

## 1) Rte. 151 at Rte. 664 (Beech Grove Road)



### Two crashes

- Angle
- Off-road

## 1) Rte. 151 at Rte. 664 (Beech Grove Road)

### Issues

- Heavy southbound right turn traffic
- Overgrown vegetation
- Confusing signage

### Potential improvements

- Add southbound offset right turn bay
- Trim vegetation in northwest quadrant
- Adjust signage along northbound Rte. 151

## 2) Rte. 151 at Rte. 627 (Spruce Creek Lane)



### Three crashes

- Angle
- Off-road
- Wildlife

## 2) Rte. 151 at Rte. 627 (Spruce Creek Lane)

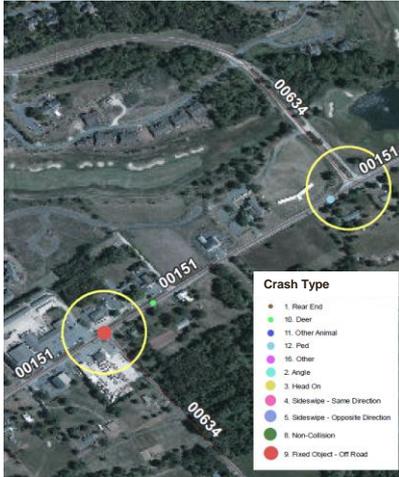
### Issues

- Poor sight distance
- Odd alignment of Rte. 627 affects turning traffic
- Location of driveways within intersection area
- Potential historic structure (mill foundation)

### Potential improvements

- Modify embankment in southwest quadrant
- Realign Rte. 627 to improve sight distance
- Add intersection-ahead signage with flashers on the northbound approach

### 3) Rte. 151 at Rte. 634 (Nellysford area)



#### Three crashes

- Pedestrian
- Off-road
- Wildlife

### 3) Rte. 151 at Rte. 634 (Nellysford area)

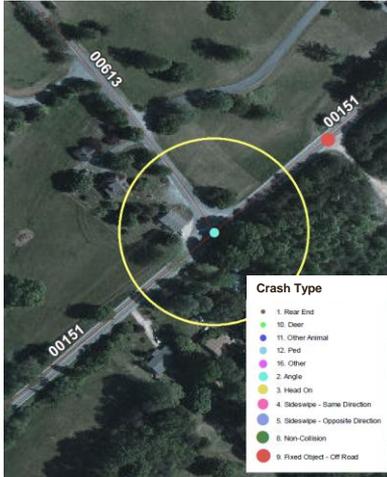
#### Issues

- Lack of pedestrian facilities
- Access Management/Poor inter-parcel connectivity
- Vegetation on Rte. 634 (Adial Road) limits sight distance approaching Rte. 151

#### Potential improvements

- Add sidewalks for pedestrians
- As new development or re-development occurs, improve access management and inter-parcel connectivity
- On Adial Road, trim vegetation and relocate stop sign
- Reduce speed limit to 35 mph through Nellysford

## 4) Rte. 151 at Rte. 613 (Rodes Farm and Lodebar Estates)



### Two crashes

- Angle
- Off-road

## 4) Rte. 151 at Rte. 613 (Rodes Farm and Lodebar Estates)

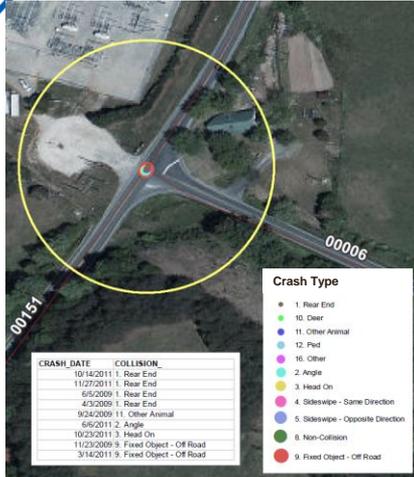
### Issues

- Crest in road between Rodes Farm Road and Lodebar Estates limits sight distance
- Embankment along east side of Rte. 151 also contributes to sight distance issues
- Drivers have to be aggressive turning onto Rte. 151

### Potential improvements

- Regrade roadway in area to improve sight distance
  - Reduce crest of hill
  - Regrade embankment

