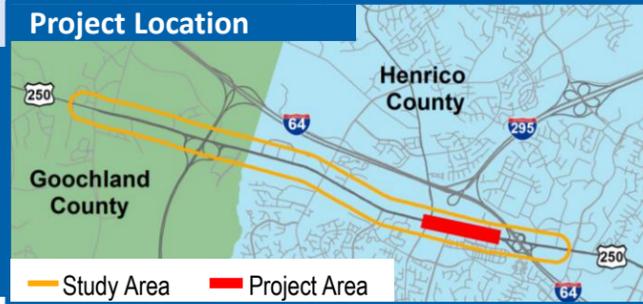
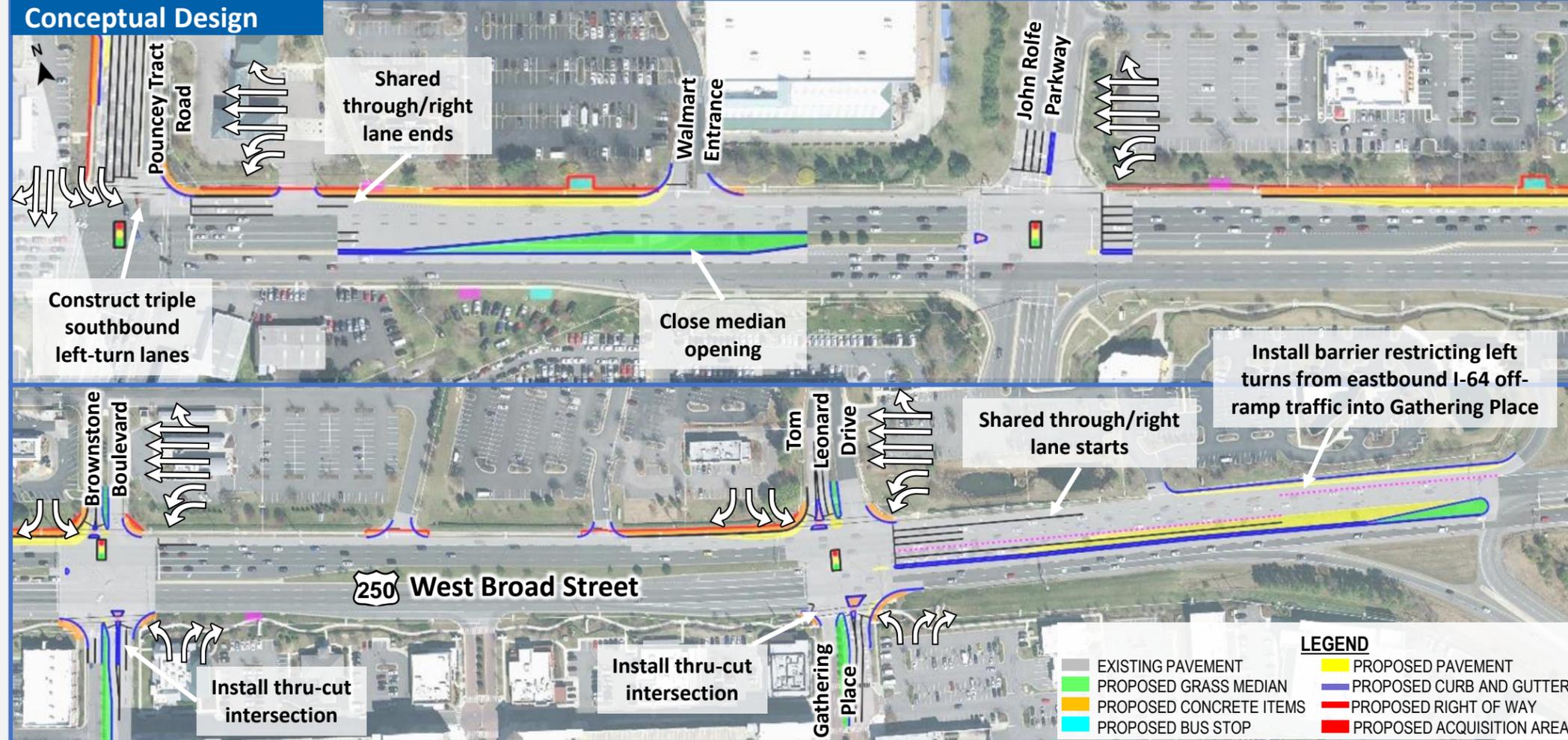


