

WELCOME

Route 3 Arterial Preservation Plan Public Information Meeting

October 26, 2017

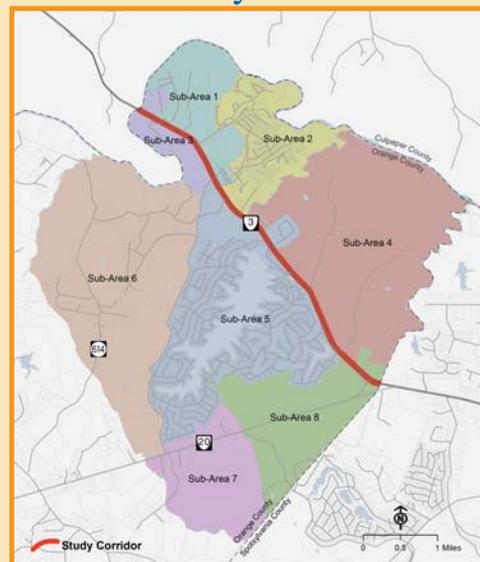
Purpose of Study

To preserve and enhance the capacity and safety of the Commonwealth's Arterial Preservation Network, while accommodating economic development and avoiding wide-scale road widenings.

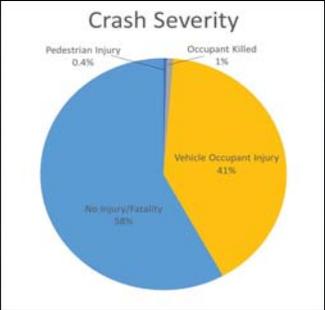
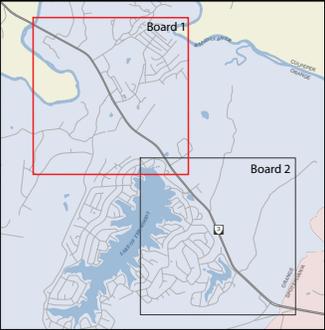
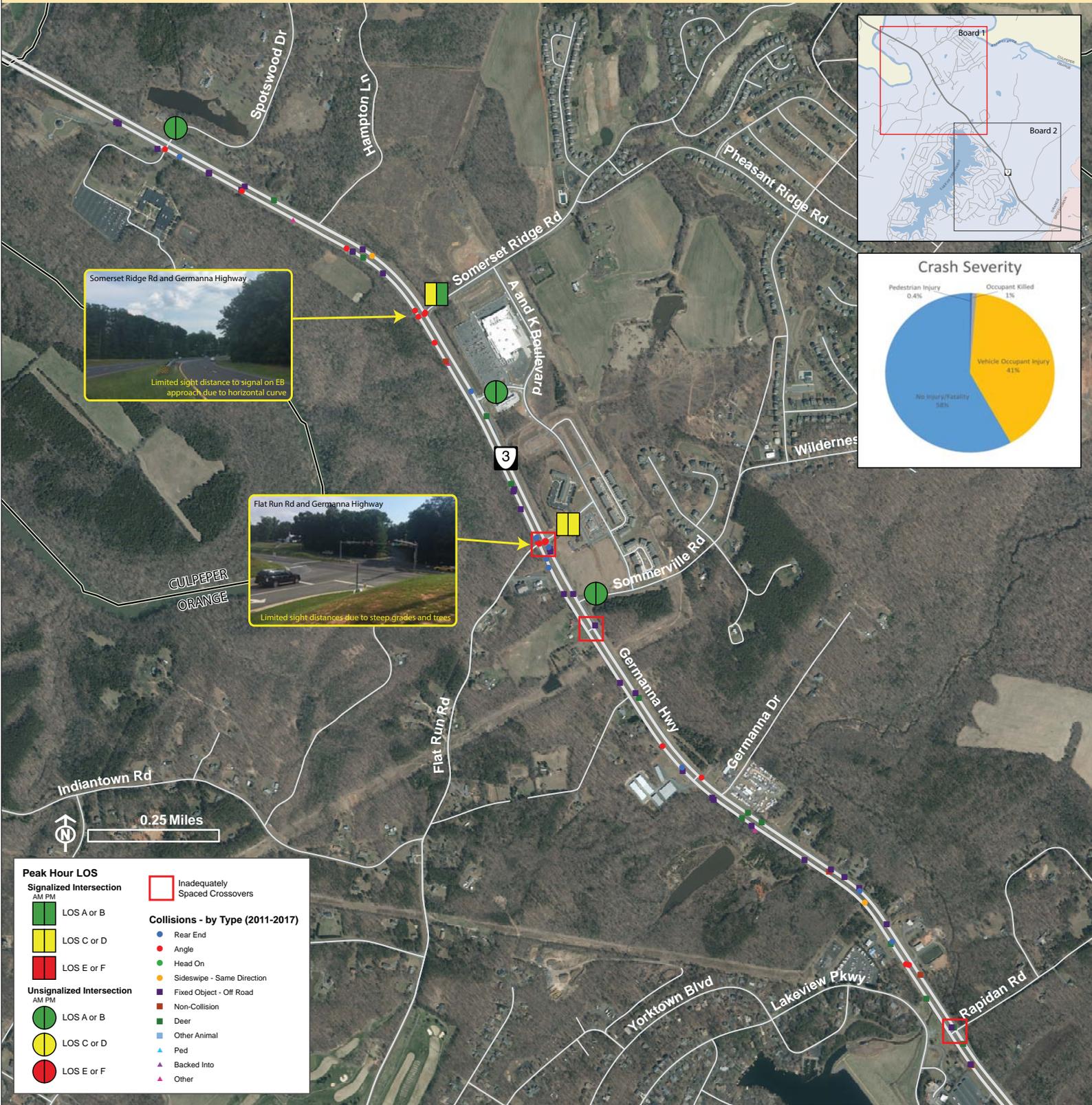
Develop a Corridor Transportation Plan

