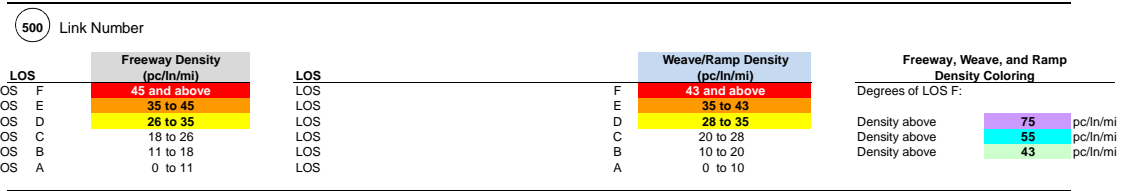
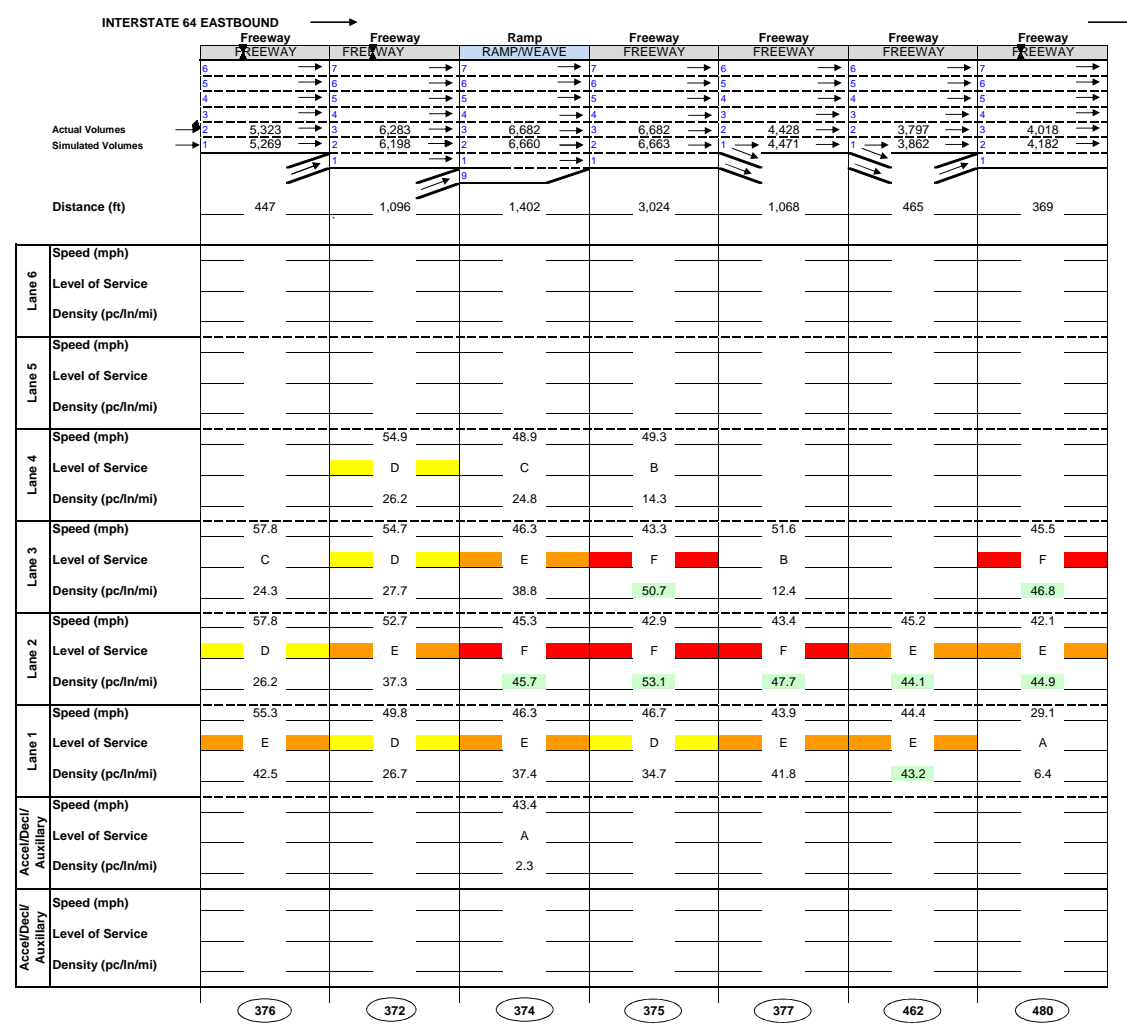
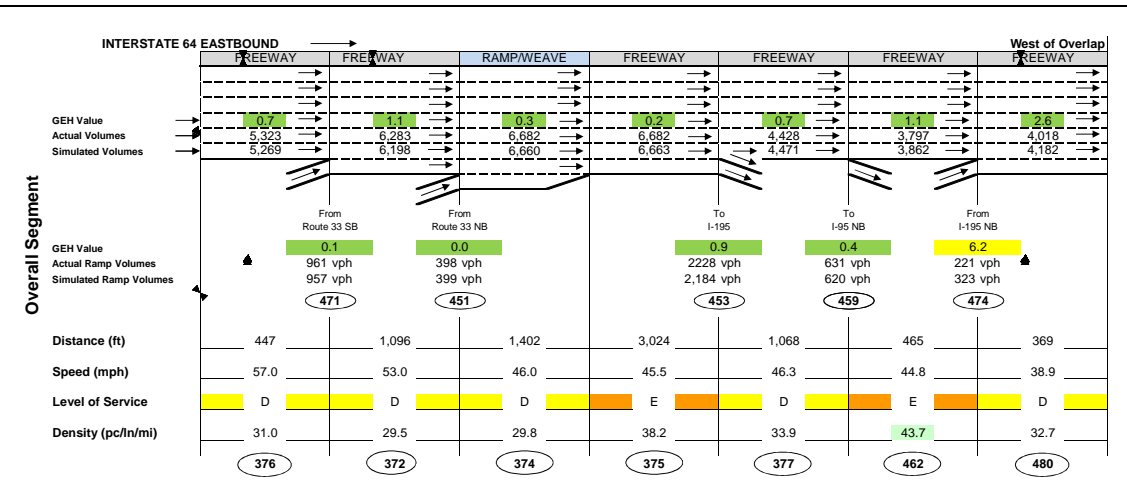


