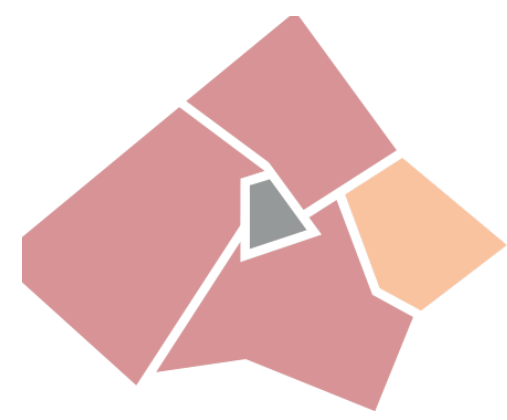


Ambassador Drive – Cloverhill Boulevard



Needs

Crash History

Angle collisions

- Ambassador Drive Intersection: 93%
- Newcomb Boulevard Intersection: 88%

Traffic Congestion

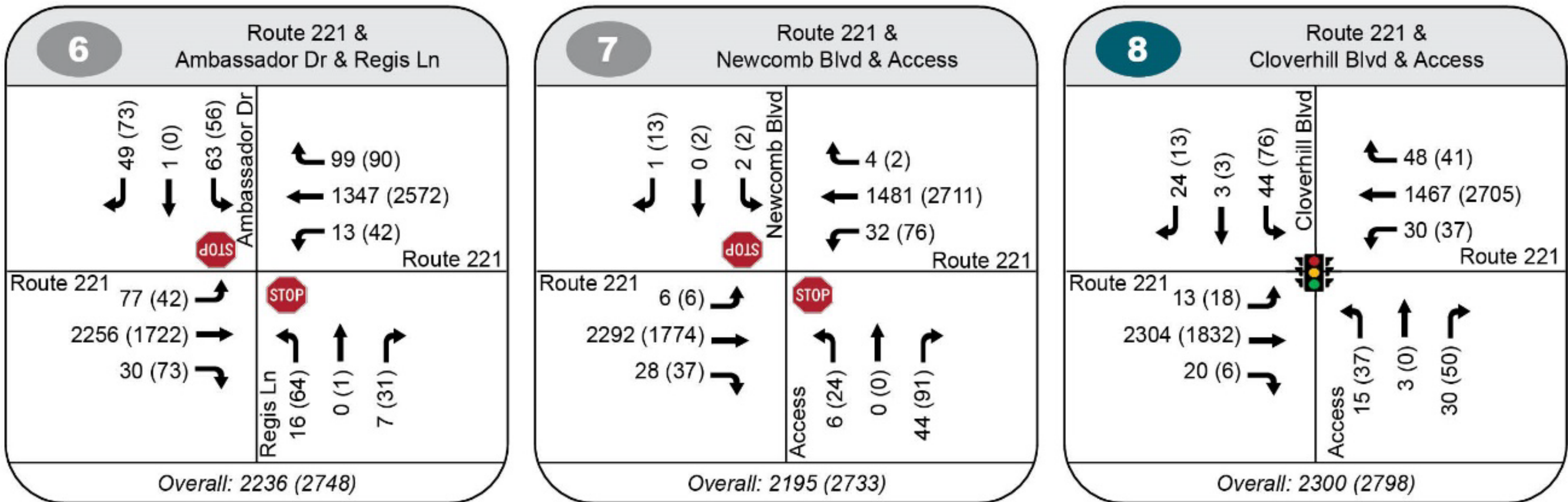
- 2045 Route 221 delays at Cloverhill Boulevard > 2 minutes

Take the Survey



https://publicinput.com/route221_improvements

2045 Traffic Volumes



Benefits

Safety

- A thru-cut at Cloverhill Boulevard could have prevented 13% of crashes within the study period
- Restricting left turns from Ambassador Drive on to Route 221 could have prevented 67% of crashes within the study period
- Restricting left turns from Newcomb Boulevard on to Route 221 could have prevented 80% of crashes within the study period
- Sidewalks provide a safe space for pedestrians

Traffic Congestion

Cloverhill Boulevard Intersection delay and queues reduced by:

- 45 seconds — AM and PM peak hours
- 370 feet westbound — PM peak hour



Forest Rd intersection with Ambassador Dr

Needs

PSI (Potential for Safety Improvement)

PSI intersections and segments have a higher number of crashes than expected based on their roadway characteristics. VDOT has identified the following PSI location in this area.

