



PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Route 218 from Bloomsbury Road to Lambs Creek Church Road
VDOT District: Fredericksburg / Locality: King George

FR-25-04
Sheet 1 of 2

LEGEND

Unsignalized Intersection



Study Purpose, Goals, and Objectives

To analyze the operational and safety issues identified along Route 218 from Lambs Creek Church Road and Bloomsbury Road, with a focus on safety improvement and transit access.

VTrans Needs



Safety Improvement



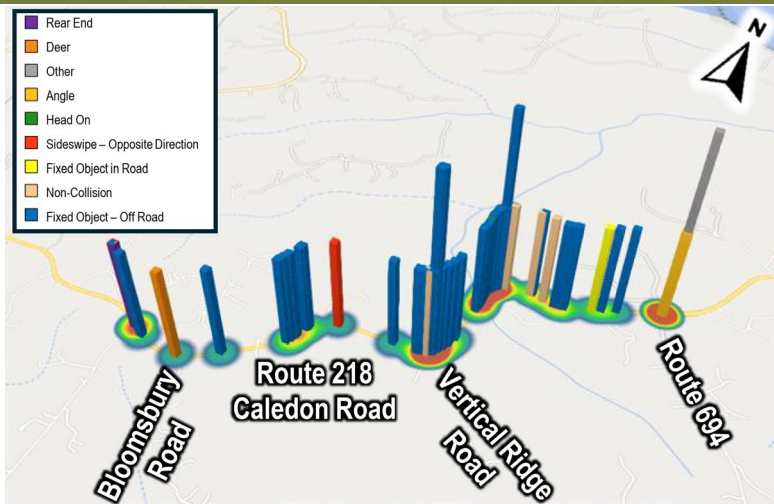
Transit Access

Study Facts

Major Study Intersections	3
Length of Study Area	2 miles
Classification	Principal Arterial
2022 Annual Average Daily Traffic	7,800
Speed Limit	45 mph

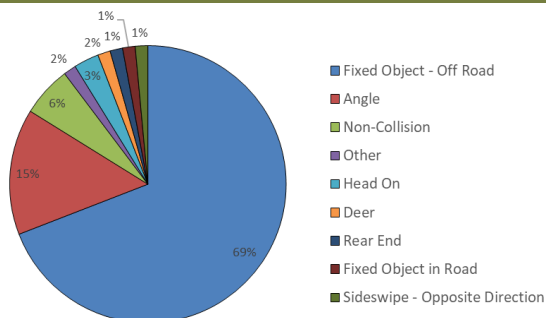
Safety Needs

- Route 218 between Vertical Ridge Road and Lambs Creek Church Road was ranked 27th Potential for Safety Improvement (PSI) segments in the VDOT District for the 2019–2023 period
- Over 45% of the crashes occurred due to speeding and aggressive driving
- Two head-on crashes from centerline crossing on sharp curves near Vertical Ridge Road; one fatal motorcycle crash
- 37 of 68 total crashes occurred at sharp curves near Vertical Ridge Road
- 46 fixed object off-road crashes occurred, primarily at the sharp curves near Vertical Ridge Road—33% resulted in injuries & 67% resulted in property damage only



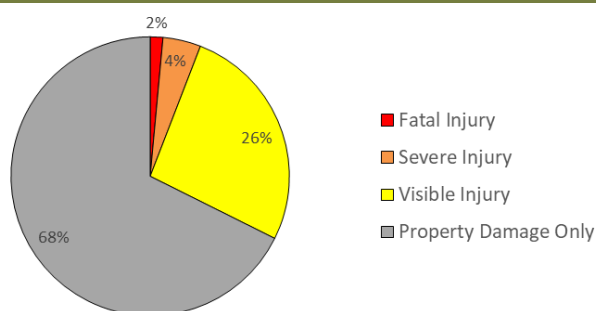
Crash Type

68 Total Crashes (2020–2024)



Crash Severity

68 Total Crashes (2020–2024)





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Operations Summary

- No operations or access VTrans needs identified
- Travel on Route 218 is reliable throughout the day

Bike and Pedestrian Access Needs

- No bike and pedestrian facilities are within study area

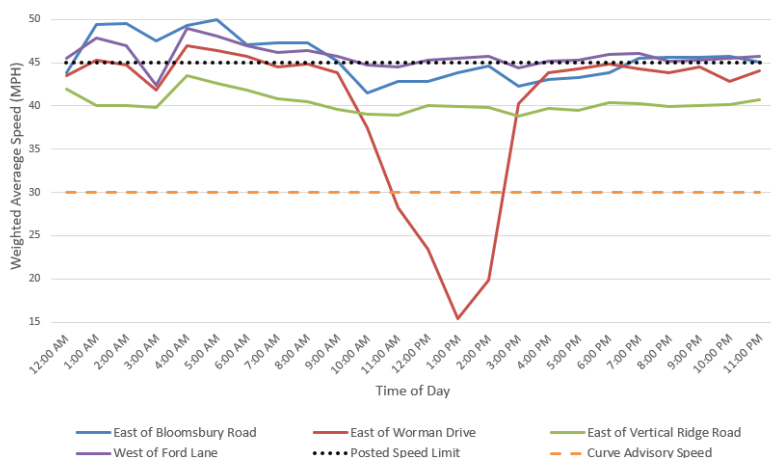
Transit and TDM Needs

- No transit facilities are present along the study corridor

Summary of Needs Identified Through Public Outreach

- Survey date: May 7–May 21 2025
- Number of participants: 731
- Highest ranked needs: Safety improvement and Transit Access
- Mode(s) of travel: Personal vehicle (99%), truck or commercial vehicle (4%), Other (16%)
- Speeding/aggressive driving, Inadequate shoulders/sight distance, difficulty making left turns were identified as the most common safety issues in the study area.

Speed Analysis



- A 48-hour speed study was conducted at four locations along the corridor
- Hourly average speeds were calculated for each site
- Speeds generally stayed near the posted limit of 45 mph
- At the Vertical Ridge Road curves, average speeds were 10 mph above the 30 mph warning speed.
- At the curve near 2532 Caledon Road, speeds dropped between 10 AM and 3 PM due to a high number of vehicles traveling at 0–15 mph during that period on both days.

Proposed Solutions to Evaluate in Phase 2