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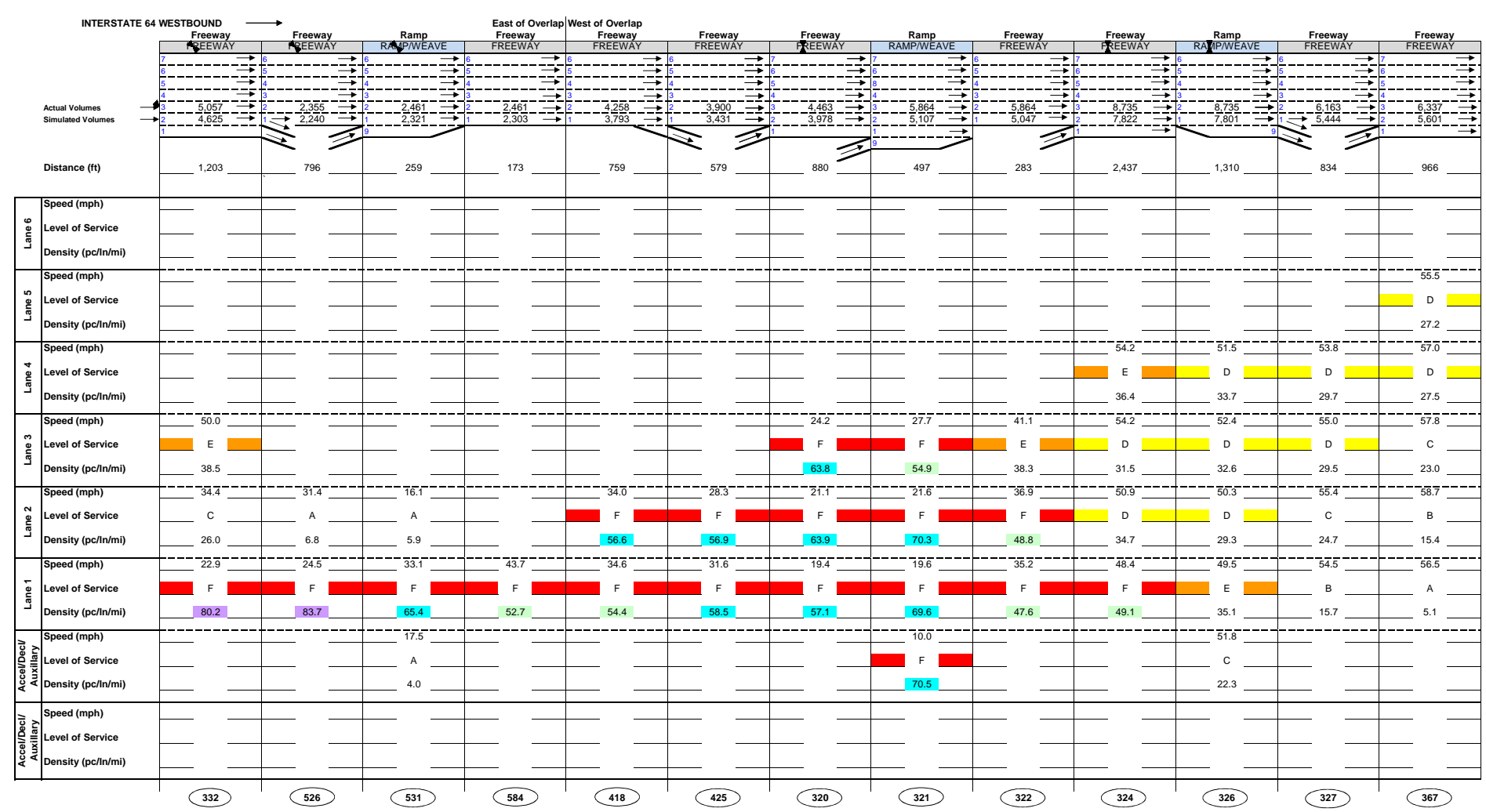
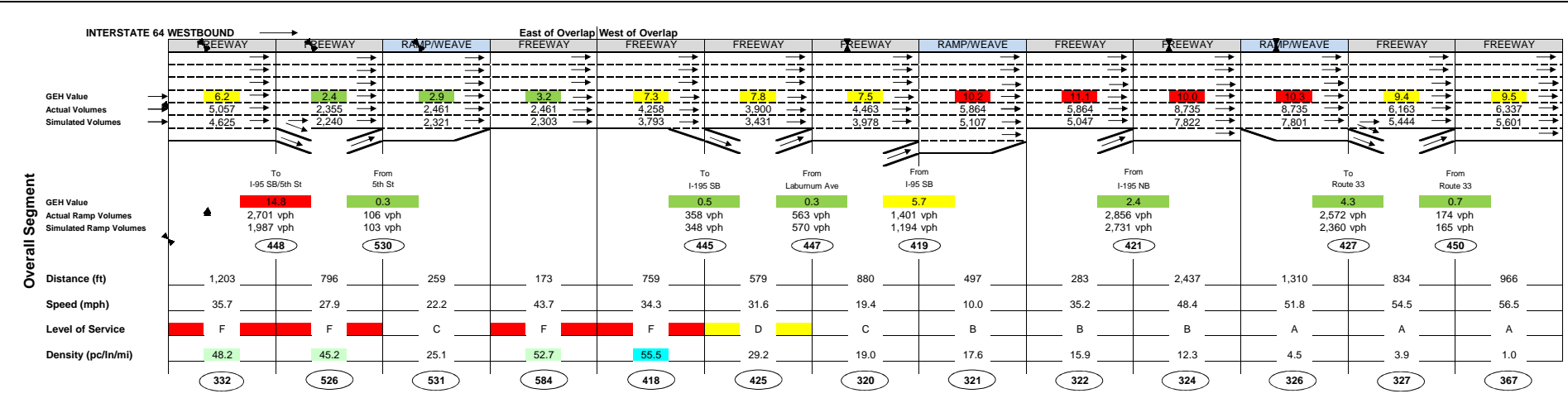


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500 Link Number		Weave/Ramp Density (pc/ln/mi)		Freeway, Weave, and Ramp Density Coloring	
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:	
LOS E	35 to 45	LOS E	35 to 43	Density above	75 pc/ln/mi
LOS D	26 to 35	LOS D	28 to 35	Density above	55 pc/ln/mi
LOS C	18 to 26	LOS C	20 to 28	Density above	43 pc/ln/mi
LOS B	11 to 18	LOS B	10 to 20		
LOS A	0 to 11	LOS A	0 to 10		



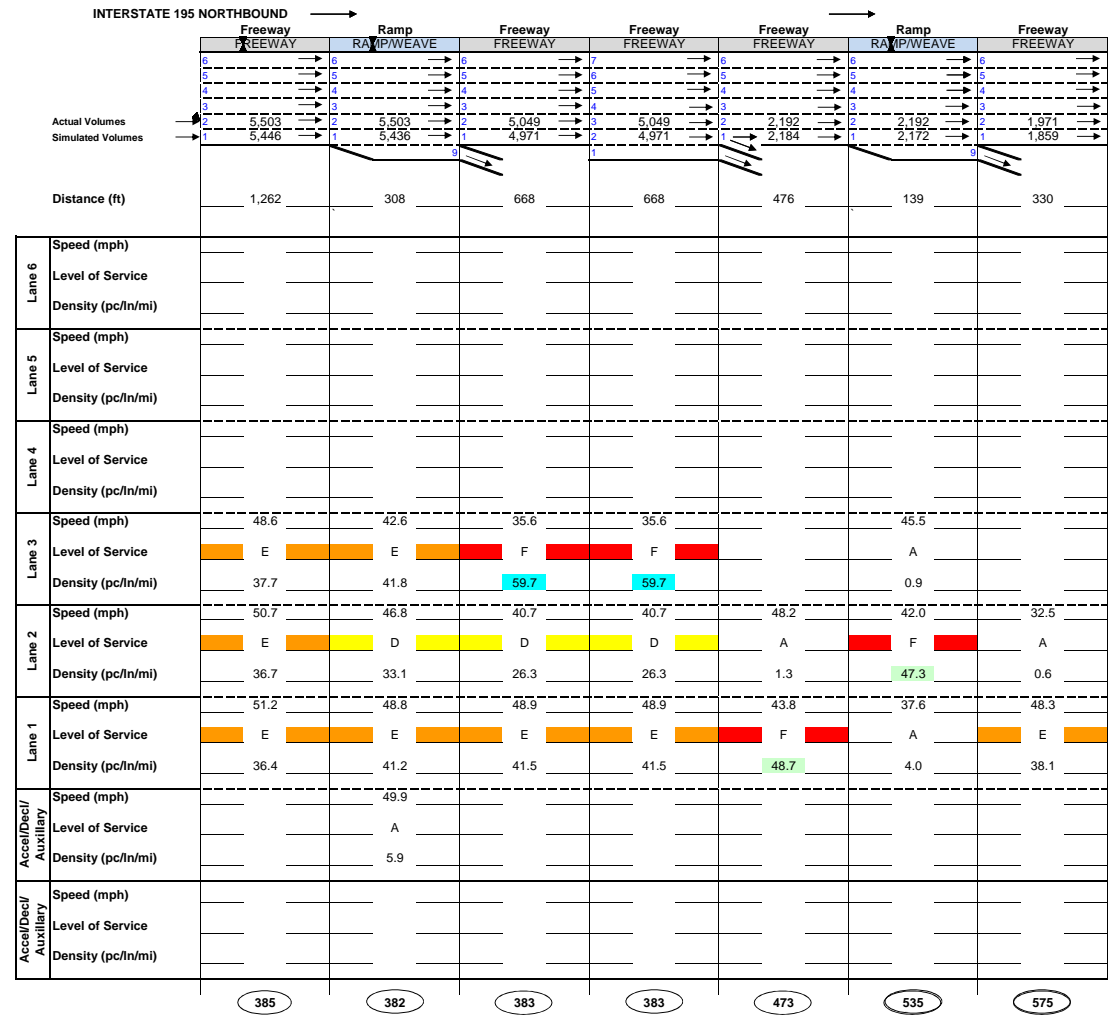
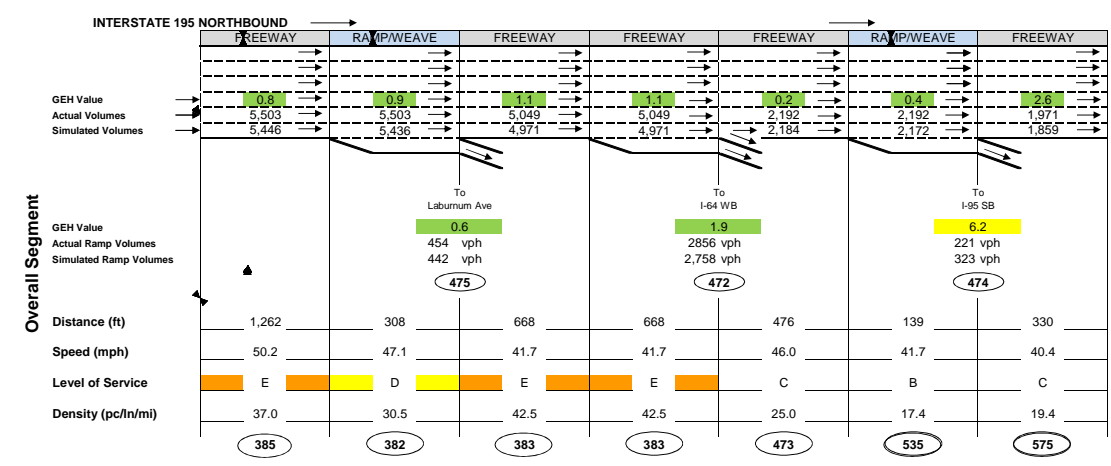
Figure LONG 3
I-64 and I-95 Overlap Report
Eastbound I-64
AM 2022 Build Option 2 Peak Hour MOE's
7:30 - 8:30 AM



