



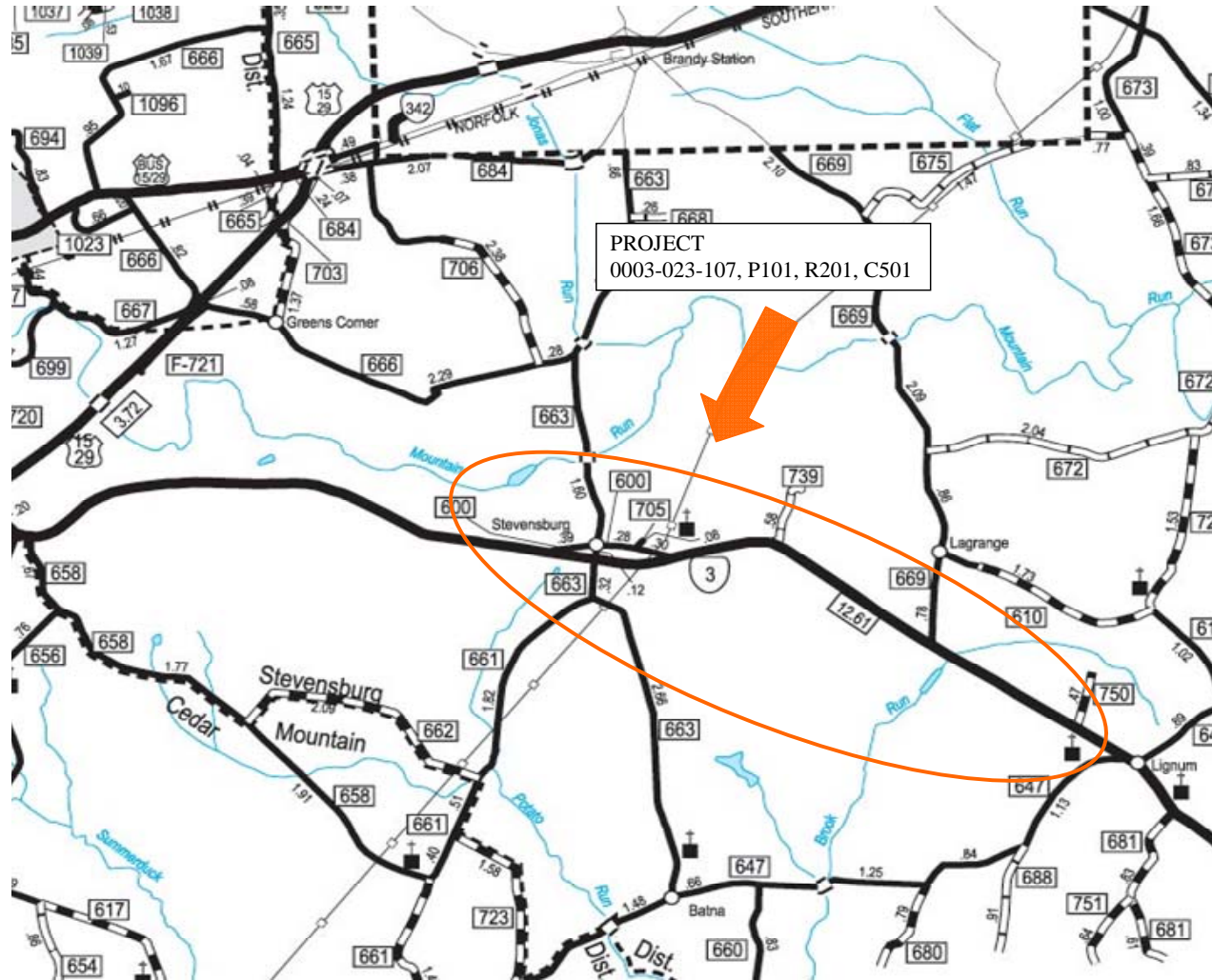
## Route 3 Location Hearing Approval

July 20, 2011

**James Utterback**

Culpeper District Administrator

# Route 3 Background



## Route 3 Background

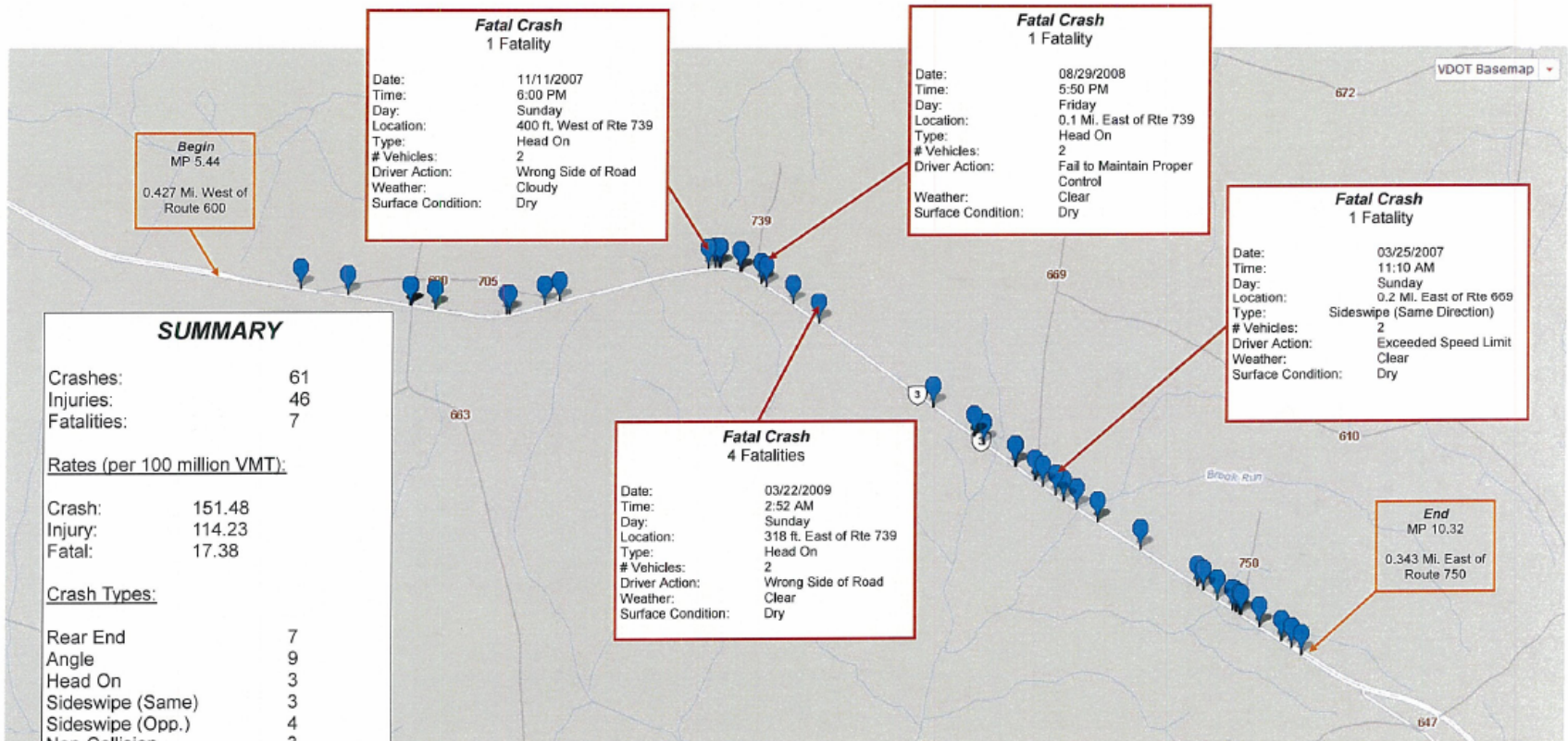
- Final section of Route 3 between Culpeper and Fredericksburg to be widened
- 2010 Culpeper County Comprehensive Plan identifies the completion of the 4-lane improvement to Route 3 *along existing alignment* as a priority
- Culpeper County adopted a resolution supporting the project and recommended alignment along existing Route 3 at May 2011 meeting
- The completion of Route 3 is a regional priority for the Rappahannock-Rapidan Regional Commission in the draft 2035 Rural Long-Range Transportation Plan
- Between 2007 and 2009 there have been 69 crashes and 7 fatalities along this stretch of Route 3. Two more people died in a crash in 2010.

