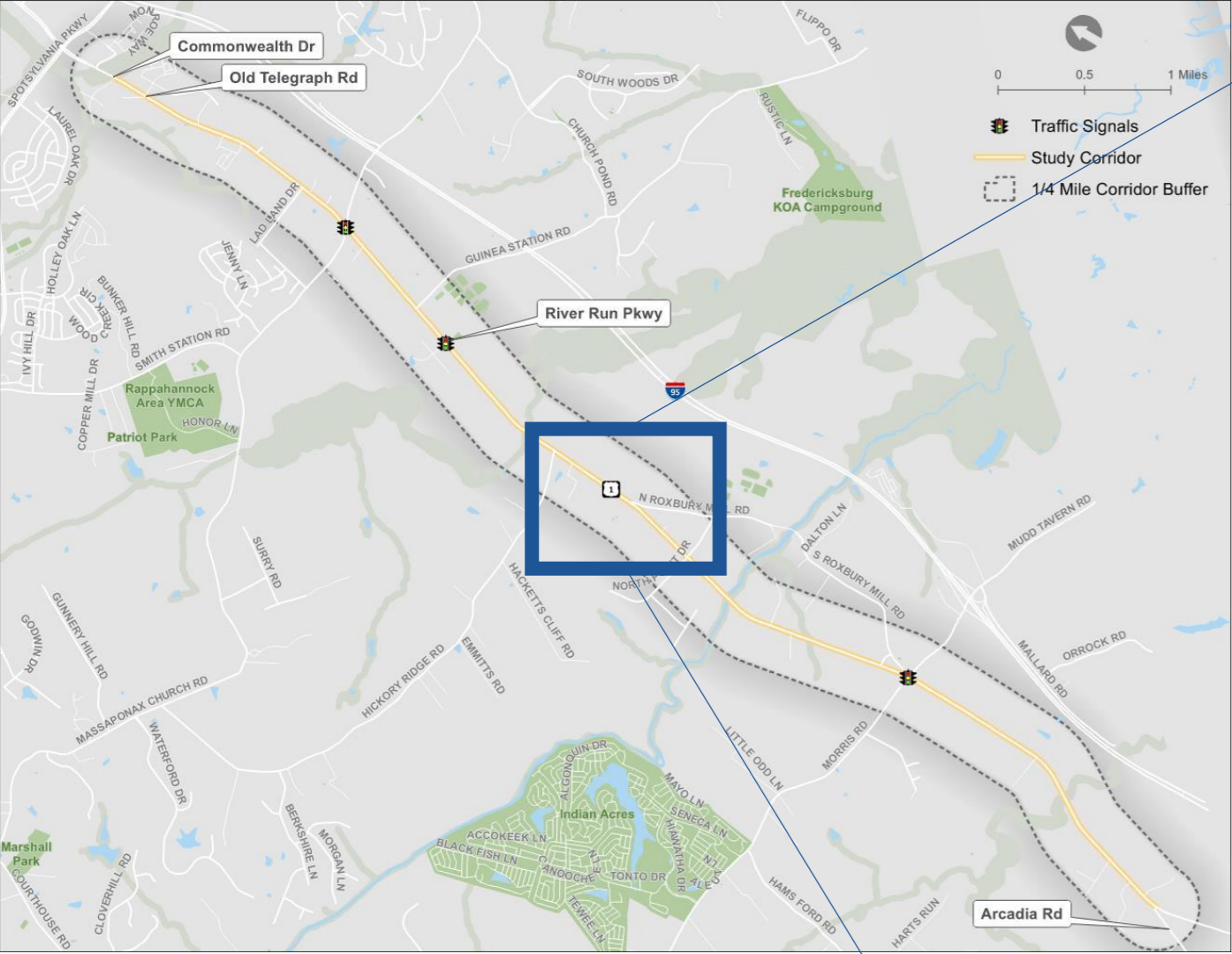
Benefits

- Low Cost
- Potential for intersection crashes eliminated at this location

Challenges

- May require out-of-direction travel required to Larkinchew Road

N. Roxbury Mill Road – Option #2 – Restricted Access Improvements



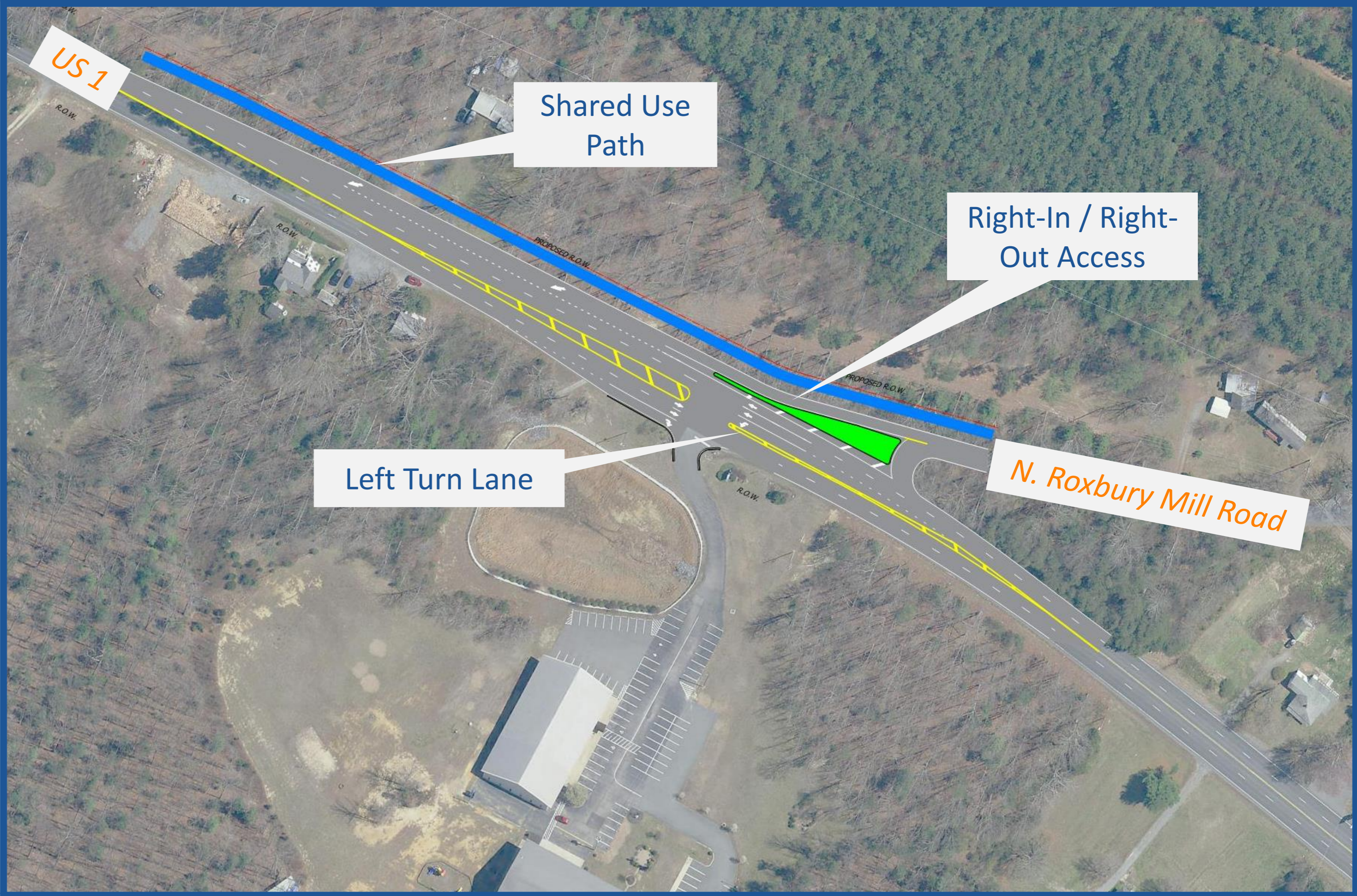
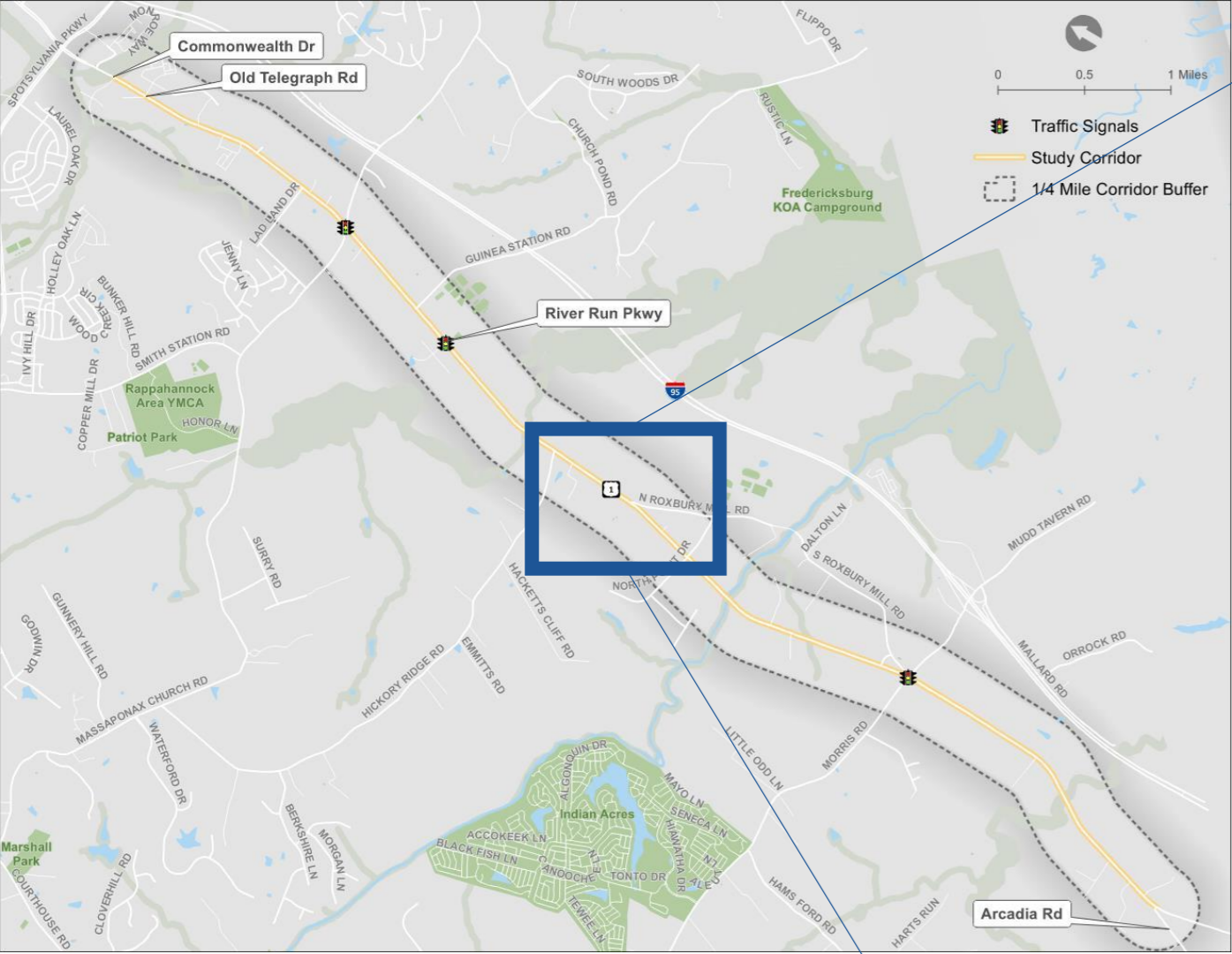
Benefits