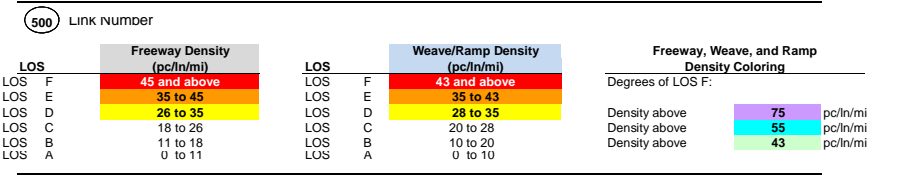
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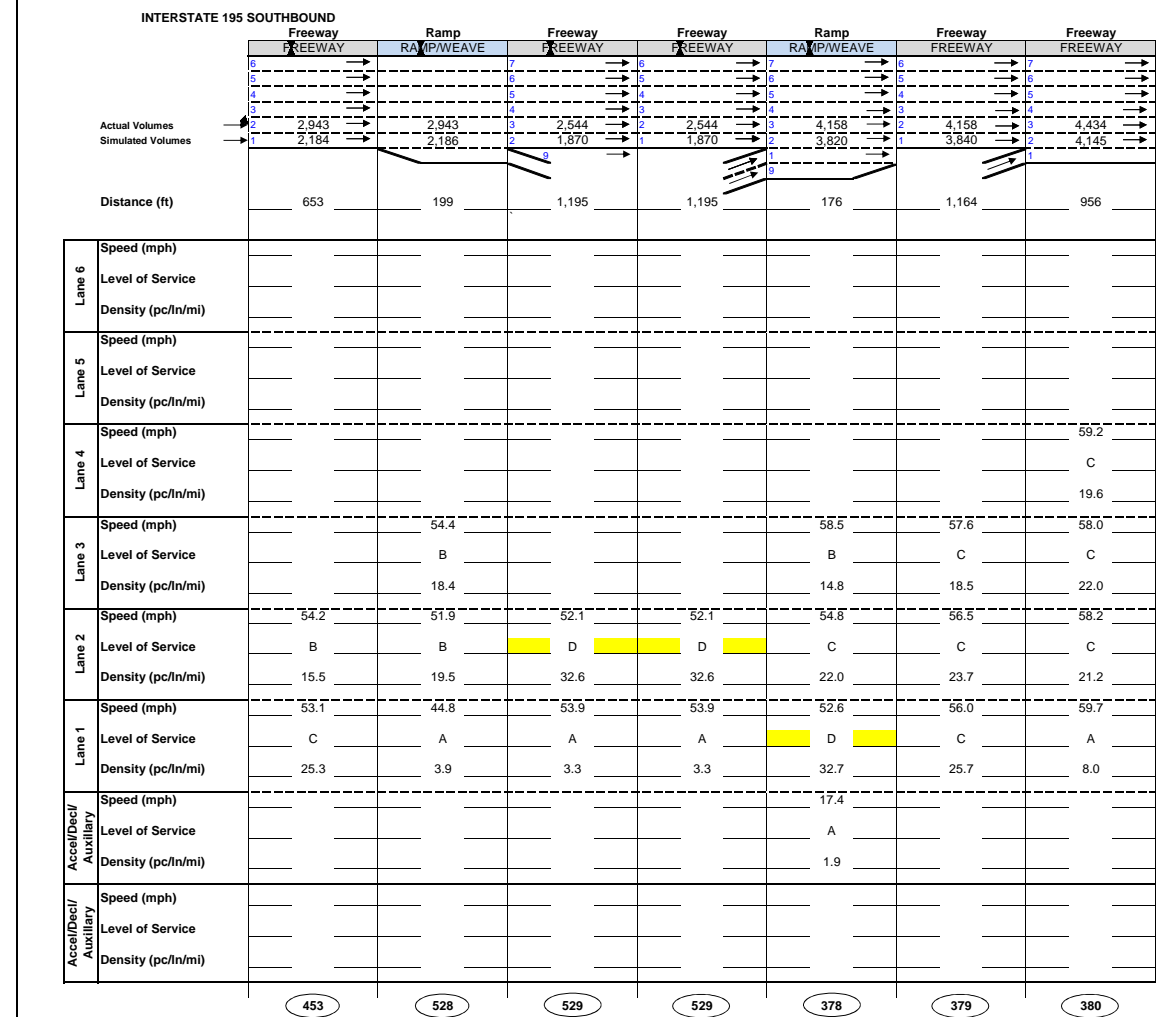
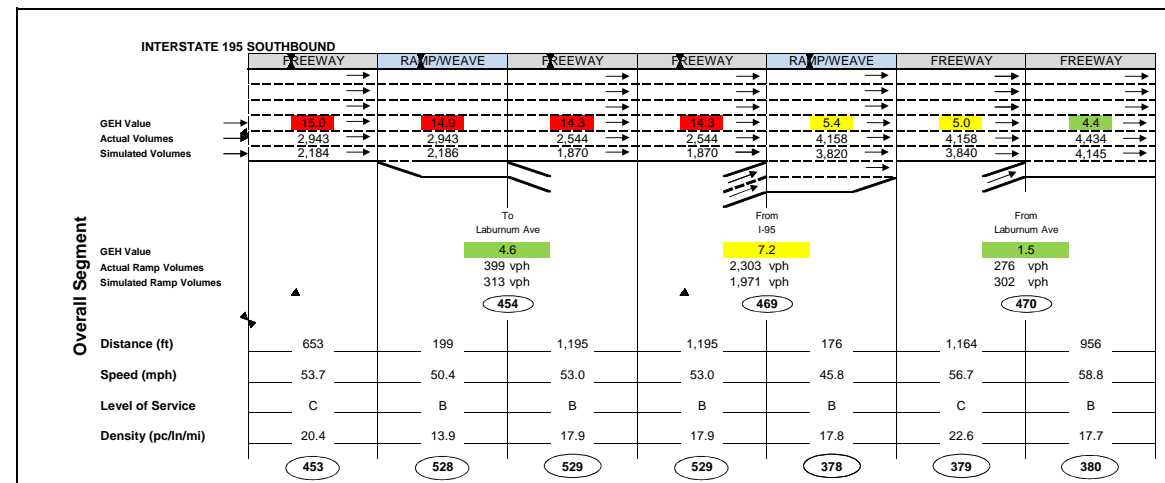
(500) Link Number

LOS	Freeway Density (pc/n/mi)	LOS	Weave/Ramp Density (pc/n/mi)	Freeway, Weave, and Ramp Density Coloring
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:
LOS E	35 to 45	LOS E	35 to 43	Density above 75 pc/n/mi
LOS D	26 to 35	LOS D	28 to 35	Density above 55 pc/n/mi
LOS C	18 to 26	LOS C	20 to 28	Density above 43 pc/n/mi
LOS B	11 to 18	LOS B	10 to 20	
LOS A	0 to 11	LOS A	0 to 10	