# Route 3 Accident History

## Route 3 Culpeper County, VA—Crash Map

3-Year Crash History (2007—2009)

From: 0.427 Mi. West of Route 600  
To: 0.343 Mi. East of Route 750



**Begin**  
MP 5.44  
0.427 Mi. West of  
Route 600

**Fatal Crash**  
1 Fatality

Date: 11/11/2007  
Time: 6:00 PM  
Day: Sunday  
Location: 400 ft. West of Rte 739  
Type: Head On  
# Vehicles: 2  
Driver Action: Wrong Side of Road  
Weather: Cloudy  
Surface Condition: Dry

**Fatal Crash**  
1 Fatality

Date: 08/29/2008  
Time: 5:50 PM  
Day: Friday  
Location: 0.1 Mi. East of Rte 739  
Type: Head On  
# Vehicles: 2  
Driver Action: Fail to Maintain Proper Control  
Weather: Clear  
Surface Condition: Dry

**Fatal Crash**  
1 Fatality

Date: 03/25/2007  
Time: 11:10 AM  
Day: Sunday  
Location: 0.2 Mi. East of Rte 669  
Type: Sideswipe (Same Direction)  
# Vehicles: 2  
Driver Action: Exceeded Speed Limit  
Weather: Clear  
Surface Condition: Dry

**Fatal Crash**  
4 Fatalities

Date: 03/22/2009  
Time: 2:52 AM  
Day: Sunday  
Location: 318 ft. East of Rte 739  
Type: Head On  
# Vehicles: 2  
Driver Action: Wrong Side of Road  
Weather: Clear  
Surface Condition: Dry

**End**  
MP 10.32  
0.343 Mi. East of  
Route 750

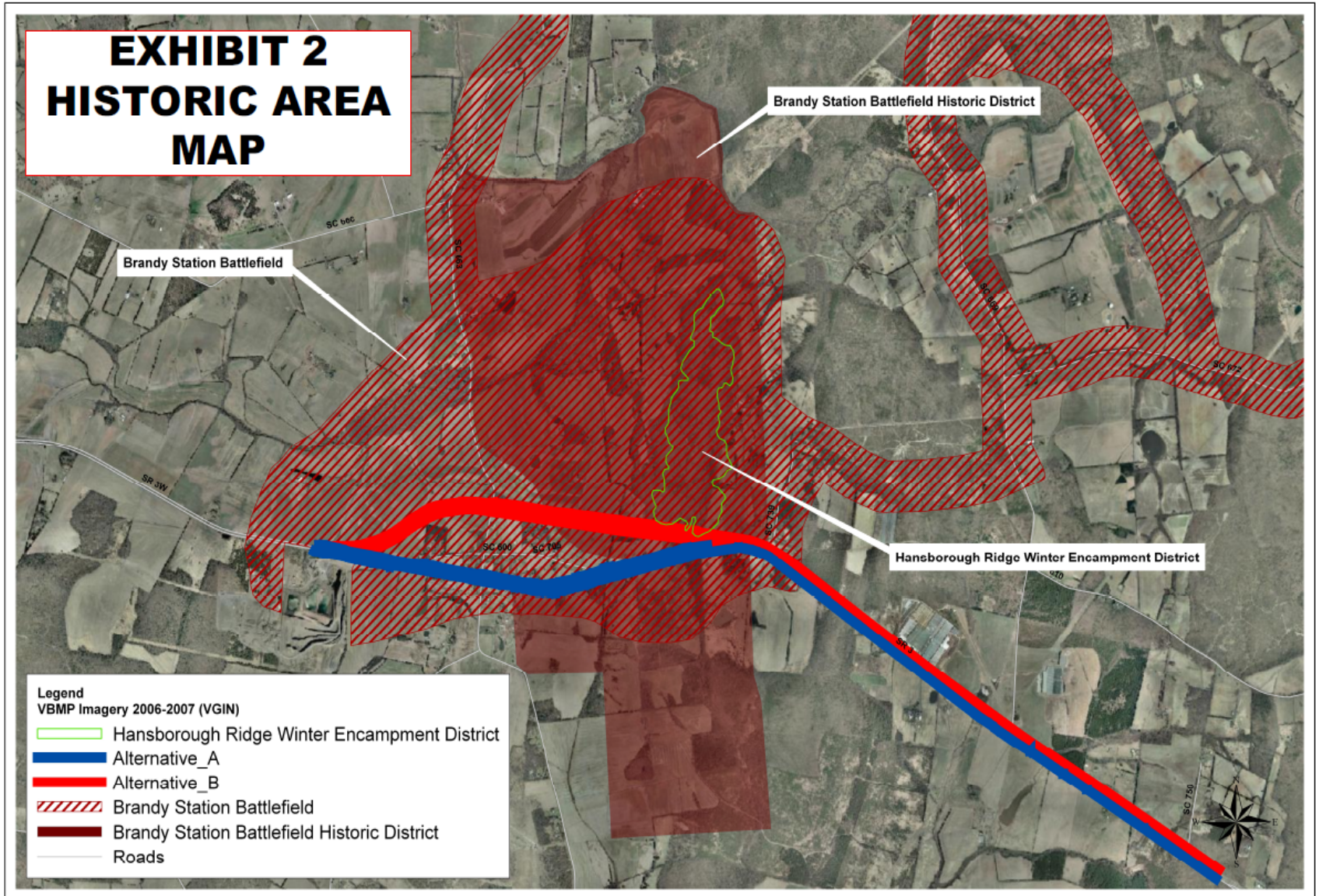
| SUMMARY                             |        |
|-------------------------------------|--------|
| Crashes:                            | 61     |
| Injuries:                           | 46     |
| Fatalities:                         | 7      |
| <u>Rates (per 100 million VMT):</u> |        |
| Crash:                              | 151.48 |
| Injury:                             | 114.23 |
| Fatal:                              | 17.38  |
| <u>Crash Types:</u>                 |        |
| Rear End                            | 7      |
| Angle                               | 9      |
| Head On                             | 3      |
| Sideswipe (Same)                    | 3      |
| Sideswipe (Opp.)                    | 4      |
| Non-Collision                       | 3      |
| Fixed Object (Off Road)             | 14     |
| Deer                                | 17     |
| Other Animal                        | 1      |