- Burnbridge Road and Thomas Jefferson Road Intersection (2018-2022, 2019-2023)

Crash History

- 52% of crashes at the Thomas Jefferson Road Intersection were angle collisions between vehicles that could not both have green lights
- 90% of northbound crashes on Thomas Jefferson Road at Burnbridge Road were rear end collisions

Traffic Congestion

- 2045 delays > 2 minutes
- 2045 westbound Route 221 queues > 2,800 feet (115 vehicles)

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Benefits

Safety

- Restricting northbound left turns from Thomas Jefferson Road on to Burnbridge Road could have prevented 90% of northbound crashes within study period
- Sidewalks provide a safe space for pedestrians

Traffic Congestion

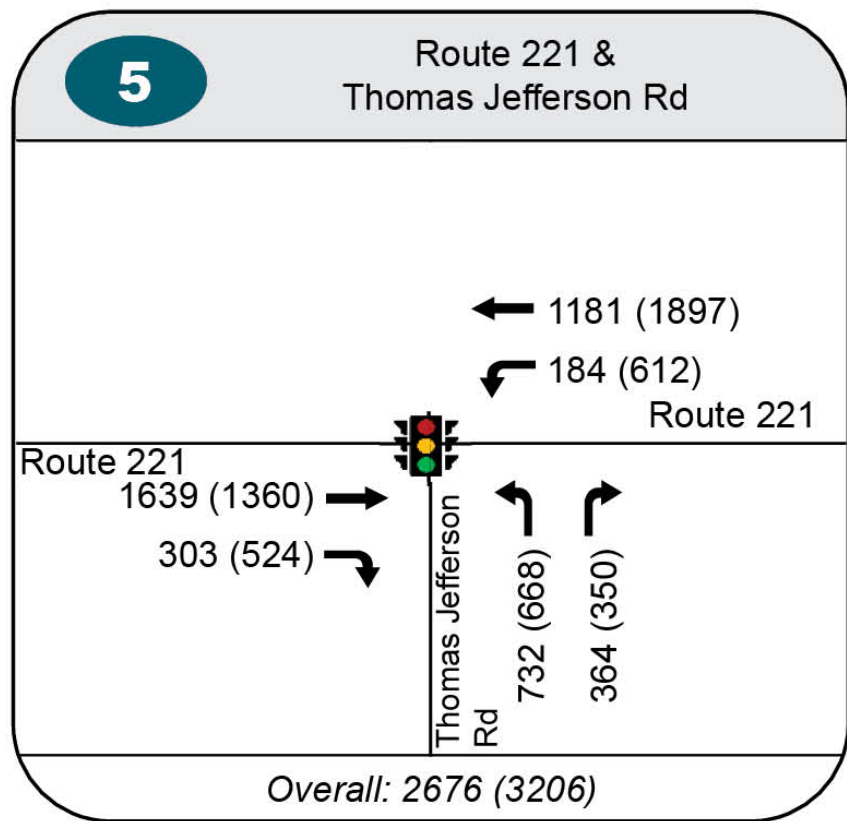
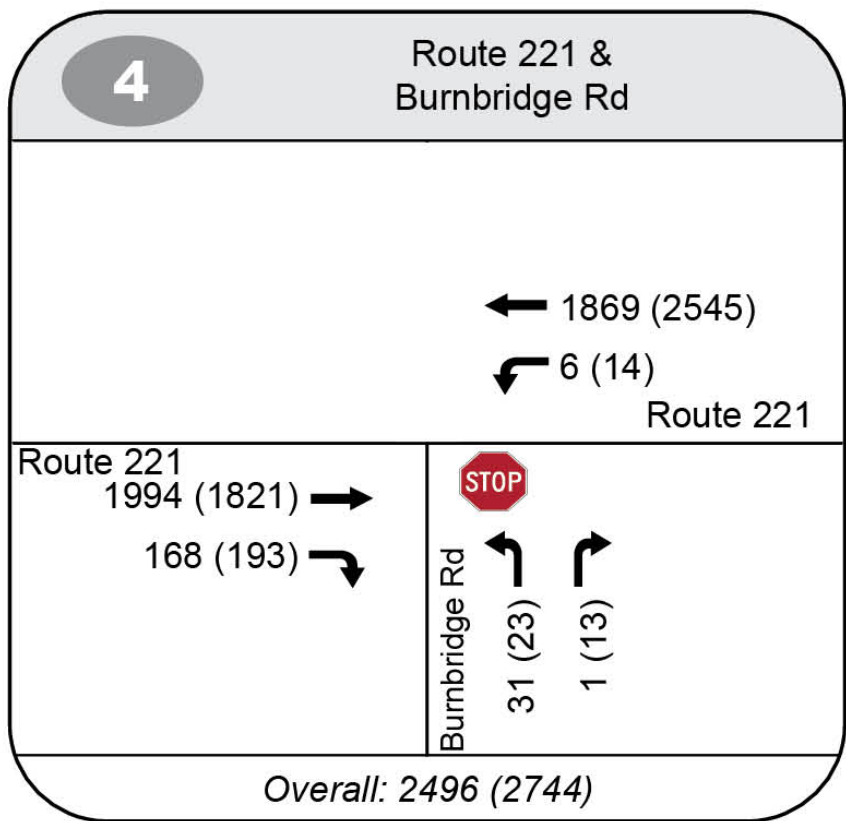
Thomas Jefferson Road Intersection delay and queues reduced by:

- 24 seconds — PM peak hour
- 1,700 feet westbound — PM peak hour

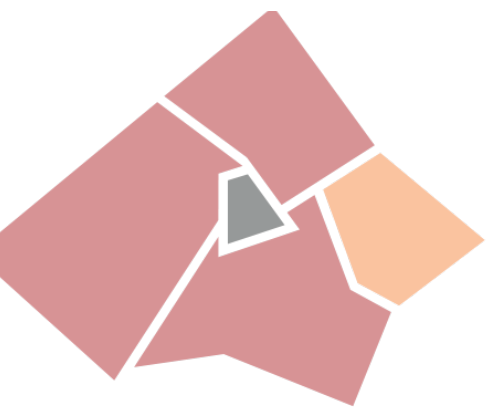


Forest Rd intersection with Thomas Jefferson Rd

2045 Traffic Volumes



Perrowville Road – Corporate Park Drive



Needs

PSI (Potential for Safety Improvement)

PSI intersections and segments have a higher number of crashes than expected based on their roadway characteristics. VDOT has identified the following PSI locations in this area.

- Perrowville Road Intersection (2018-2022)
- Route 221 Venture Drive to Corporate Park Road (2018-2022)

Crash History

Angle collisions

- Perrowville Road Intersection: 63%
- Venture Drive Intersection: 67%
- Elkton Farm Road: 36%

Traffic Congestion

- 2045 delays > 60 seconds
- 2045 southbound Perrowville Road queues > 800 feet (32 vehicles)
- 2045 westbound queues at Corporate Park Drive > 2,200 feet (89 vehicles)

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Benefits

Safety

- A thru-cut at Perrowville Road could have prevented 22% of crashes within the study period
- A thru-cut at Corporate Park Drive could have prevented 7% of crashes within the study period
- A median at Venture Drive restricting left turns on to Route 221 could have prevented 33% of crashes within the study period