- Reduces crash potential/severity
- Improves sight lines
- Allows for acceleration out of N. Roxbury Mill Road

Challenges

- Restricts turning movements

N Roxbury Mill Road – Option #3 – Restricted Access with Turn Lane Improvements



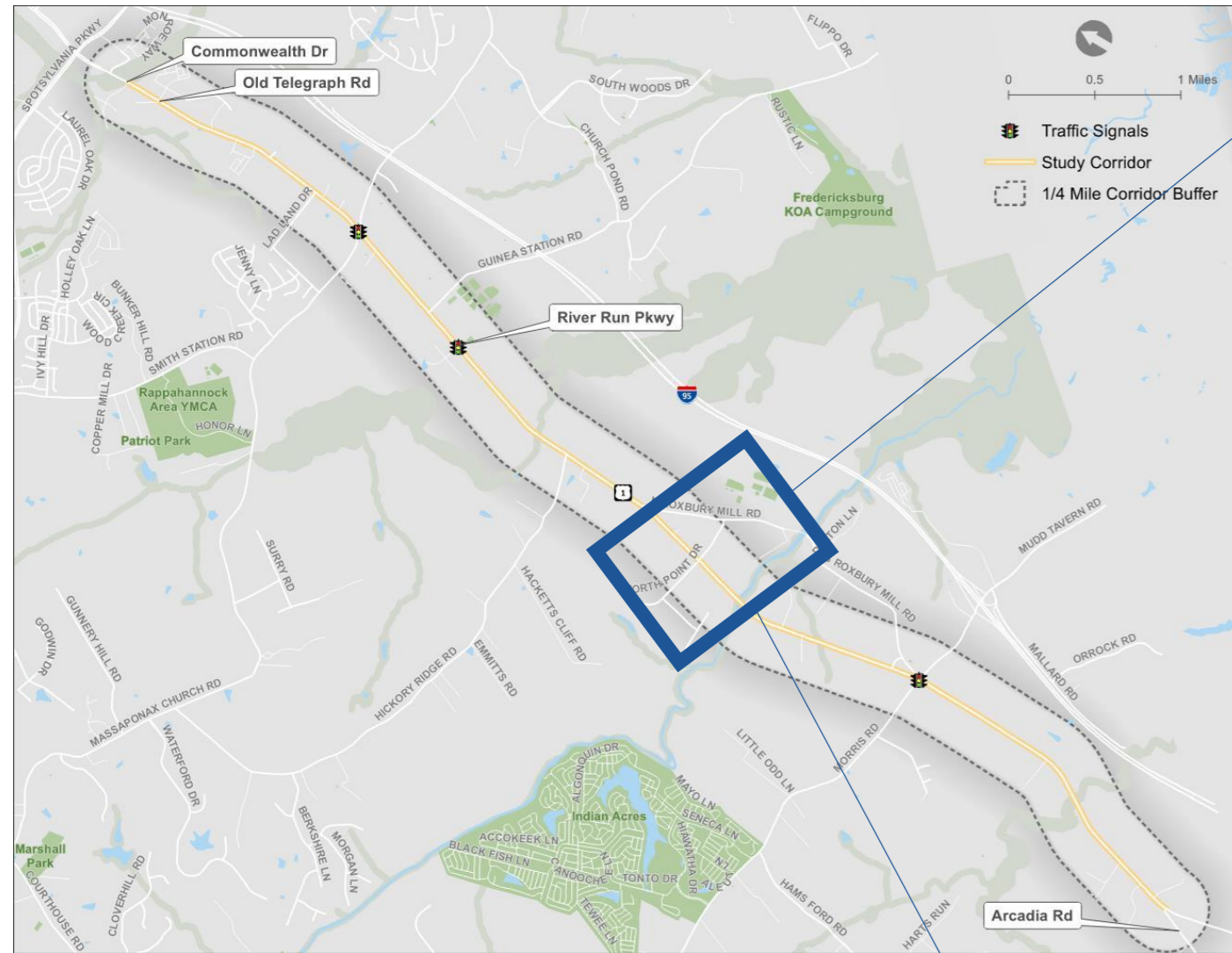
Benefits

Challenges

- Safer access to church
- Improves sight lines
- Allows for acceleration out of N. Roxbury Mill Road