## 5) Rte. 151 at Rte. 6 (River Road)



### Multiple crashes

- 4 Rear-end
- 1 Angle
- 2 Off-road

## 5) Rte. 151 at Rte. 6 (River Road)

### Issues

- Heavy turning truck traffic
- Lack of turn lane
- Narrow receiving area, vehicles are crossing yellow lines (traveling into opposite lane)

### Potential improvements

- Widen east leg of intersection for wider receiving area to accommodate turning vehicles
- Consider roundabout

## 6) Rte. 151 at Rte. 635 (Rockfish School Lane)



### Multiple crashes

- 7 Rear-end
- 1 Angle

## 6) Rte. 151 at Rte. 635 (Rockfish School Lane)

### Issues

- **Increased in crashes last two years**
  - Due to addition of Recycling Drop-off at Community Center
  - Park activities generate high traffic: soccer fields, horse and dog shows
- **Lack of turn lanes**

### Potential improvements

- **VDOT is currently in process to obtain HSIP grant to add a northbound turn lane**

## 7) Rte. 151 at Rte. 635 (Greenfield Road)



### Multiple crashes

- 4 Rear-end
- 3 Angle
- 1 Fixed object/off-road
- Most in 2008 & 2009

## 7) Rte. 151 at Rte. 635 (Greenfield Road)

### Issues

- Location recently improved
- Short northbound right turn bay

### Potential improvements

- Extend northbound right turn bay

## 8) Rte. 151 at Rte. 729 (Creek Road)



### Multiple crashes

- 3 Rear-end
- 2 Angle

## 8) Rte. 151 at Rte. 729 (Creek Road)

### Issues

- Turning traffic and lack of turn bays
- Heavy traffic generator (store)

### Potential improvements

- Restripe roadway to provide northbound left turn into the store's southern access
- Add a southbound right turn bay onto Creek Road

## 9) Rte. 151 at Rte. 784 (Bland Wade Lane)



### Multiple crashes

- 1 Rear-end
- 1 Angle
- 2 Off-road

## 9) Rte. 151 at Rte. 784 (Bland Wade Lane)

### Issues

- Limited sight distance due to hill in northeast quadrant
- Limited sight distance due to dip in road to the south
- **Businesses (Fitness Center, former Doctor's office) at intersection**
  - Traffic cuts through Fitness Center lot

### Potential improvements

- Regrade hill to improve sight distance and eliminate dip in road
- Add a northbound right turn bay
- 35 mph advisory speed sign with flashers already present

## 10) Rte. 151 at Rte. 760 (Sunrise Drive)



### No reported crashes for analysis years

- Crash debris present south of intersection during site visit
- Guardrail condition indicates two accidents

## 10) Rte. 151 at Rte. 760 (Sunrise Drive)

### Issues

- Limited sight distance due to crest in roadway to the south
- Portion of guardrail in poor condition

### Potential improvements

- Regrade roadway to reduce crest
- Modify embankment in southwest quadrant
- Rehabilitate guardrail and improve drainage

## 11) Rte. 151 at Rte. 609 (Mill Lane)



### Multiple crashes

- 1 Rear-end
- 1 Angle
- 1 Fixed Object/Off-road
- 1 Sideswipe

## 11) Rte. 151 at Rte. 609 (Mill Lane)

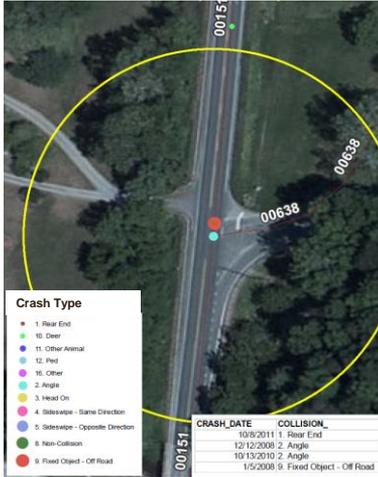
### Issues

- **Poor sight distance**
  - Goodwins Creek bridge
  - Overgrown vegetation
- **Driveways of gas station in close proximity of intersection**

### Potential improvements

- **Trim vegetation**
- **Improve access management**
- **Improve signage on Rte. 151 for Rte. 609**
- **Widen bridge structure**