Traffic Congestion

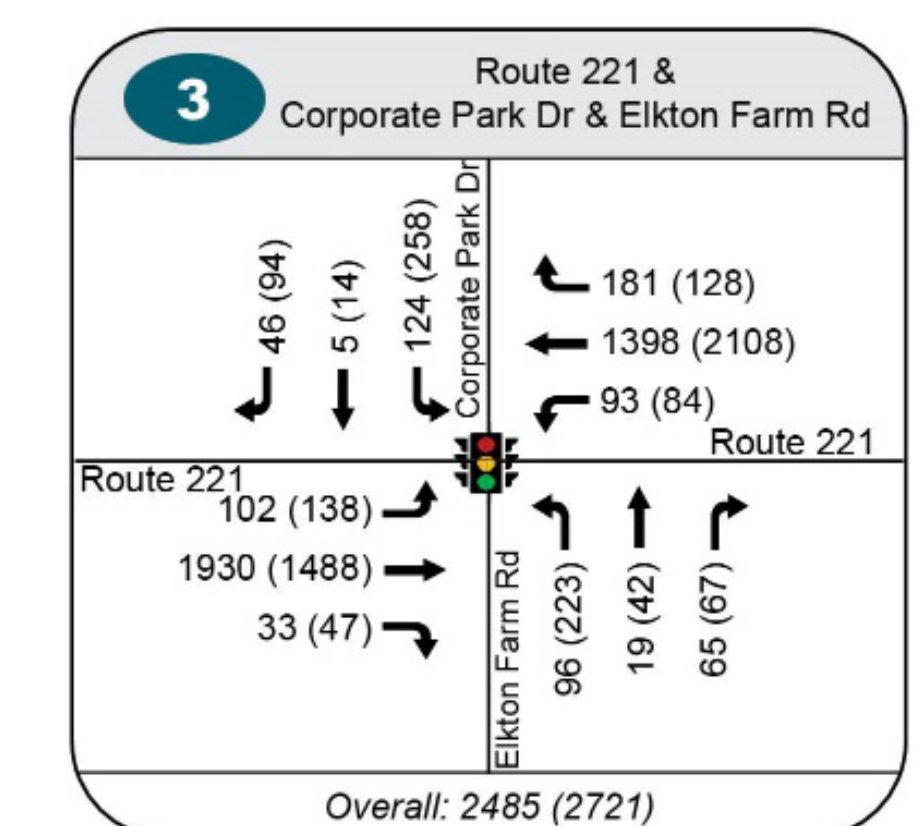
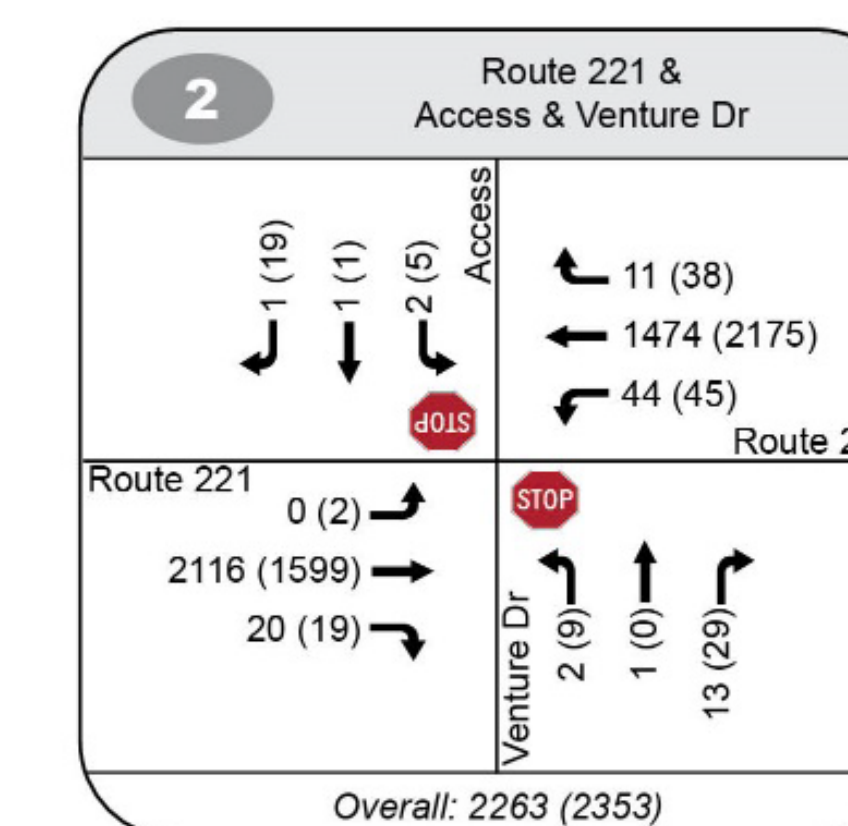
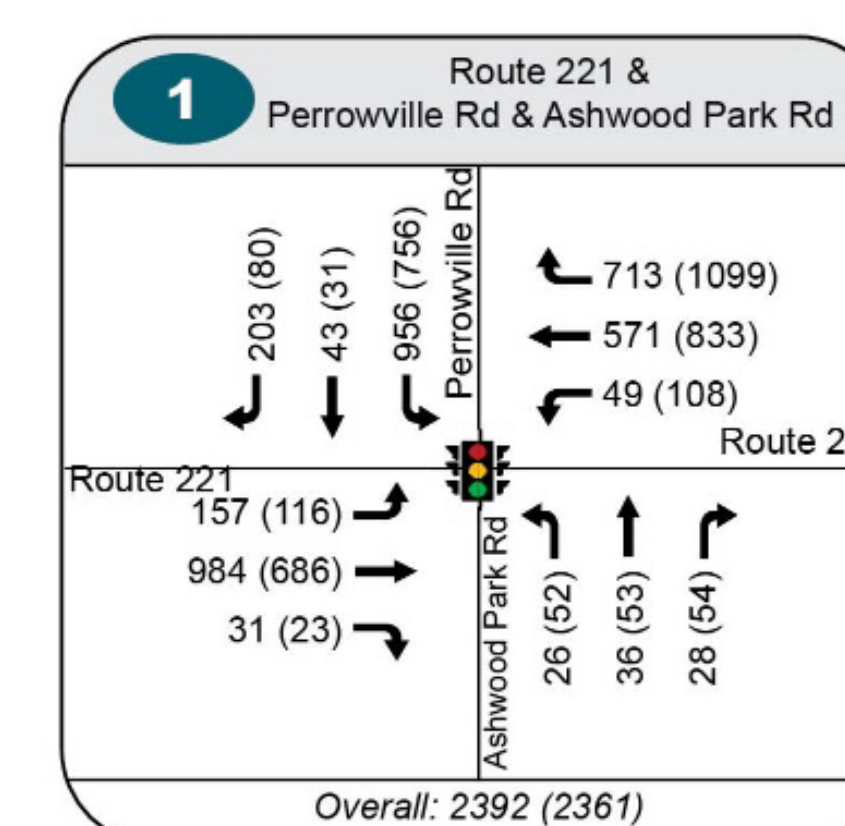
Perrowville Road Intersection delay and queues reduced by:

- 21 seconds — AM peak hour
- 40 seconds — PM peak hour
- 250 feet southbound — AM peak hour
- 490 feet southbound — PM peak hour
- 320 feet westbound — AM peak hour

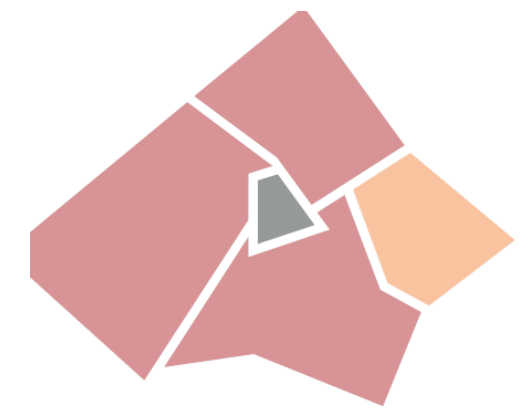
Corporate Park Drive/Elkton Farm Road Intersection delay and queues reduced by:

- 12 seconds — AM peak hour
- 47 seconds — PM peak hour
- 325 feet westbound — AM peak hour
- >1,500 feet westbound — PM peak hour

2045 Traffic Volumes



Graves Mill Road – Gristmill Drive



Needs

PSI (Potential for Safety Improvement)

PSI intersections and segments have a higher number of crashes than expected based on their roadway characteristics. VDOT has identified the following PSI locations in this area.

- Gristmill Drive Intersection (2018-2022, 2019-2023)
- Gristmill Drive at Graves Mill Road Intersection (2018-2022)
- Route 221 - Gristmill Drive to Graves Mill Road (2018-2022, 2019-2023)