- Restricts turning movements

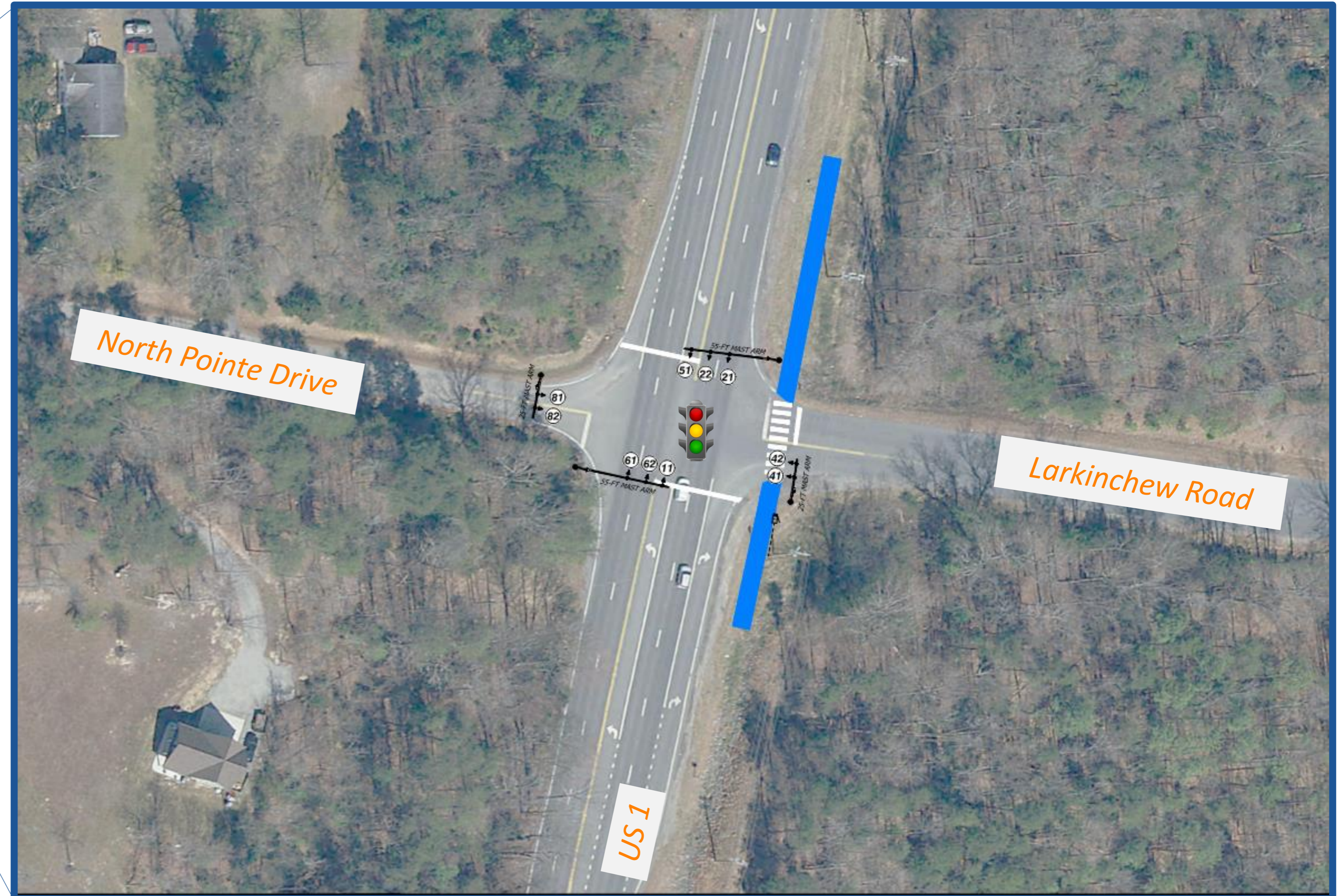
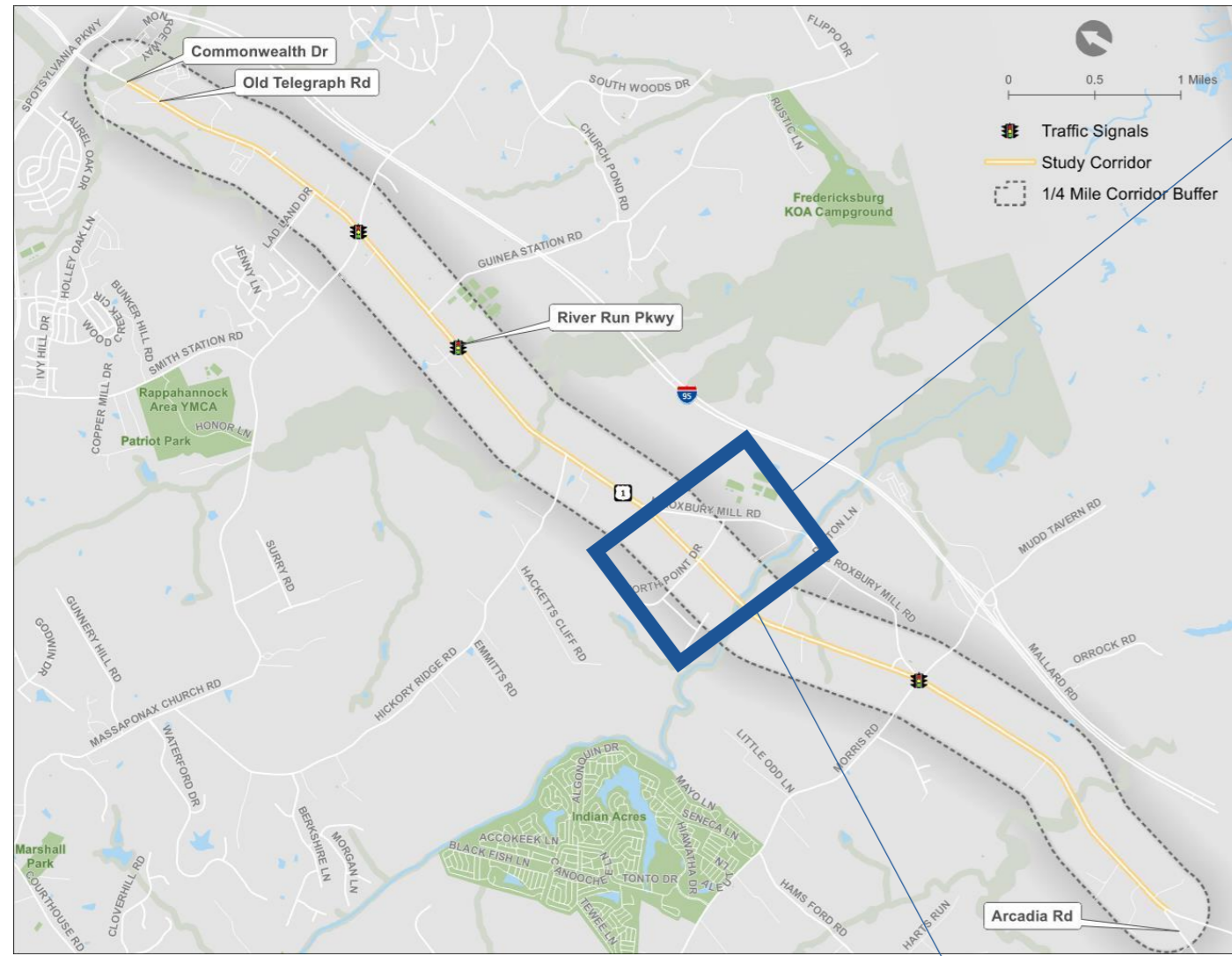
North Pointe Drive/ Larkinchev Road – Issues & Opportunities



“Bus drivers have requested a traffic signal at this intersection during peak morning and afternoon times for safer exits from school.”

“Roundabouts in place of traffic signals where traffic does not need to be stopped to facilitate optimal flow.”