## 12) Rte. 151 at Rte. 638 (Avon Road - south)



### Multiple crashes

- 1 Rear-end
- 1 Angle
- 1 Fixed Object/Off-road

## 12) Rte. 151 at Rte. 638 (Avon Road - south)

### Issues

- Driver inattention
- Overgrown vegetation in southeast quadrant limits sight distance
- Stop bar too far back

### Potential improvements

- Move stop bar closer to roadway to improve sight distance
- Trim vegetation

## 13) Rte. 151 at Rte. 840 (Tanbark Road)



### Multiple crashes

- 3 Angle
- 1 other

## 13) Rte. 151 at Rte. 840 (Tanbark Road)

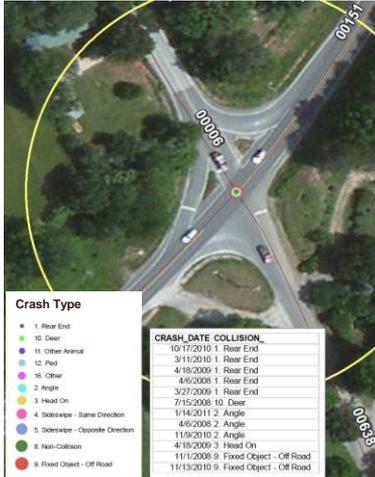
### Issues

- Site of two fatalities in a 2012 crash
- Yellow lines and stop bars faded on Tanbark Road
- Crest on Tanbark Road limits approach sight distance
- Embankments limits sight distance

### Potential improvements

- Refresh yellow lines and stop bars and relocate stop sign
- Add intersection ahead signs on Rte. 840
- Add 45mph advisory sign to the existing Intersection Warning Sign
- Regrade Tanbark Road to improve visibility to Rte. 151
- Improve Tanbark Road at Greenberry Road
- Cut embankment back in southwest quadrant
  - Not possible to cut embankment in southeast quadrant

## 14) Rte. 151 at Rte. 6 (Afton Mountain Road)



### Multiple crashes

- 5 Rear-end
- 3 Angle
- 4 other types

## 14) Rte. 151 at Rte. 6 (Afton Mountain Road)

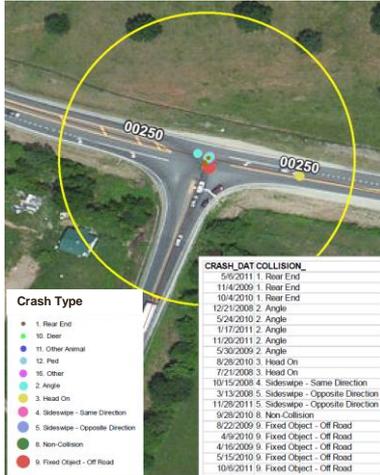
### Issues

- Minor road dips on approach to Rte. 151, hiding view until vehicles near intersection
- Vegetation in southwest quadrant limits sight distance
- Stop signs not consistent in size
- Eastbound right turn approach is at an awkward angle, drivers looking over shoulder to see southbound vehicles
- Dip on Rte. 151 to the south limits sight distance
- Heavy turning volume during tourist season

### Potential improvements

- Regrade Rte. 6, and make stop signs a consistent size
- Reconfigure eastbound right turn lane or add acceleration lane
- VDOT is currently in process to obtain HSIP grant to add turn lanes
- VDOT recently reviewed Rte. 151 to the north, improved signage

## 15) Rte. 151 at US 250 (Rockfish Gap Turnpike)



### Multiple crashes

- 3 Rear-end
- 5 Angle
- 2 Head-on
- 5 Fixed Object/Off-road
- 4 other types

## 15) Rte. 151 at US 250 (Rockfish Gap Turnpike)

### Issues

- **Heavy turn movements with short turn bays**
  - Eastbound US 250 right turning vehicles block Rte. 151 traffic's view of the through movement
  - Westbound US 250 left turning traffic queue extends into through lane, through vehicles driving around on grass area

### Potential improvements

- **Offset the eastbound right turn bay by 12 feet to improve visibility of eastbound through vehicles**
- **Extend the westbound left turn lane**
- **Add a northbound right turn lane with an acceleration lane**
- **Consider a traffic signal or a roundabout**