- Result in a safer arterial highway system
- Preserve and enhance corridor capacity and efficiency
- Maintain Commonwealth's mobility and economic competitiveness
- Lower long-term infrastructure capital and maintenance costs

Study Area



ROUTE 3 ARTERIAL PRESERVATION PLAN IN ORANGE COUNTY: EXISTING CONDITIONS - BOARD 1



Peak Hour LOS

Signalized Intersection
AM PM

- LOS A or B
- LOS C or D
- LOS E or F

Unsignalized Intersection
AM PM

- LOS A or B
- LOS C or D
- LOS E or F

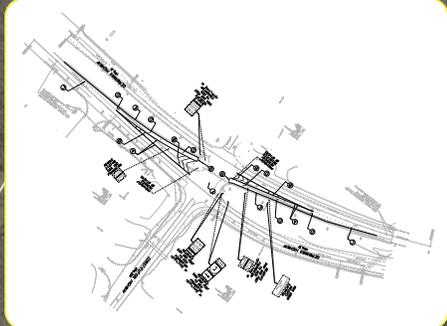
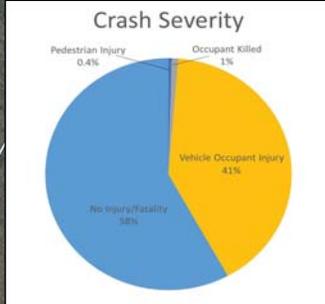
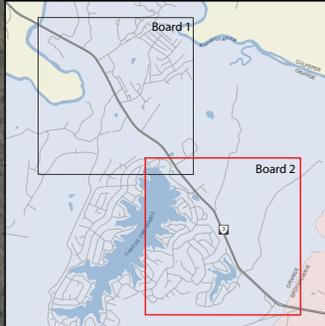
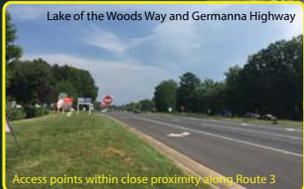
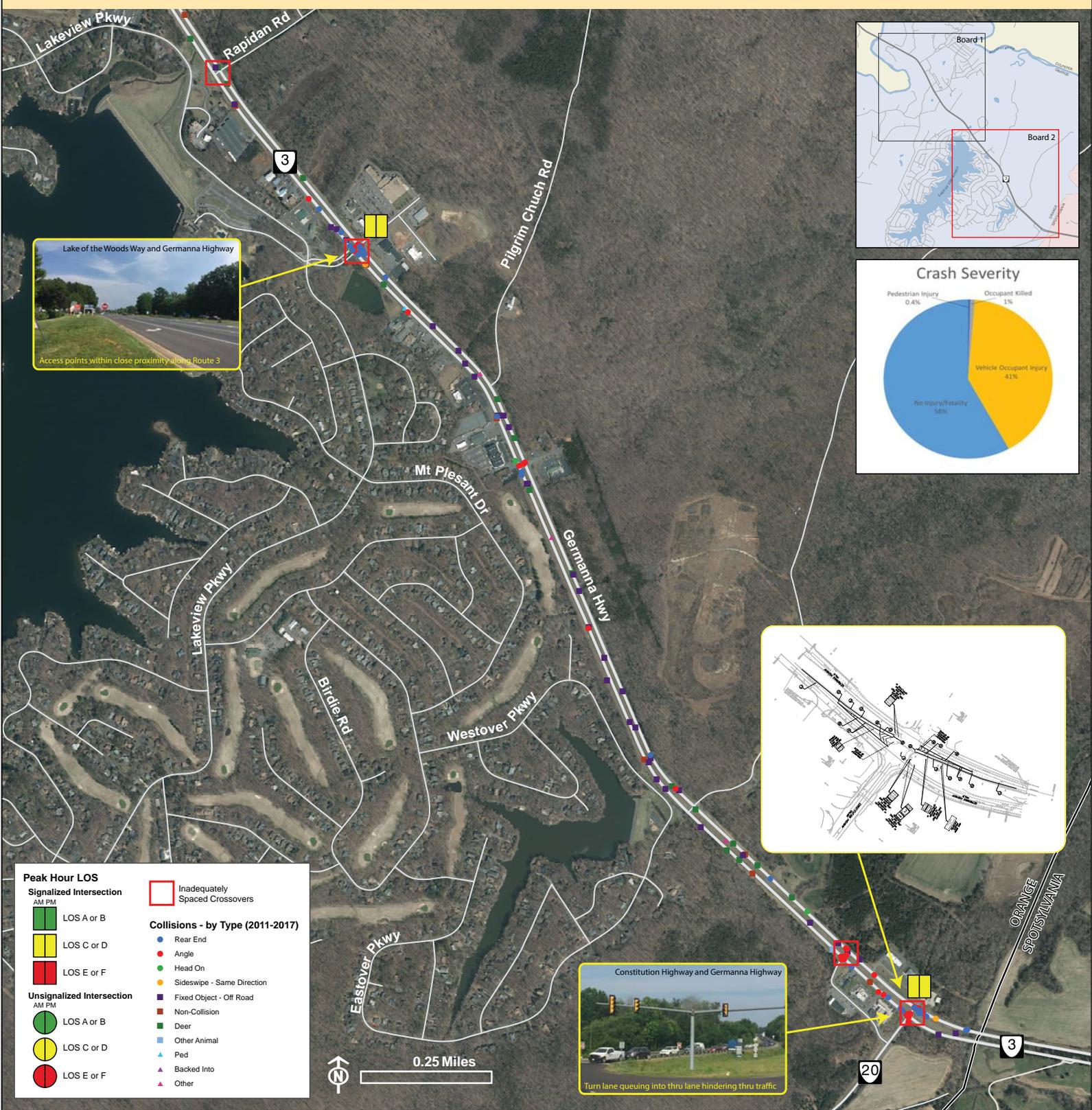
Inadequately Spaced Crossovers