North Pointe Drive/ Larkincheew Road – Option #1 – Signal Improvements



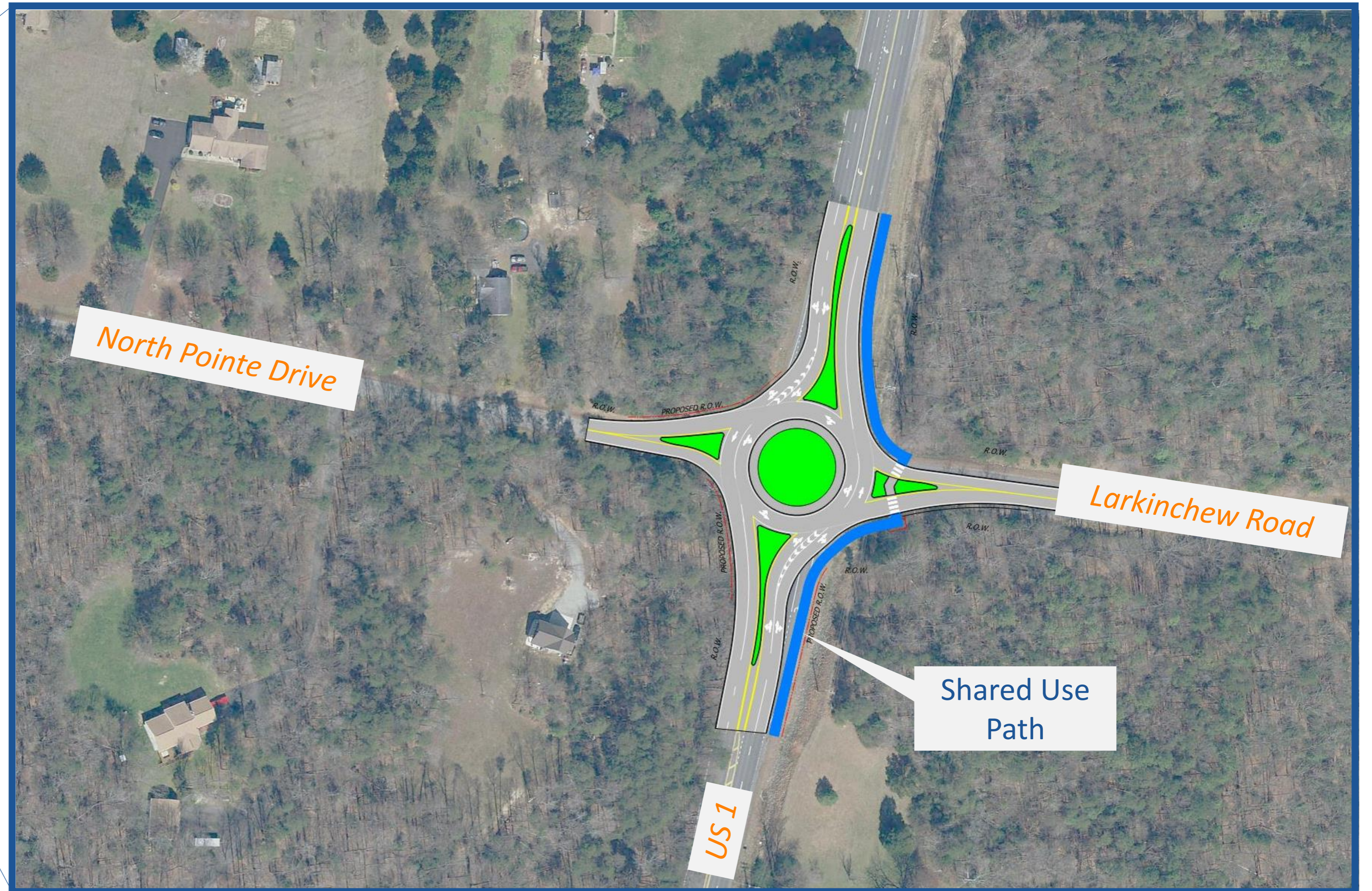
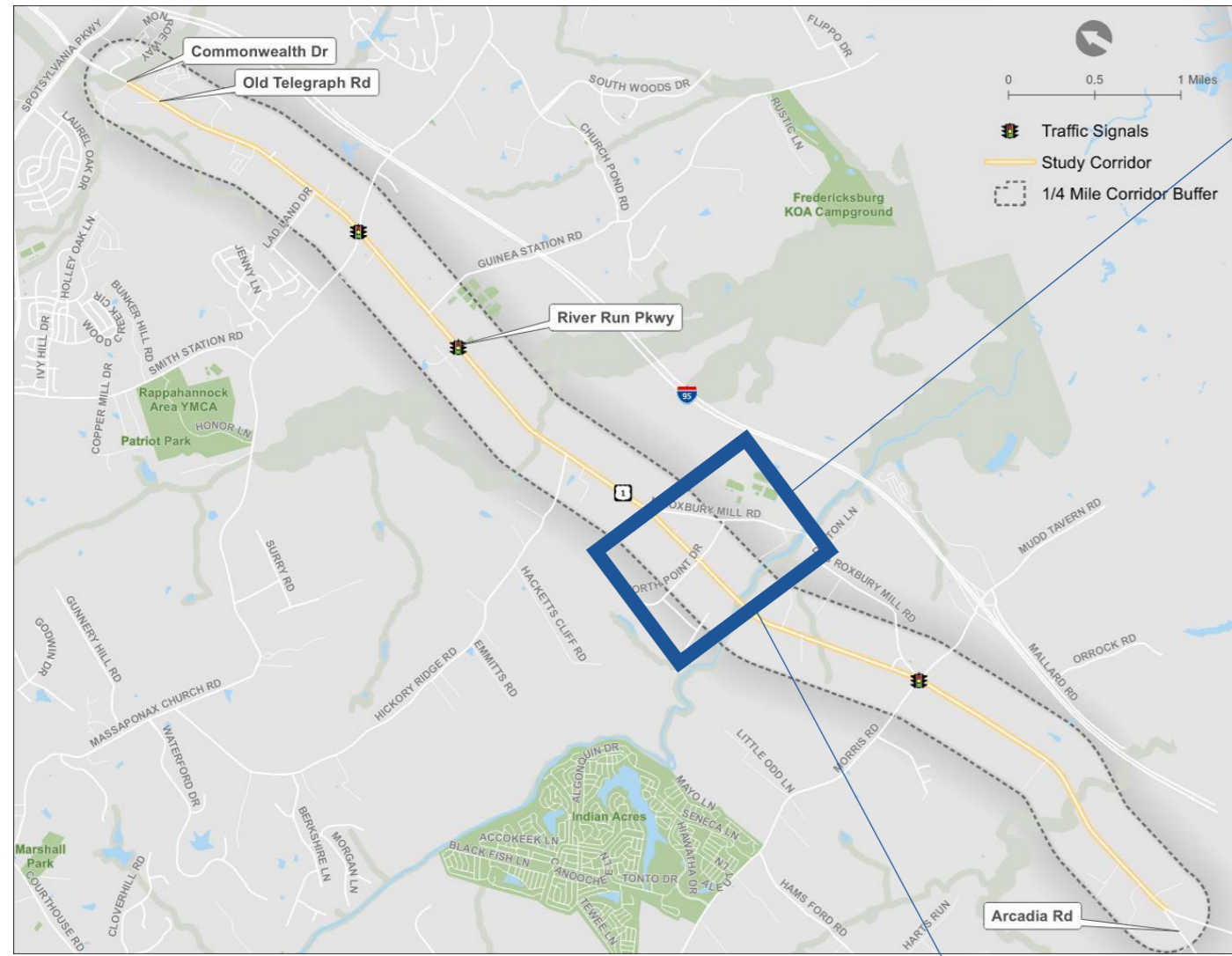
Benefits

- Reduces delay for movements from minor street
- Provides scheduled gaps for minor street traffic

Challenges

- Does not reduce number of vehicular conflict points
- Higher delays for mainline traffic relative to Option #2

North Pointe Drive/ Larkincheew Road – Option #2 – Roundabout



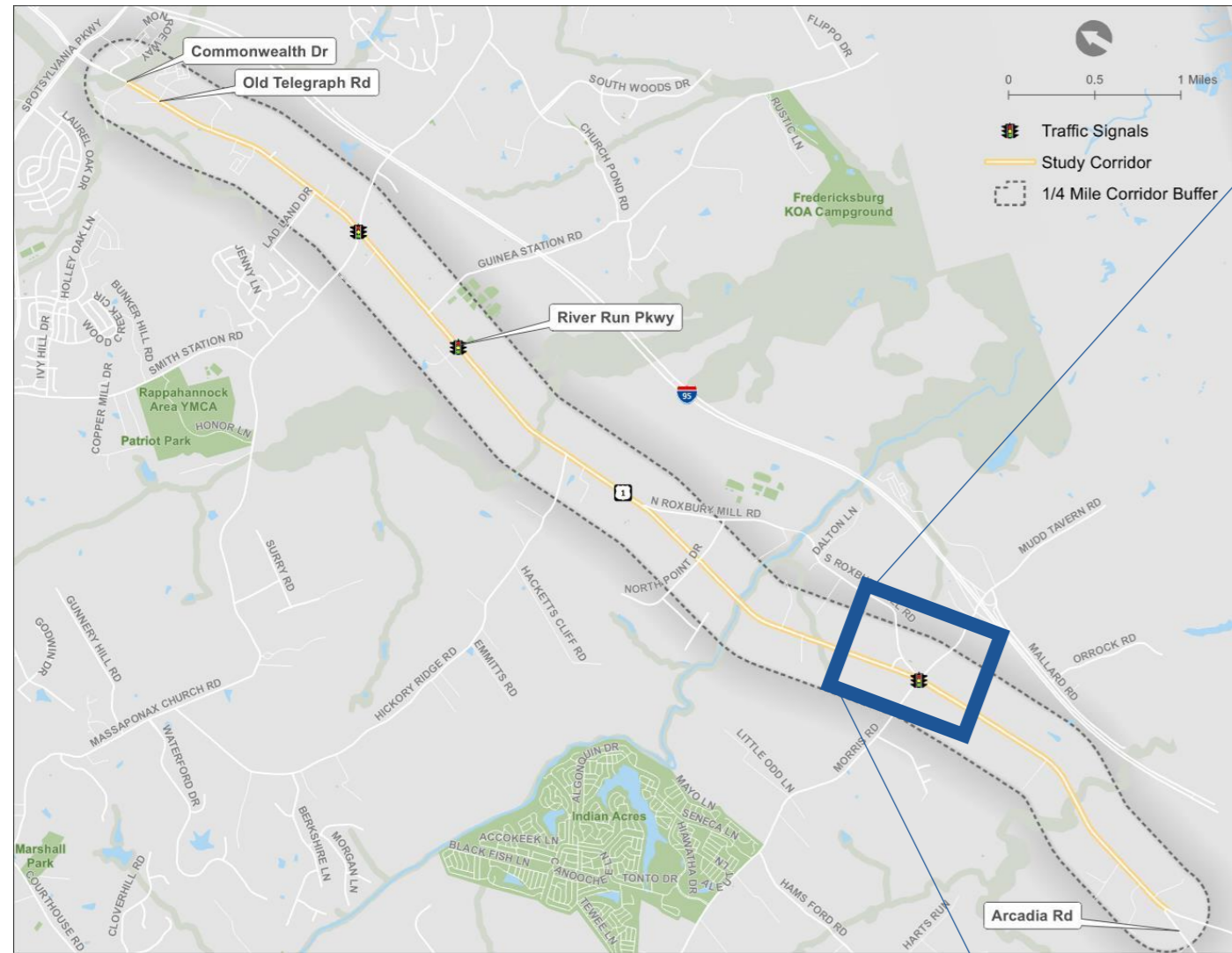
Benefits

- Manages vehicular speeds
- Reduces delay relative to Option #1
- Reduces crash severity