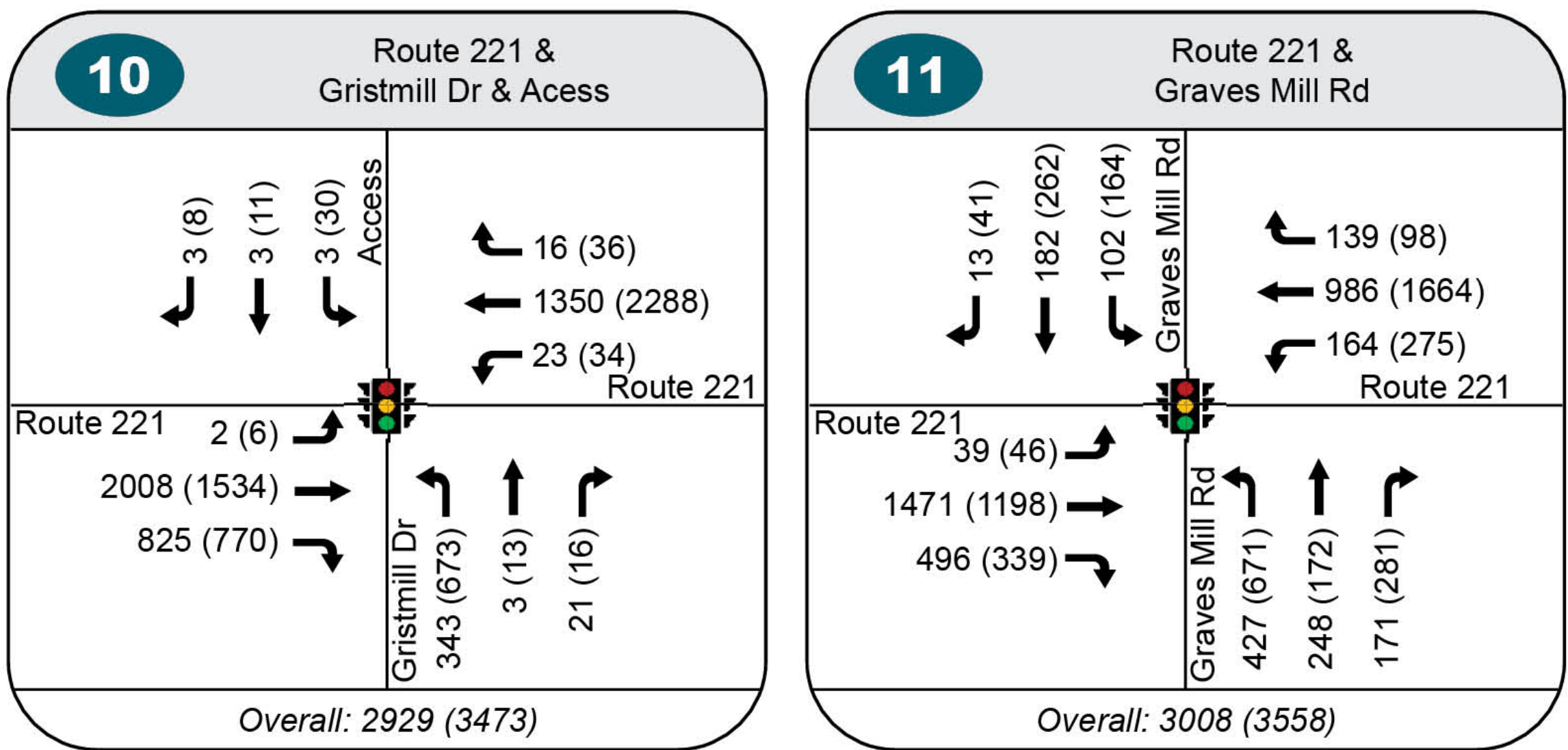
Crash History

- Gristmill Drive: 61% angle collisions
- Graves Mill Road: 61% rear end collisions

Traffic Congestion

- 2045 delays > 2 minutes
- 2045 westbound Route 221 queues > 1,00 feet (40 vehicles) due to Enterprise Drive spillback

2045 Traffic Volumes



Benefits

Safety

- A thru-cut at Gristmill Drive could have prevented 8% of crashes within the study period

Traffic Congestion

Gristmill Drive Intersection with thru-cut only, delay and queues reduced by:

- 60 seconds — AM peak hour
- 39 seconds — PM peak hour

Gristmill Drive Intersection with lane conversion, delay reduced by:

- 69 seconds — AM peak hour
- 76 seconds — PM peak hour

Gristmill Drive and Graves Mill Road Intersection with left turn lane, delays and queues reduced by:

- 85 seconds — AM peak hour
- 155 seconds — PM peak hour
- 550 feet westbound — AM peak hour

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Queues on Graves Mill Rd