I-64 TO PONCEY TRACT ROAD

Recommended Improvements



Conceptual Design



Improvements Description

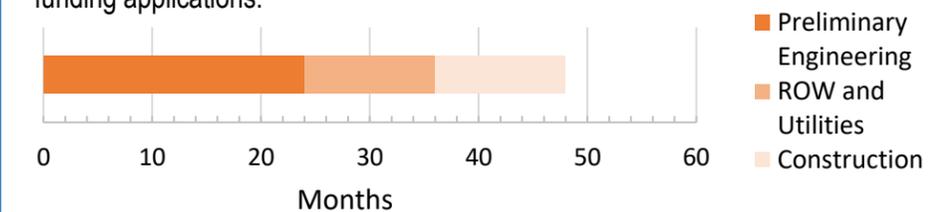
The improvements proposed at this location include:

- Installing barrier to restrict the weaving movement from the eastbound I-64 off-ramp into Gathering Place.
- Converting the series of westbound US 250 right turn lanes into a continuous shared through/right lane from Tom Leonard Drive to Pouncey Tract Road to provide an additional westbound through lane.
- Constructing thru-cut intersections at Tom Leonard Drive and Brownstone Boulevard.
- Adjusting signal phasing at John Rolfe Parkway to allow for concurrent left turns on the side street.
- Closing the directional median opening at the Walmart Entrance.
- Reconstructing the southbound approach at Pouncey Tract Road to include triple left turn lanes, a through lane, and a shared through/right lane.
- Pedestrian facilities and transit stop improvements are also proposed at several locations along the corridor.

The improvements are expected to reduce westbound queues between Tom Leonard Drive and the I-64 interchange, reduce travel time in both directions, and improve safety by reducing congestion-related rear-end crashes.

Project Schedule & Preliminary Cost

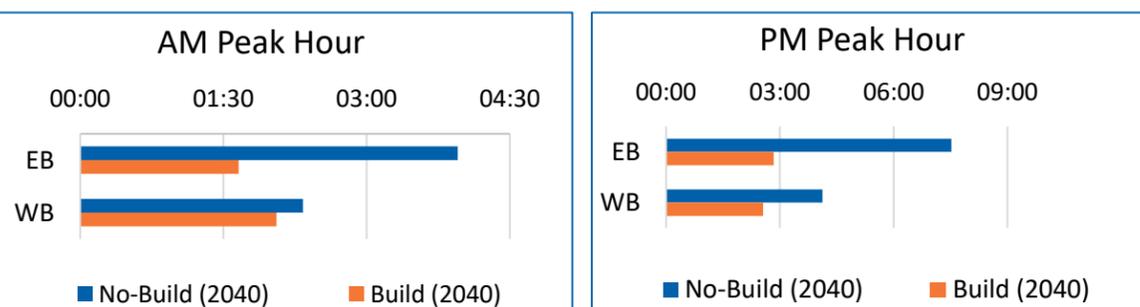
Project schedules and cost estimates were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.



Phase	Cost Estimate (2020 Dollars)
Preliminary Engineering	\$2,360,000
ROW and Utility Relocation	\$977,000
Construction	\$11,532,000
Total Cost	\$14,869,000

Traffic Operations Results

Travel Time on US 250 Between I-64 and Pump Road/Pouncey Tract Road



Safety Results

Rear-end and angle crashes are the two predominate crash types along US 250. Restricting the weaving movement from the eastbound I-64 off-ramp into Gathering Place is expected to reduce weaving related crashes and minimize heavy congestion that can cause congestion-related crashes. The thru-cut configurations at Tom Leonard Drive and Brownstone Boulevard reduce conflict points within an intersection and are expected to decrease the risk of angle crashes. Reducing travel time along the corridor is expected to reduce congestion-related rear-end crashes. Constructing an additional southbound left turn lane at Pouncey Tract Road is expected to reduce crashes by 1.7 crashes per year, based on the Crash Modification Factor (CMF) of 0.97.