Challenges

- Minor right-of-way acquisitions
- Higher cost relative to signal

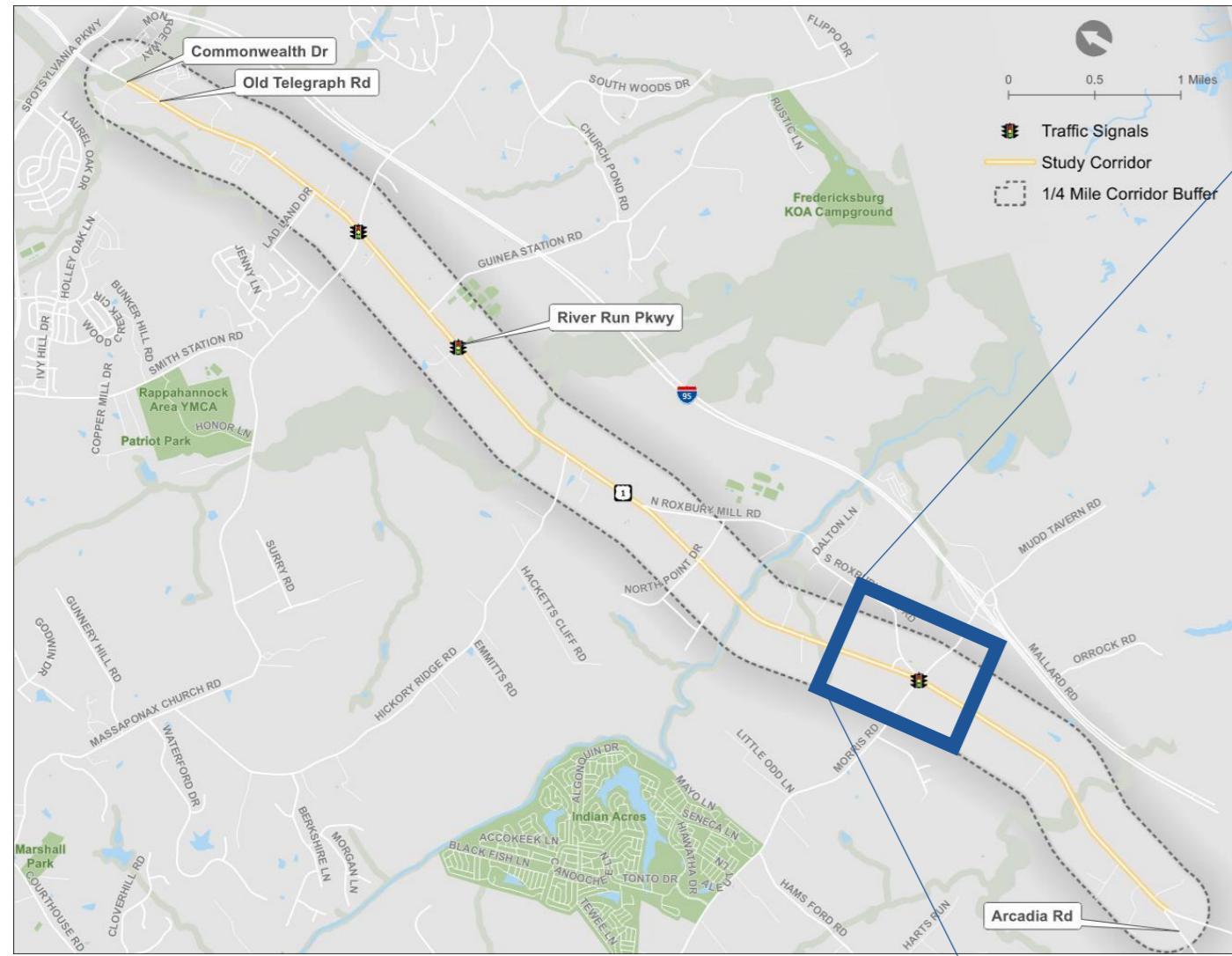
S Roxbury Mill Road & Mudd Tavern Road/Morris Road – Issues & Opportunities



“A right turn lane needs to be added to Mudd Tavern Road. The alignment of Morris Road and Mudd Tavern Road needs to be at a 90° angle. A delegated right turn lane should be added to Morris Road.”

S Roxbury Mill Road & Mudd Tavern Road/Morris Road

– Improvements



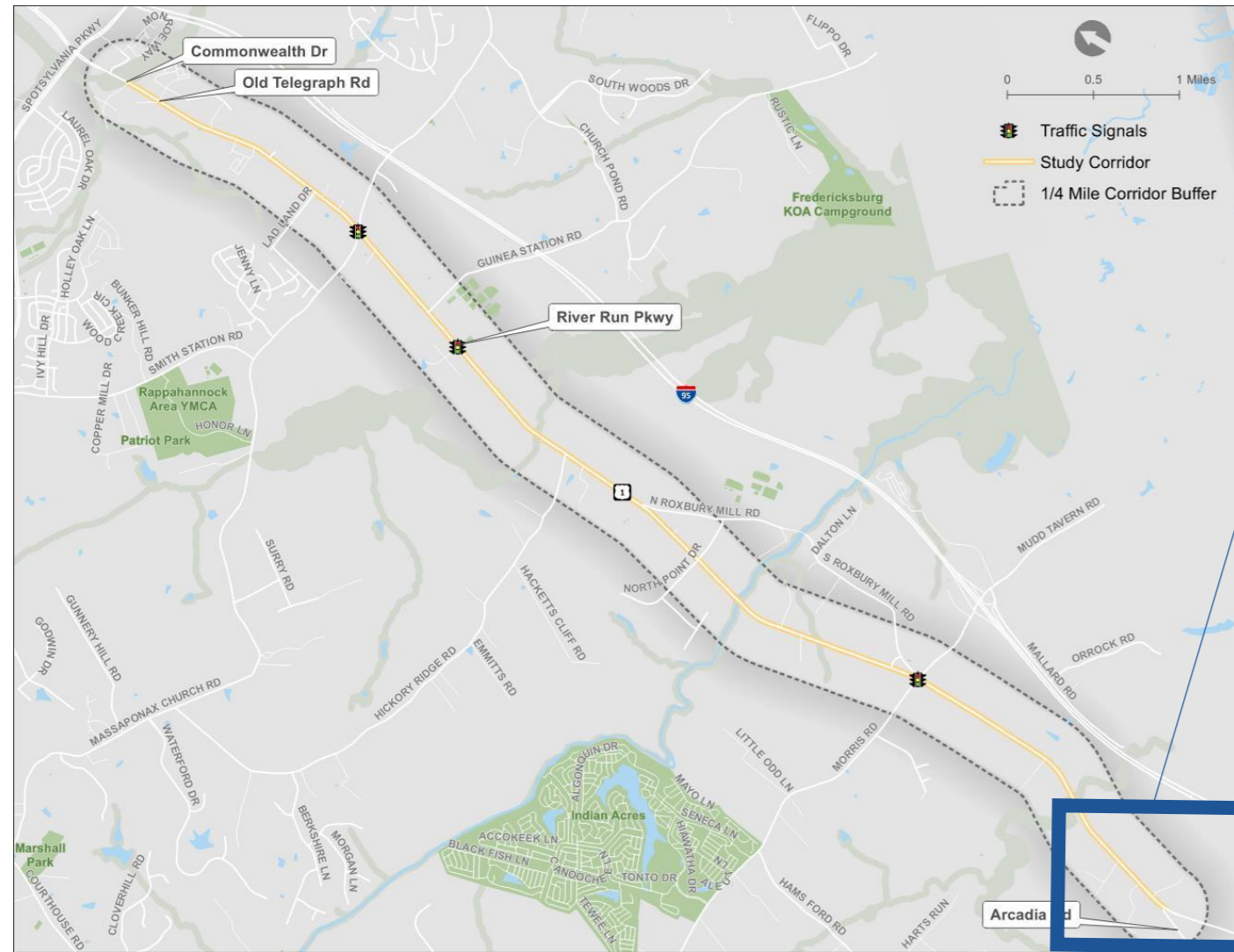
Benefits

- Prevents queue spillback from SB left-turn lane at signal
- Reduces potential for angle crashes at S. Roxbury Mill Road
- All work within existing right-of-way