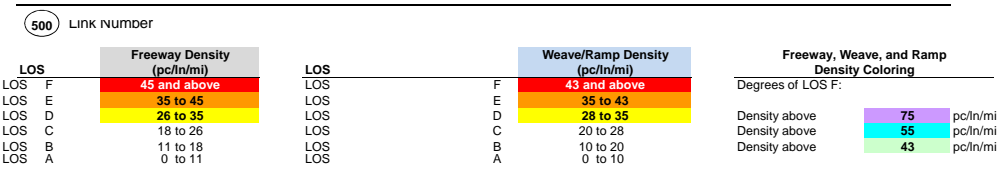


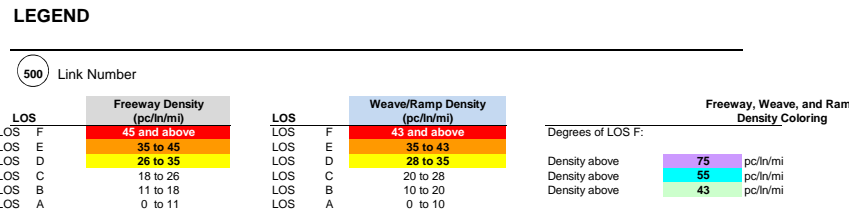
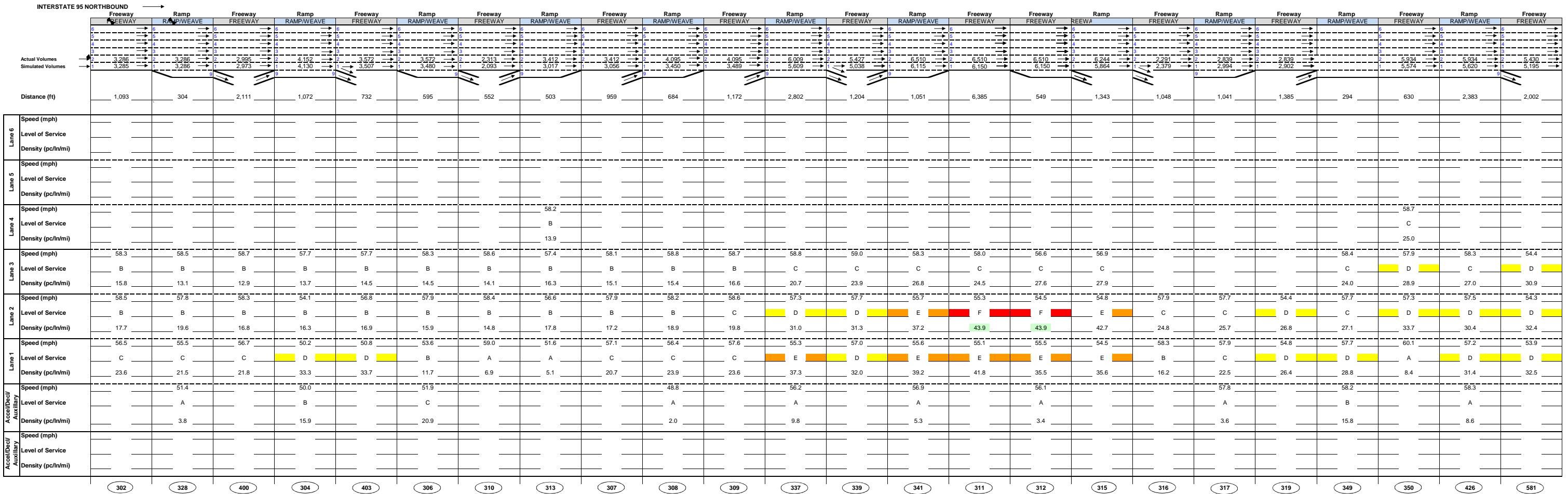
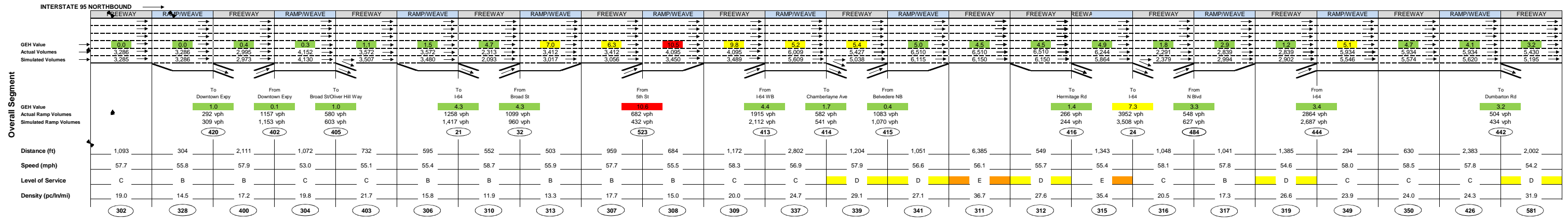
LEGEND





LEGEND





		FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP/WEAVE	FREEWAY
Overall Segment	Actual Volumes	3,837	4,385	4,385	4,385	1,820	6,066	5,383	6,090	6,090	6,090	5,838	5,891	7,073	3,703	5,715	5,559	6,600	5,799	4,765	5,577	5,577
	Simulated Volumes	4,348	4,362	4,348	4,356	1,800	5,443	5,248	5,986	5,933	5,838	5,659	6,776	3,655	5,426	5,273	6,225	5,549	4,568	5,368	5,368	5,369
	Actual Ramp Volumes	0.0	0.3	0.6	0.4	0.5	2.5	3.0	3.1	2.0	3.3	3.1	3.6	0.9	3.9	3.9	4.7	3.3	2.6	2.8	2.8	2.8
	Simulated Ramp Volumes	0.0	0.3	0.6	0.4	0.5	2.5	3.0	3.1	2.0	3.3	3.1	3.6	0.9	3.9	3.9	4.7	3.3	2.6	2.8	2.8	2.8
	Distance (ft)	2,533	1,026	2,533	1,569	1,400	1,825	3,355	577	6,618	844	1,967	789	3,558	1,011	1,327	722	1,038	1,202	454	1,240	1,240
	Speed (mph)	58.8	58.5	58.8	55.8	56.5	48.9	36.8	29.4	38.0	37.3	37.3	41.1	57.3	53.8	52.0	35.8	53.0	57.5	54.2	57.4	57.4
	Level of Service	C	C	C	C	A	D	F	F	F	F	F	F	E	C	C	D	E	D	D	C	D
	Density (pc/In/mi)	18.6	18.8	18.6	19.6	10.7	28.4	48.3	48.5	52.4	47.0	55.1	42.0	21.3	25.1	34.3	43.9	26.0	26.5	24.1	31.2	31.2
	Link Number	354	355	354	356	365	384	387	441	386	390	394	397	292	291	510	289	286	284	283	297	297

		FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY	RAMP	FREEWAY
Overall Segment	Actual Volumes	3,837	4,385	4,385	4,385	1,820	6,066	5,383	6,090	6,090	6,090	5,838	5,891	7,073	3,703	5,715	5,559	6,600	5,799	4,765	5,577	5,577	5,577	
	Simulated Volumes	4,348	4,362	4,348	4,356	1,800	5,443	5,248	5,986	5,933	5,838	5,659	6,776	3,655	5,426	5,273	6,225	5,549	4,568	5,368	5,368	5,368	5,369	
	Distance (ft)	2,533	1,026	2,533	1,569	1,400	1,825	3,355	577	6,618	844	1,967	789	3,558	1,011	1,327	722	1,038	1,202	454	1,240	1,240		
Lane 6	Speed (mph)																							
Lane 6	Level of Service																							
Lane 6	Density (pc/In/mi)																							
Lane 5	Speed (mph)																							
Lane 5	Level of Service																							
Lane 5	Density (pc/In/mi)																							
Lane 4	Speed (mph)	59.0	59.1	59.0																				
Lane 4	Level of Service	B	B	B																				
Lane 4	Density (pc/In/mi)	11.5	11.6	11.5																				
Lane 3	Speed (mph)	59.7	59.4	59.7	56.9	56.4	50.0	36.5	35.6	39.4	42.4	49.5	50.1	56.7	57.4	56.0	48.4	54.9	57.1	56.9	57.5	57.5		
Lane 3	Level of Service	B	B	B	B	B	C	E	F	F	F	F	F	E	E	C	C	D	E	E	D	D		
Lane 3	Density (pc/In/mi)	11.8	12.9	11.8	12.9	14.4	26.8	41.7	49.7	48.9	47.2	40.9	38.0	24.5	21.6	27.4	42.3	35.2	32.3	32.1	32.7			
Lane 2	Speed (mph)	57.2	57.0	57.2	55.8	56.1	48.9	36.9	31.7	37.7	31.6	36.2	41.7	57.3	54.5	52.6	36.5	53.7	57.5	56.2	57.7			
Lane 2	Level of Service	D	D	D	B	B	D	F	F	F	F	F	E	D	C	D	D	E	C	C	D			
Lane 2	Density (pc/In/mi)	31.5	34.5	31.5	15.7	16.0	33.8	48.8	61.4	54.7	58.0	38.9	30.6	22.1	30.4	29.9	40.7	26.9	25.6	29.9	31.1			
Lane 1	Speed (mph)	59.2	58.7	59.2	53.9	57.1	49.0	37.0	30.8	36.9	23.5	26.2	36.0	58.0	52.6	47.5	37.5	52.9	57.8	55.4	57.0			
Lane 1	Level of Service	C	B	C	C	A	E	F	F	F	F	F	F	B	E	F	F	C	C	D	D			
Lane 1	Density (pc/In/mi)	19.6	16.1	19.6	25.9	1.5	42.7	54.3	61.6	53.5	79.6	85.5	55.7	17.2	39.5	45.6	48.1	22.7	21.6	28.5	29.8			
Accel/Decel/Auxiliary	Speed (mph)				56.7		47.7		19.3		51.5		36.5		50.6		28.9		50.6		48.3			
Accel/Decel/Auxiliary	Level of Service				C		B		C		A		F		A		F		B		A			
Accel/Decel/Auxiliary	Density (pc/In/mi)				23.8		10.4		21.1		3.1		43.8		9.0		44.6		19.2		5.8			
	Link Number	354	355	354	356	365	384	387	441	386	390	394	397	292	291	510	289	286	284	283	297			

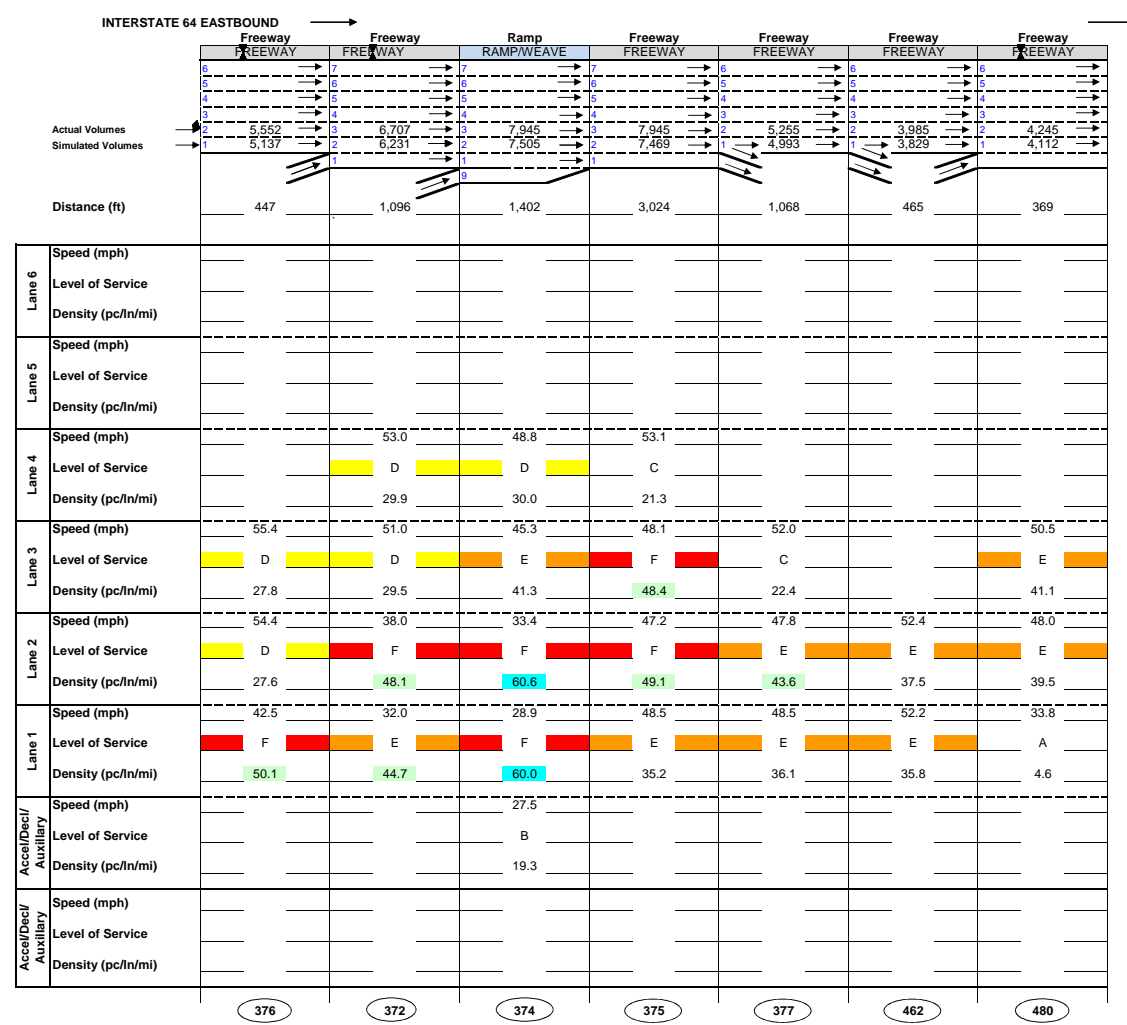
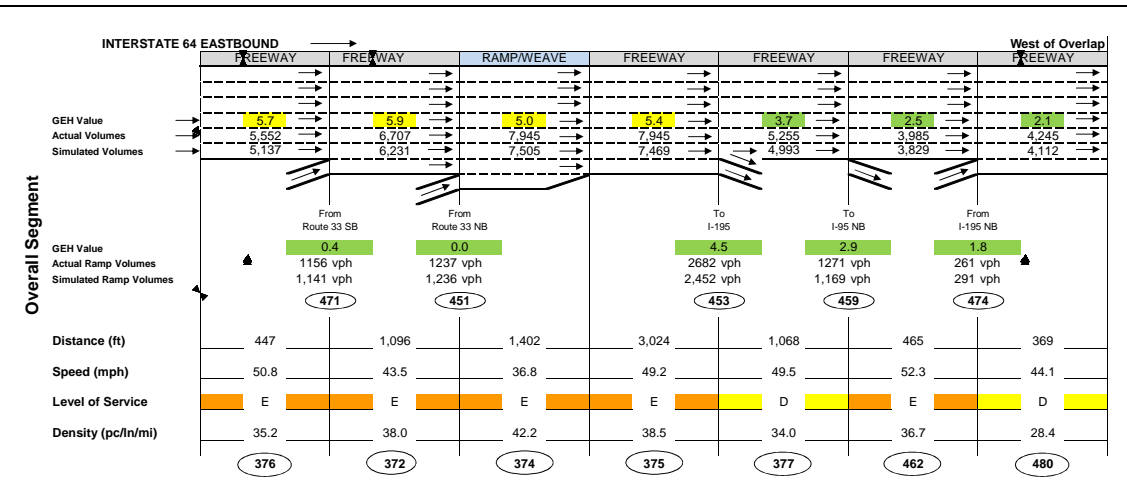
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500	Link Number
LOS F	Freeway Density (pc/In/mi) 45 and above
LOS E	35 to 45
LOS D	26 to 35
LOS C	18 to 26
LOS B	11 to 18
LOS A	0 to 11
LOS F	Weave/Ramp Density (pc/In/mi) 43 and above
LOS E	35 to 43
LOS D	28 to 35
LOS C	20 to 28
LOS B	10 to 20
LOS A	0 to 10
Density above 75	pc/In/mi
Density above 55	pc/In/mi
Density above 43	pc/In/mi

Degrees of LOS F:

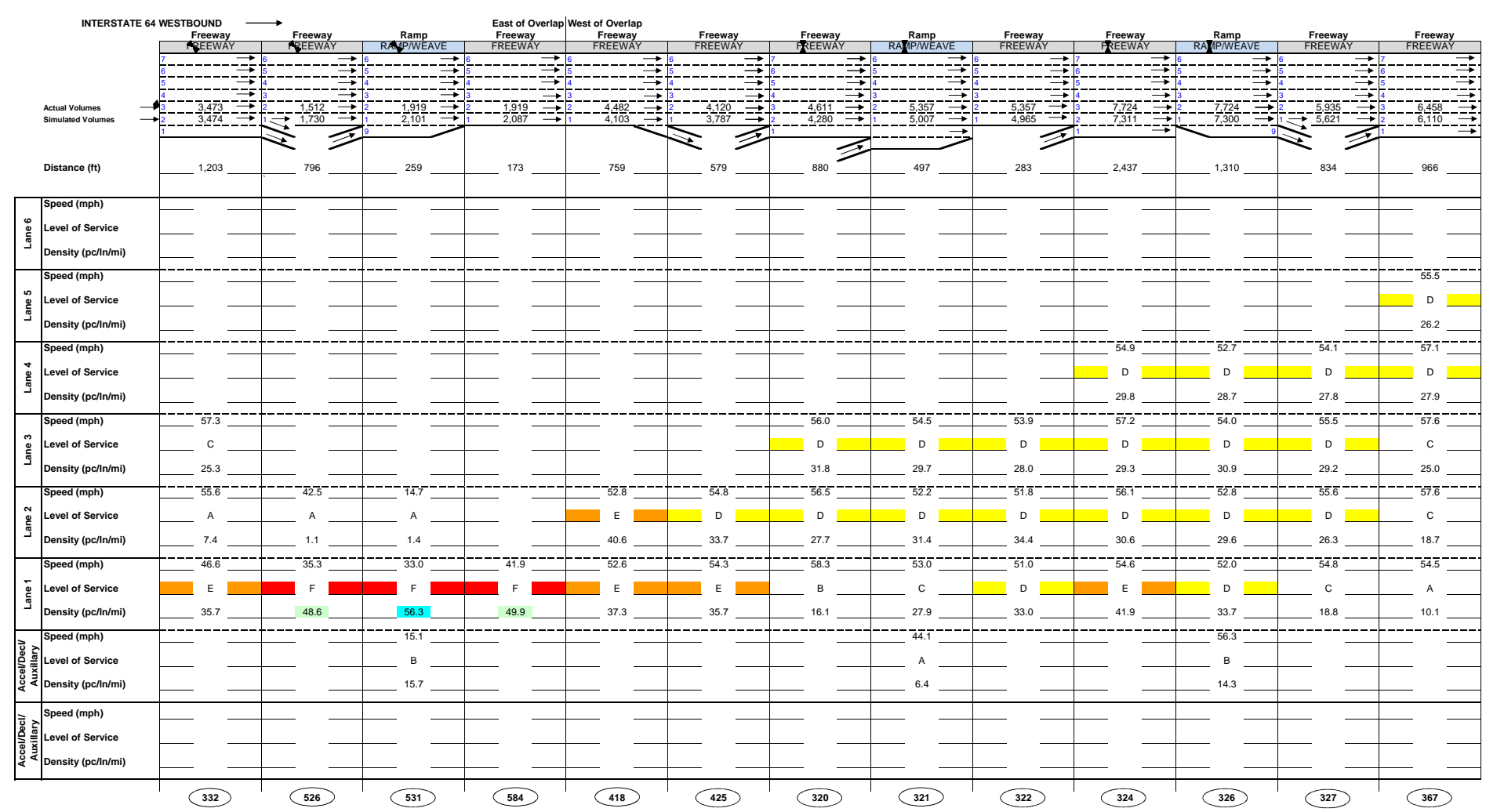
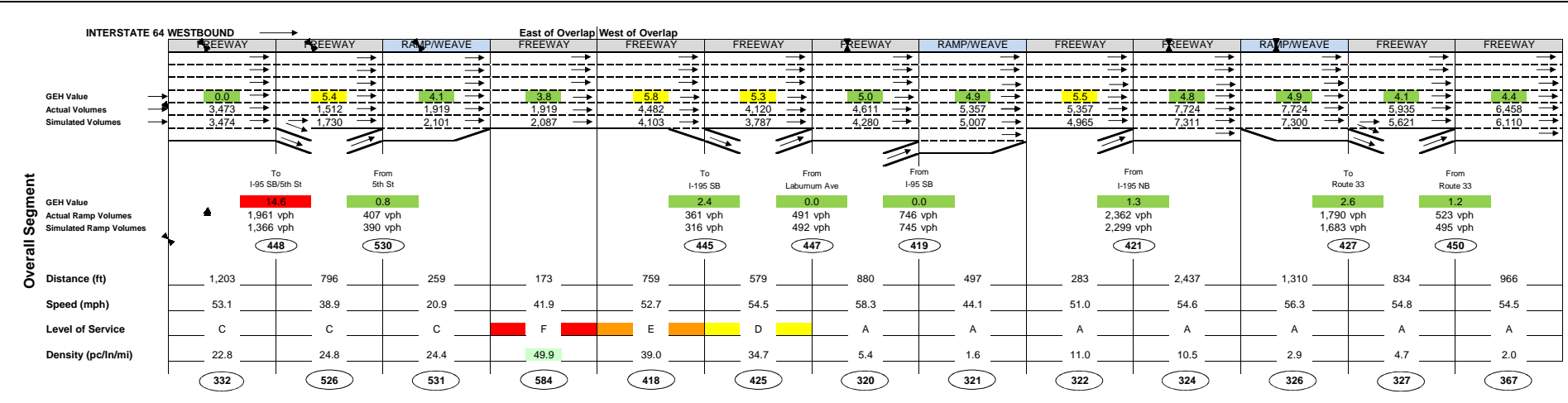


Figure LONG 8
I-64 and I-95 Overlap Report
Southbound I-95
PM 2022 Build Option 2 Peak Hour MOE's
4:30 - 5:30 PM