# EXHIBIT 1

## Project History

- 2001 Location and Design Public Hearing presented two alignments; a bypass to the north of Stevensburg and improvements along existing alignment. CTB adopted the northern bypass alignment in June 2002
- Project design was completed, but did not move to Right-of-Way due to lack of funding
- 2006 federalization of the project required an environmental assessment in accordance with the National Environmental Policy Act (NEPA)
- 2010 environmental assessment identified impacts historic resources:
  - Brandy Station Battlefield Historic District and Brandy Station Battlefield. *In 2002 the Brandy Station Battlefield, Stevensburg engagement, was not mapped as a historic resource.*
- NEPA requires VDOT to choose the prudent and feasible alternative with the least impact to historic resources

# Project History Area Map



## March 2011 Public Hearing (PH)

- 66 members of the public registered their attendance
- The comment sheet specifically asked the public if they supported the project and which alternative they favored. 72 comment sheets were returned from the public. The breakdown of the responses was as follows:
  - 41 citizens supported the project
  - 10 citizens did not support the project
  - 11 citizens supported the project with modifications
  - Alternative A (Widen along Existing Alignment) was preferred by 18 citizens
  - Alternative B (Northern Bypass of Stevensburg) was preferred by 38 citizens
- VDOT staff also attended a community meeting of approximately 65 citizens the week following the public hearing to provide additional information and answer questions.

## Design Changes Resulting from PH

### Design Changes Incorporated as a result of DHR Concerns

- Removal of proposed storm-water management pond that impacted the Wicked Bottom Historic Spring
- Adjustment of the alignment to minimize impacts to Hansborough Ridge, a historic resource

### Design Changes Recommended as a result of Citizen Concerns

- Reduction of speed limit to 45 mph through community of Stevensburg
- Several additional cross-overs to include access to Stevensburg store/post office and the historic Salubria site
- Identifying additional design features to improve safety and access for the community



## Current Actions/Next Steps

### Route 3 Task Force to address Citizen Concerns

- Consisting of interested citizens, VDOT staff, CTB Member Jim Rich, and chaired by Culpeper County Board of Supervisor Bill Chase

### Traffic Calming Design Team

- Convened a meeting of recognized experts in traffic calming from Central Office, other Districts, and external consultant to review project and ideas set forth by the Route 3 Task Force

### Final Environmental Assessment

- Section 106 Historic Coordination, Section 4(f) coordination and FONSI determination to be complete December 2010

### Design Approval

- Design Approval by Chief Engineer planned for Spring 2012

## Recommended Action

*VDOT recommends approval of the location of the Route 3 project, presented as Alternate A, at the March 23, 2011 public hearing, held pursuant to Code of Virginia § 33.1-18.*

*Action Required by CTB: The Code of Virginia § 33.1-12(1), requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between the points designated in the establishment of such systems. The CTB will be presented with a resolution to rescind the June 22, 2002 CTB approval of the northern bypass alternative around the Stevensburg area for a formal vote.*