Challenges

- Requires use of connector road to make SB left from S. Roxbury Mill Road

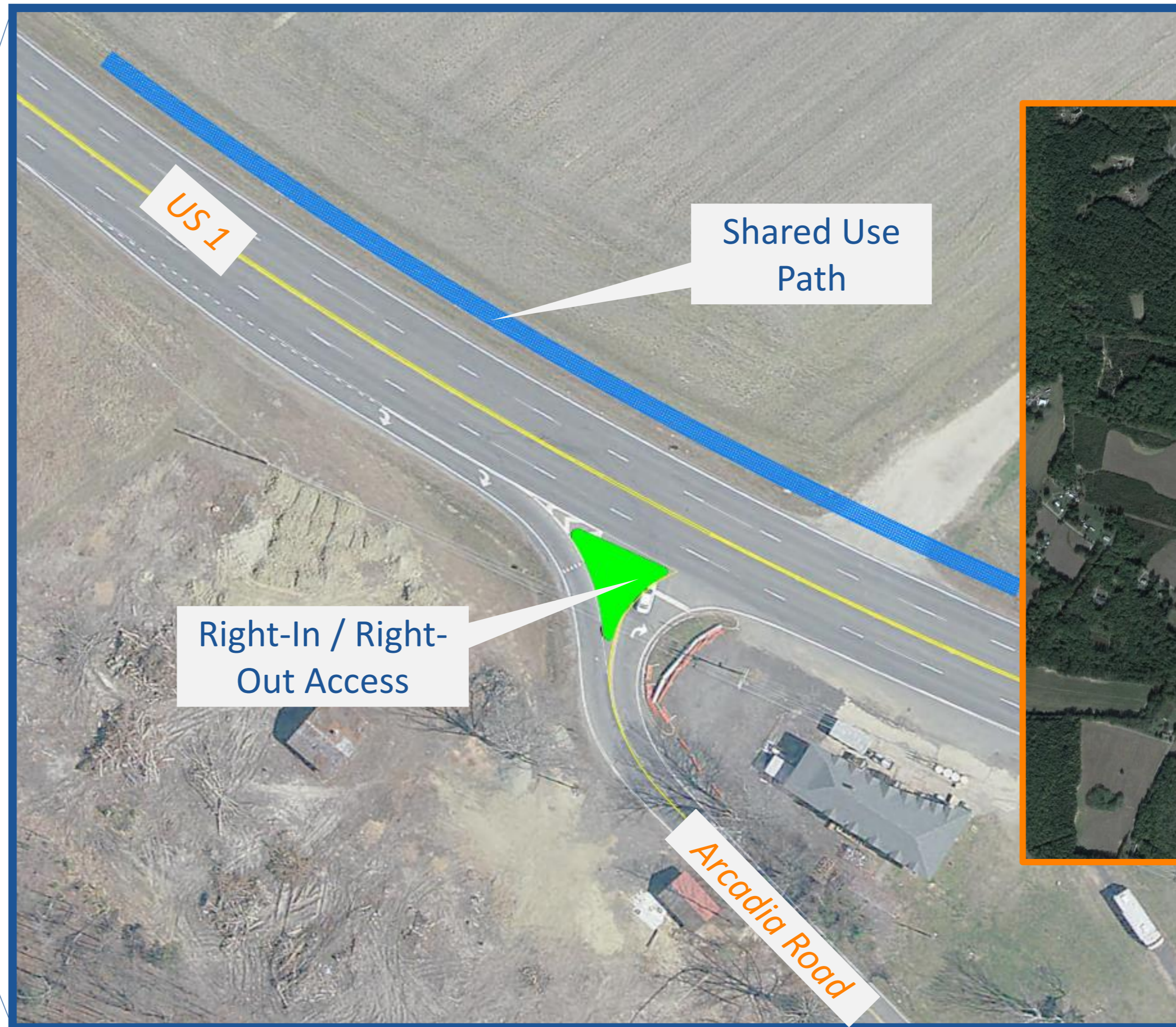
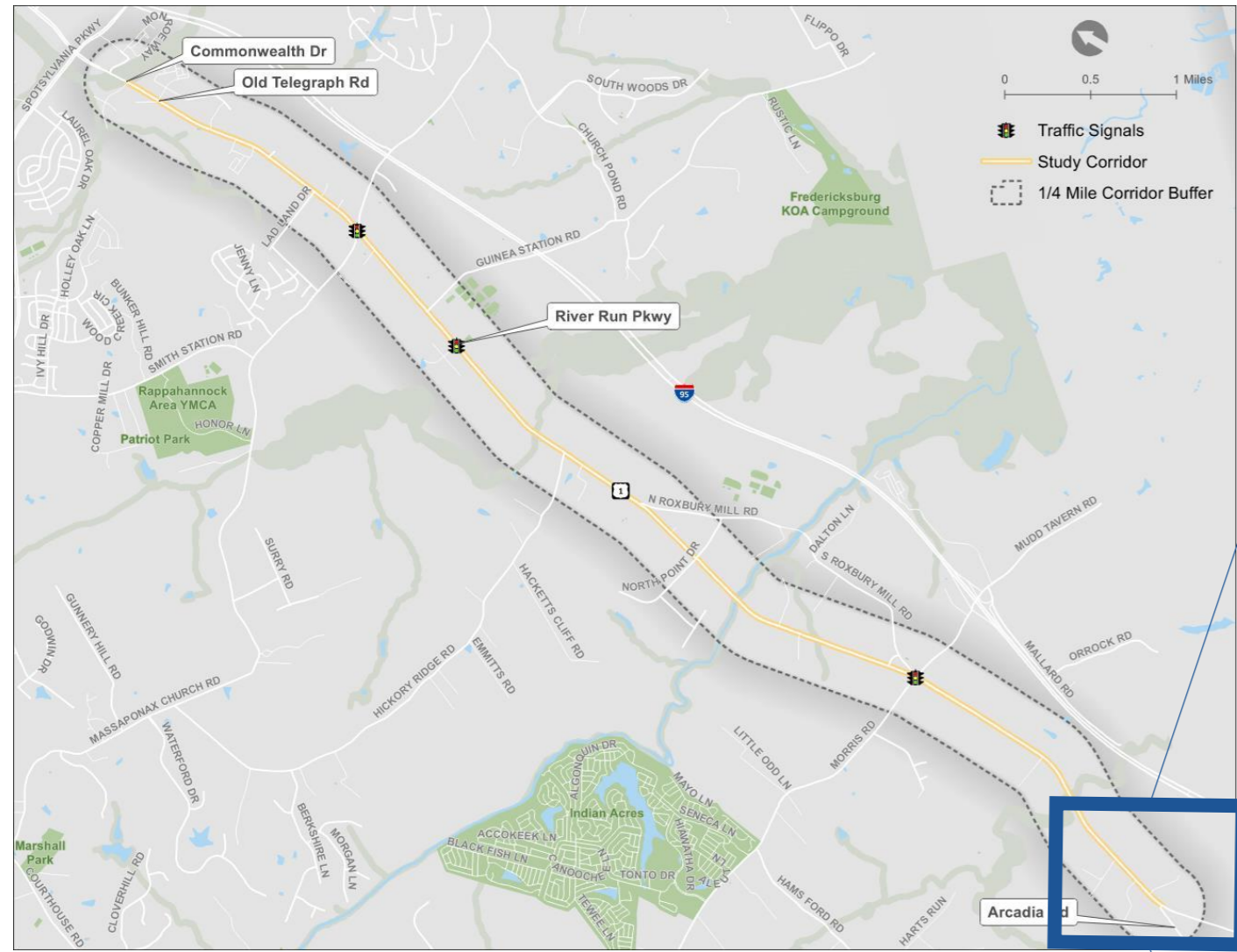
Arcadia Road – Issues & Opportunities



“There should be speed management at Arcadia Road - most drivers ignore posted 45 mph speed limit and traffic backups”