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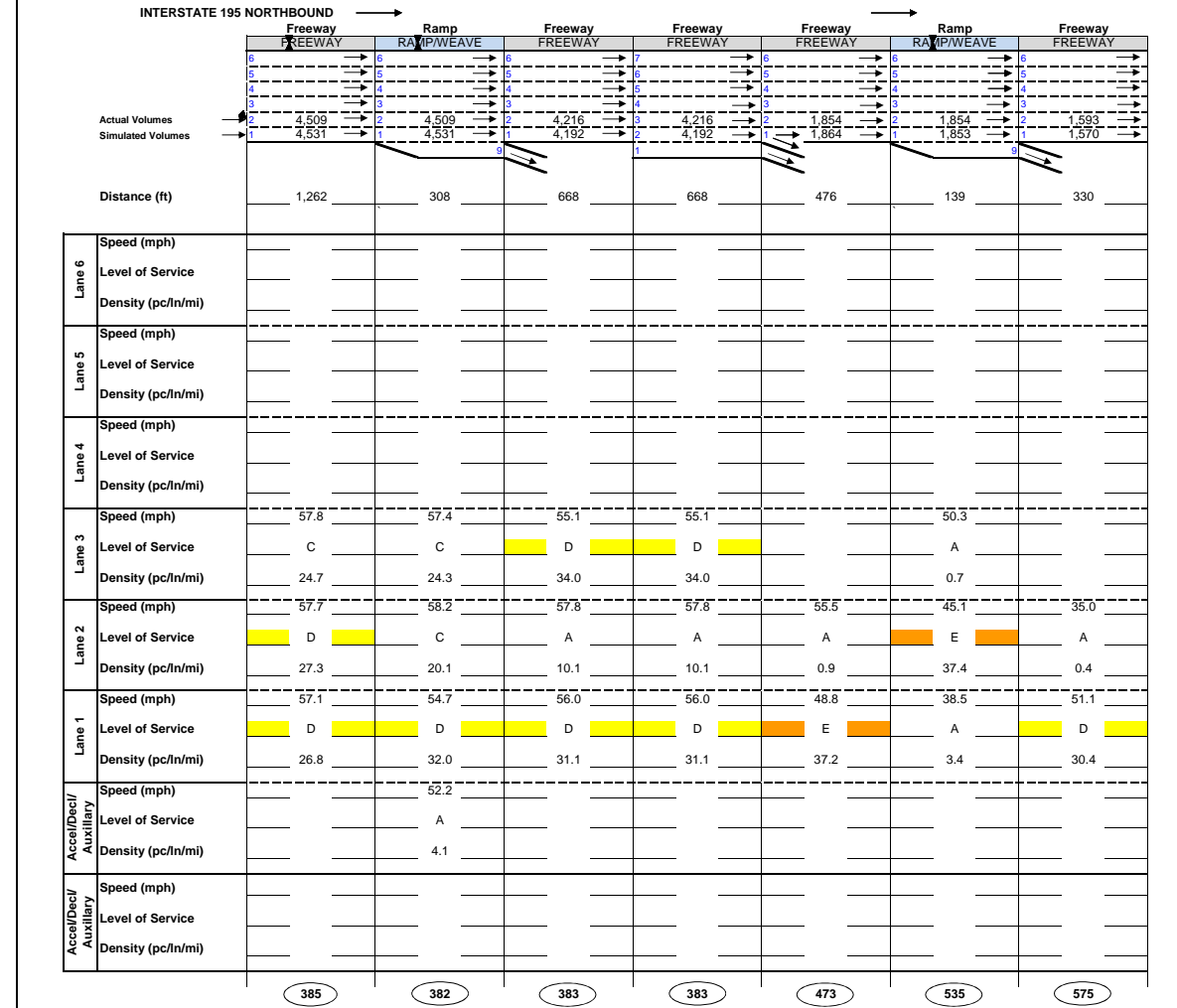
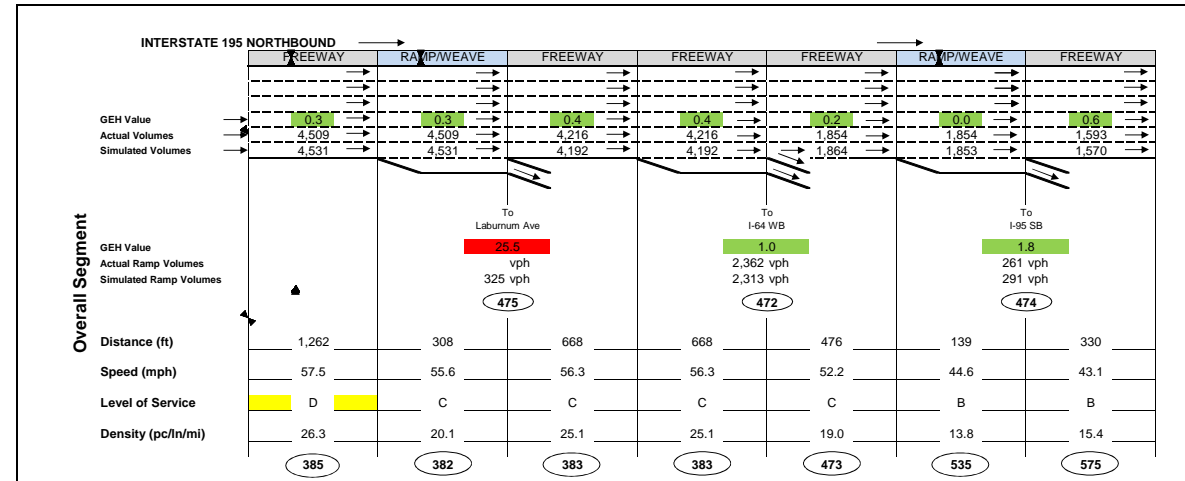
500 Link Number		Weave/Ramp Density (pc/ln/mi)		Freeway, Weave, and Ramp Density Coloring	
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:	
LOS E	35 to 45	LOS E	35 to 43	Density above	75 pc/ln/mi
LOS D	26 to 35	LOS D	28 to 35	Density above	55 pc/ln/mi
LOS C	18 to 26	LOS C	20 to 28	Density above	43 pc/ln/mi
LOS B	11 to 18	LOS B	10 to 20		
LOS A	0 to 11	LOS A	0 to 10		



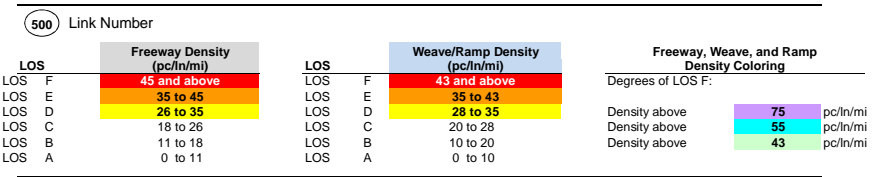
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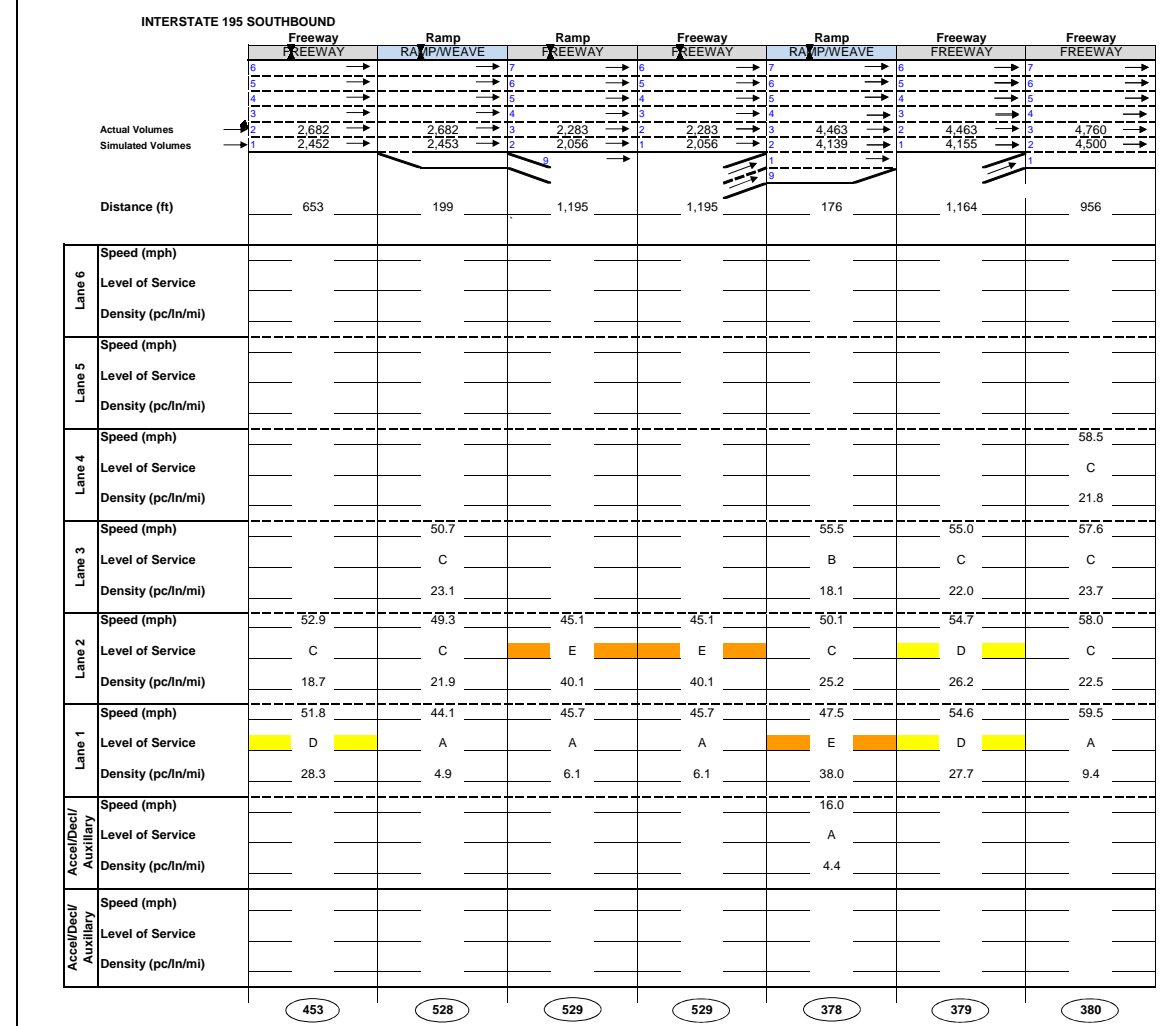
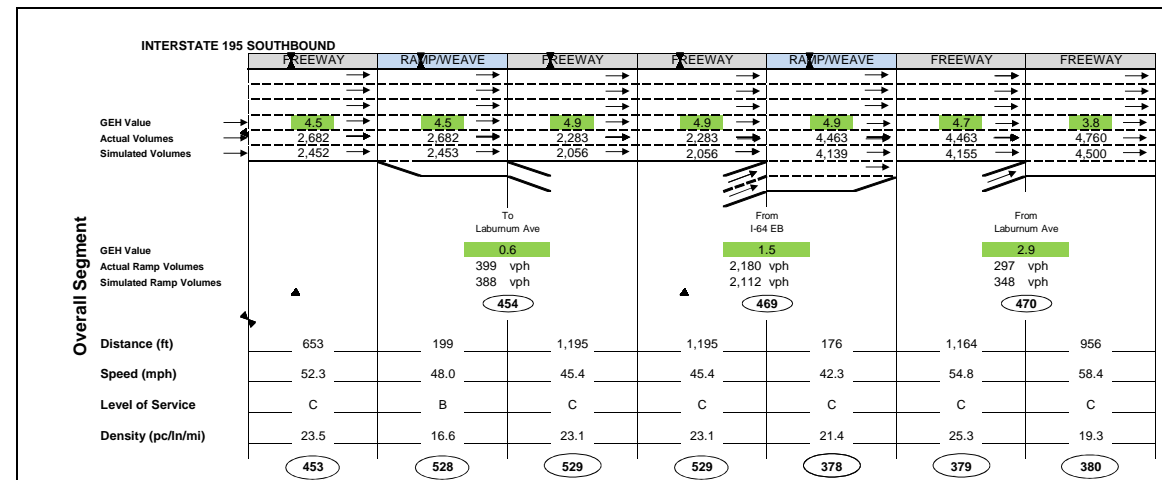
(500) Link Number