Collisions - by Type (2011-2017)

- Rear End
- Angle
- Head On
- Sideswipe - Same Direction
- Fixed Object - Off Road
- Non-Collision
- Deer
- Other Animal
- Ped
- Backed Into
- Other

0.25 Miles

ROUTE 3 ARTERIAL PRESERVATION PLAN IN ORANGE COUNTY: EXISTING CONDITIONS - BOARD 2



Peak Hour LOS

Signalized Intersection
AM PM

- LOS A or B
- LOS C or D
- LOS E or F

Unsignalized Intersection
AM PM

- LOS A or B
- LOS C or D
- LOS E or F

Inadequately Spaced Crossovers

Collisions - by Type (2011-2017)

- Rear End
- Angle
- Head On
- Sideswipe - Same Direction
- Fixed Object - Off Road
- Non-Collision
- Deer
- Other Animal
- Ped
- Backed Into
- Other

0.25 Miles

ORANGE
SPOTSYLVANIA

Displaced Left Turn (DLT)



Intersection design where left-turn vehicles cross to the other side of the opposing through traffic in advance of the main intersection

- Improved Safety
- Increased efficiency
- Better synchronization

Continuous Green-T (CGT)



Intersection design where one major street direction of travel (the top side of the "T") can pass through the intersection without stopping. The opposite major street direction of travel is typically controlled by a traffic signal.

- Improved Safety
- Increased efficiency
- Free flow one direction

Roundabout



A circular unsignalized intersection where all traffic moves in a counterclockwise direction around a central island.

- Improved Safety
- Increased efficiency
- Safer speeds
- Long-term cost effective
- Aesthetics

Quadrant Roadway (QR)



Intersection design with one main intersection and two secondary intersections that are linked by a connector road in any quadrant of the intersection.

- Improved Safety
- Increased efficiency
- Better synchronization

Restricted Crossing U-Turn (RCUT)



Intersection design where all side street movements begin with a right-turn and use dedicated median openings to complete the desired movement.

- Improved Safety
- Increased efficiency
- Shorter wait times
- Cost effective

Median U-Turn (MUT)



Intersection design where left-turn vehicles from one or both roads make u-turns at dedicated median openings to complete the desired movement.

- Improved Safety
- Increased efficiency
- Shorter wait times
- Cost effective

Diverging Diamond Interchange (DDI)



A grade-separated interchange design where arterial traffic crosses to the other side of the roadway between freeway ramps.

- Improved Safety
- Increased efficiency
- Easier to access freeway
- Cost effective

Single-Point Urban Interchange (SPUI)



A grade-separated interchange design where all freeway ramps begin or end at a single signalized intersection on the arterial.

- Improved Safety
- Increased efficiency
- Increased capacity
- Fewer traffic signals