Arcadia Road – Option #1 – Restrict Access



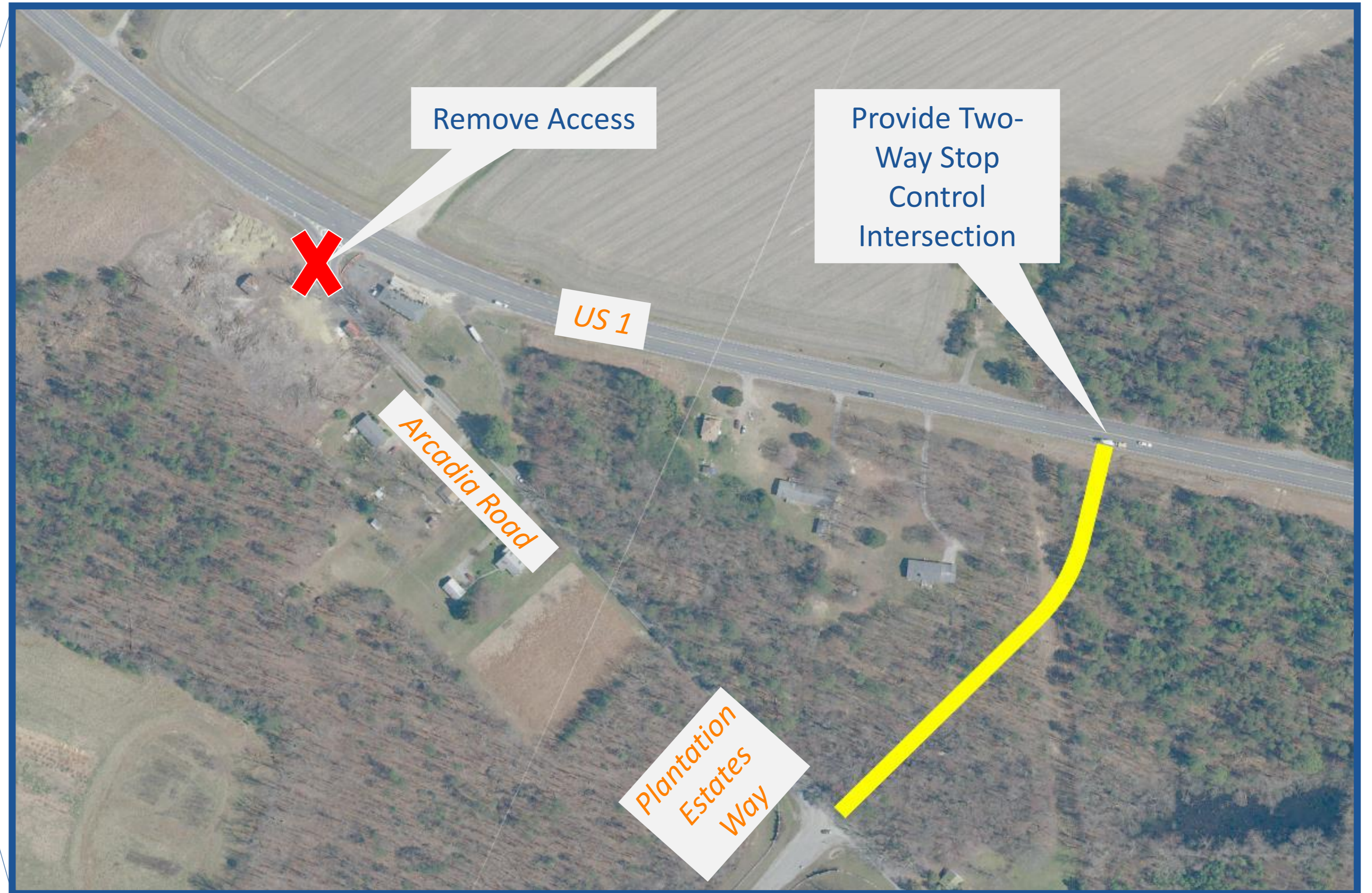
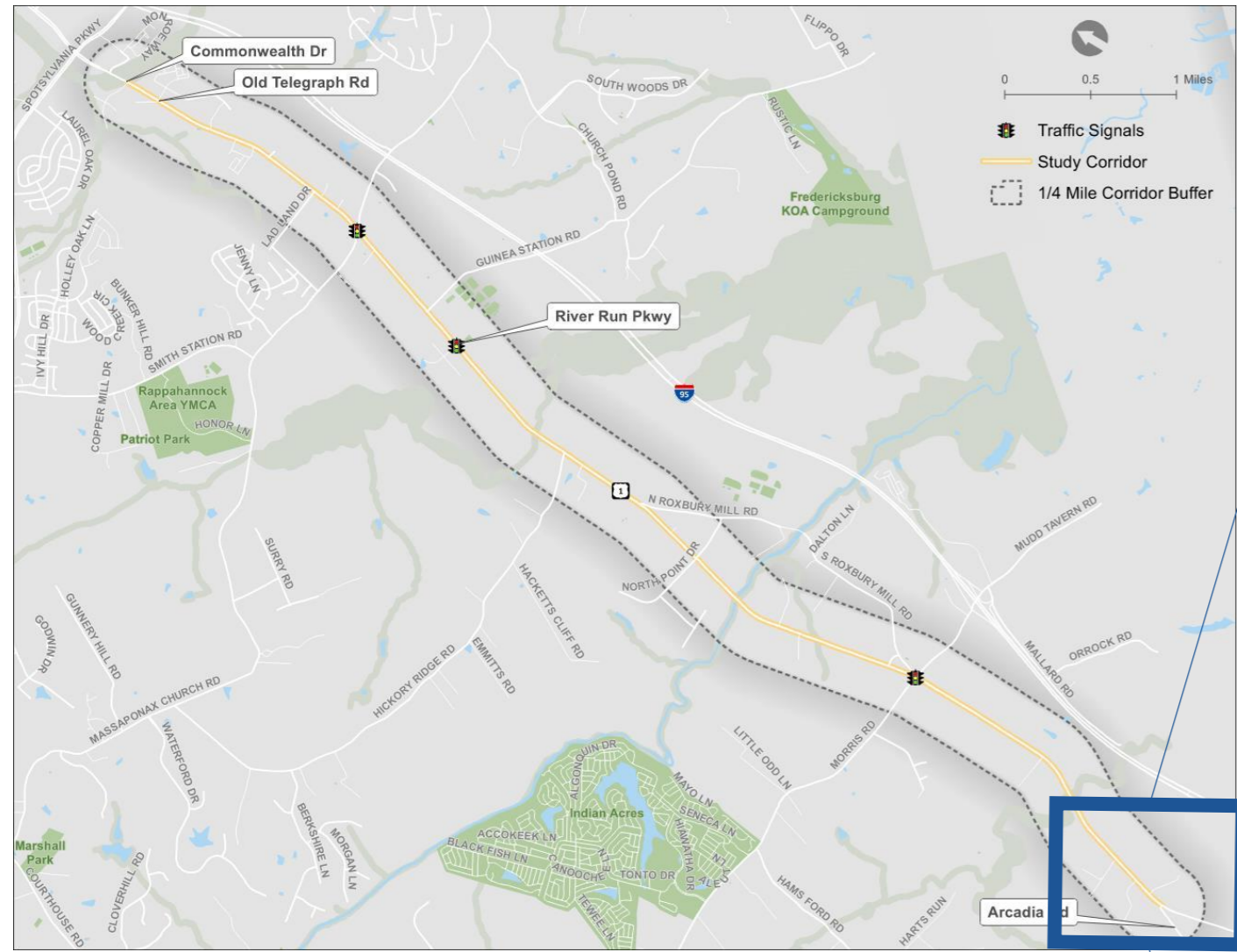
Benefits

- Low cost
- Reduces conflict points
- Reduces crash severity

Challenges

- Requires out-of-direction travel for small number of trips

Arcadia Road – Option #2 – Realign Arcadia Road



Benefits

- Improves visibility
- Reduce conditions leading to high-severity angle crashes

Challenges

- Requires right-of-way acquisition
- Higher cost relative to Option #1

**What are the
next steps?**



Share your input

- **Alternatives Survey:** <http://bit.ly/Route1Spotsylvania>
- **Study Website:** <http://www.virginiadot.org/Route1Spotsylvania>

Commonwealth Park & Ride Lot and Proposed Jackson Village Boulevard Drive

Please rate this concept from 1 star (least preferred) to 5 stars (most preferred).