LOS	Freeway Density (pc/n/mi)	LOS	Weave/Ramp Density (pc/n/mi)	Freeway, Weave, and Ramp Density Coloring
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:
LOS E	35 to 45	LOS E	35 to 43	Density above 75 pc/n/mi
LOS D	26 to 35	LOS D	28 to 35	Density above 55 pc/n/mi
LOS C	18 to 26	LOS C	20 to 28	Density above 43 pc/n/mi
LOS B	11 to 18	LOS B	10 to 20	
LOS A	0 to 11	LOS A	0 to 10	

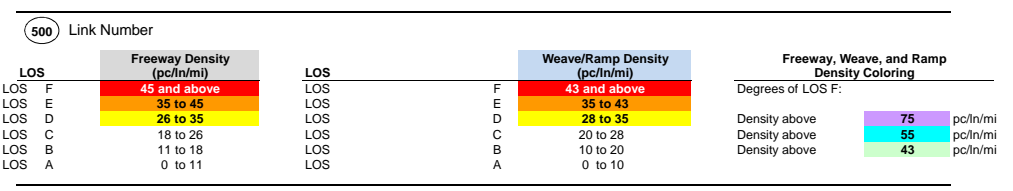


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Kimley-Horn and Associates, Inc.

Figure LONG 12
 I-64 and I-95 Overlap Report
 Southbound I-195
 PM 2022 Build Option 2 Peak Hour MOE's
 4:30 - 5:30 PM

I-95/I-64 Overlap Study
2022 Build Option 2 Peak Hour Intersection Analyses Results

Table 1: Overall Intersection Results (730-830 AM)

North/South Street	East/West Street	Sig	Delay (sec)	LOS	Stopped Delay (sec)	Avg # of Stops	# Vehicles
Laburnum	I-64 EB offramp		6.3	A	0.4	0.1	672
Laburnum	I-195 NB offramp		3.5	A	0.1	0.1	1092
Laburnum	I-64 WB onramp		1.3	A	0.1	0.0	1829
N Boulevard	I-95 ramps	X	9.1	A	3.0	0.3	2237
Hermitage	Robin Hood	X	25.7	C	15.7	0.8	1812
Robin Hood	I-95 SB onramp		2.3	A	0.2	0.1	730
Leigh	Gilmer	X	23.3	C	16.5	0.5	1293
Chamberlayne	I-95 NB offramp		0.0	A	0.0	0.0	236
3rd St	Jackson St	X	17.7	B	9.6	0.6	1632
4th St	Jackson St	X	7.9	A	4.4	0.4	1112
5th St	Jackson St	X	16.0	B	10.4	0.6	1921
Broad St	College	X	6.9	A	4.1	0.3	2578
Broad St	14th St	X	12.5	B	6.5	0.4	3210
15th St	Franklin/Bank St	X	18.9	B	9.2	0.7	1293
15th St	Main St	X	18.9	B	12.1	0.7	1960
14th St	Main St	X	12.9	B	8.5	0.4	2569
14th St	Franklin St	X	15.8	B	9.8	0.6	1710
Broad St	17th St	X	50.6	D	17.8	1.1	3347
Broad St	18th St	X	22.3	C	14.5	0.7	2055
Jackson St	7th St	X	15.3	B	9.4	0.5	1268
Jackson St	8th St	X	13.4	B	8.3	0.6	905
7th St	Duval St	X	7.1	A	2.5	0.5	641
Belvedere	Leigh	X	31.2	C	20.9	0.9	3559
N Boulevard	Robin Hood	X	33.6	C	24.6	0.9	2722
Hermitage	I-95 NB offramp	X	5.3	A	0.3	0.2	750

Table 2: Intersection Results by Movement (730-830 AM)

Table with columns: Name, Movement, Delay (sec), LOS, Average Queue (ft), Max Queue (ft), Simulated Volume, Actual Volume, GEH, Approach, Delay (sec), LOS, Average Queue (ft), # Vehicles. Rows include intersections like Laburnum I-64 EB offramp, Laburnum I-95 NB offramp, Laburnum I-64 WB onramp, N Boulevard I-95 ramps, Hermitage Robin Hood, Robin Hood I-95 SB onramp, Leigh Glimer, Chamberlayne I-95 NB offramp, 3rd St Jackson St, 4th St Jackson St, 5th St Jackson St, Broad St College, Broad St 14th St, 15th St Franklin/Bank St, 15th St Main St, 14th St Main St, 14th St Franklin St, Broad St 17th St, Broad St 18th St, Jackson St 7th St, Jackson St 8th St, 7th St Duval St, Belvedere Leigh, N Boulevard Robin Hood, Hermitage I-95 NB offramp.

I-95/I-64 Overlap Study
2022 Build Option 2 Peak Hour Intersection Analyses Results

Table 1: Overall Intersection Results (430-530 PM)

North/South Street	East/West Street	Sig	Delay (sec)	LOS	Stopped Delay (sec)	Avg # of Stops	# Vehicles
Laburnum	I-64 EB offramp		9.4	A	1.4	0.2	781
Laburnum	I-195 NB offramp		2.5	A	0.0	0.0	1085
Laburnum	I-64 WB onramp		0.9	A	0.0	0.0	1979
N Boulevard	I-95 ramps	X	21.6	C	7.6	0.5	2512
Hermitage	Robin Hood	X	33.0	C	20.7	0.9	2164
Robin Hood	I-95 SB onramp		7.0	A	2.2	0.2	1096
Leigh	Gilmer	X	39.1	D	29.6	0.8	1184
Chamberlayne	I-95 NB offramp		0.0	A	0.0	0.0	864
3rd St	Jackson St	X	14.3	B	10.5	0.5	818
4th St	Jackson St	X	17.1	B	11.0	0.7	943
5th St	Jackson St	X	39.8	D	24.3	1.4	2038
Broad St	College	X	37.3	D	25.6	1.0	2182
Broad St	14th St	X	34.6	C	17.1	1.2	2866
15th St	Franklin/Bank St	X	14.2	B	8.0	0.4	932
15th St	Main St	X	21.7	C	15.6	0.7	1825
14th St	Main St	X	17.3	B	12.4	0.6	2277
14th St	Franklin St	X	16.9	B	11.2	0.6	1333
Broad St	17th St	X	16.0	B	8.6	0.5	2302
Broad St	18th St	X	18.2	B	12.6	0.6	2059
Jackson St	7th St	X	68.4	E	43.2	2.1	2126
Jackson St	8th St	X	36.0	D	17.5	1.4	1021
7th St	Duval St	X	10.7	B	5.5	0.5	909
Belvedere	Leigh	X	33.8	C	21.5	0.9	4208
N Boulevard	Robin Hood	X	34.6	C	21.2	1.0	2995
Hermitage	I-95 NB offramp	X	2.1	A	0.3	0.1	799