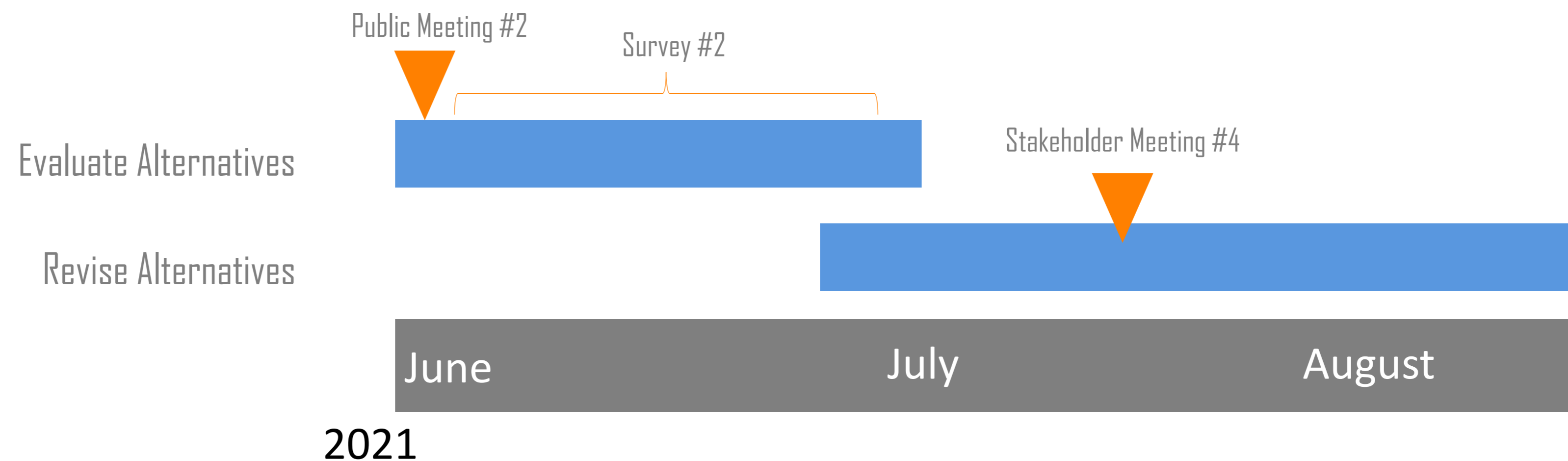
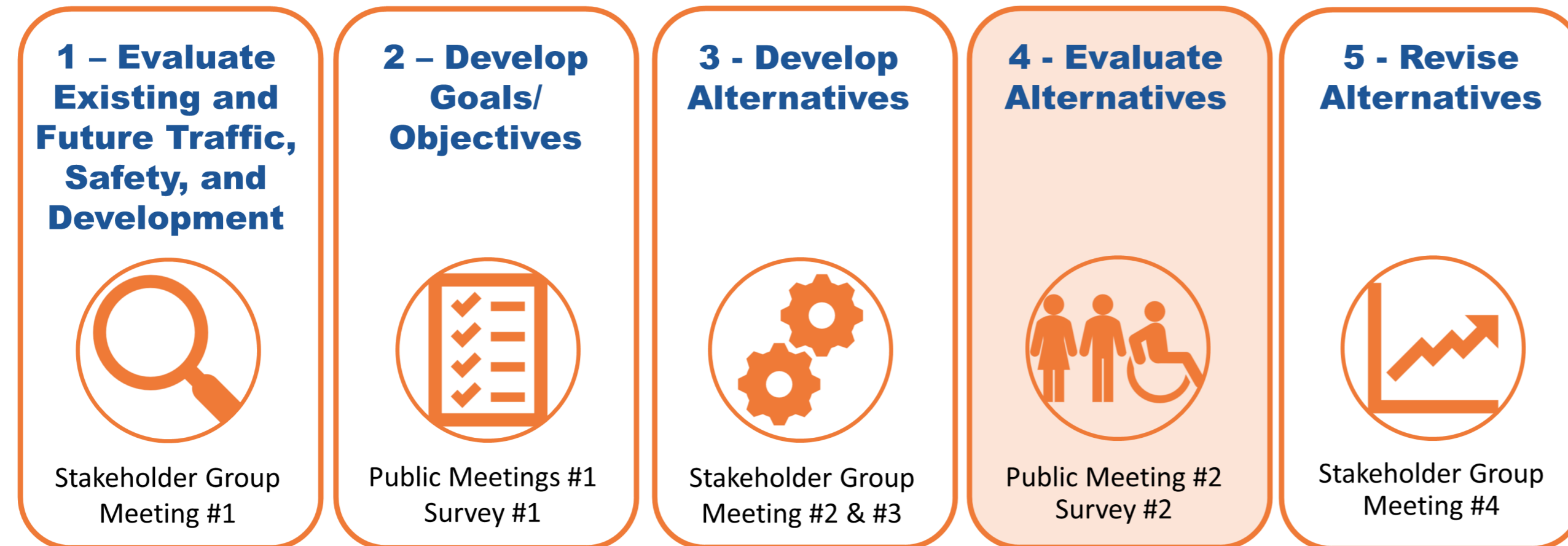
[Proposed Concept](#)



What do you like about this option?

What concerns do you have about this option?

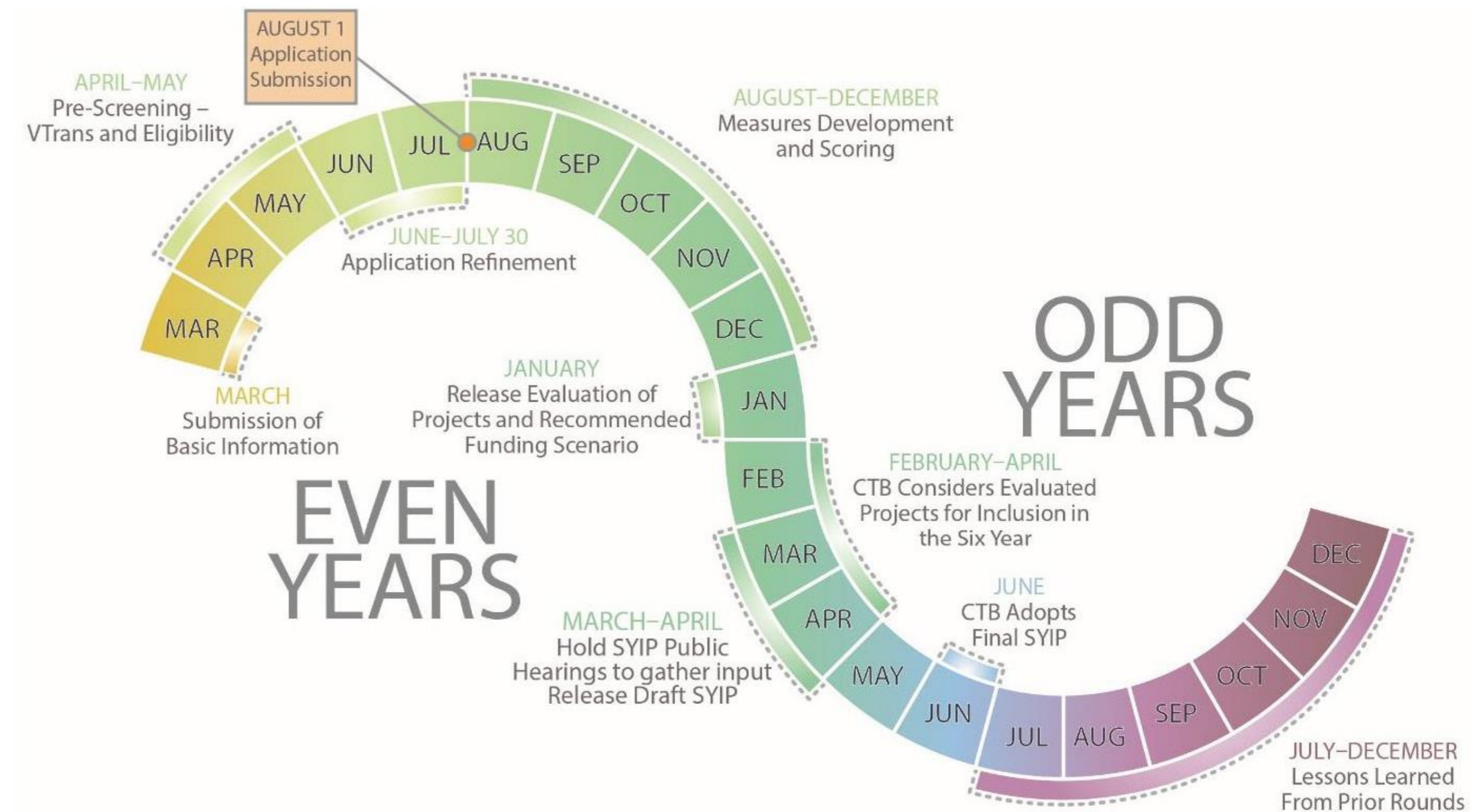
Project Schedule



After the Route 1 Study

1. Secure funding for project(s)
 - Available VDOT funds
 - SMART SCALE program
2. Alternative refinement
 - Design
 - Environmental analysis
 - Community engagement
3. Construction (timeline varies)

SMART SCALE Biennial Cycle



Question & Answer



Thank you!

For more information

Contact

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(540) 899-4260

Study Website

<http://www.virginiadot.org/Route1Spotsylvania>

Study Survey

<http://bit.ly/Route1Spotsylvania>