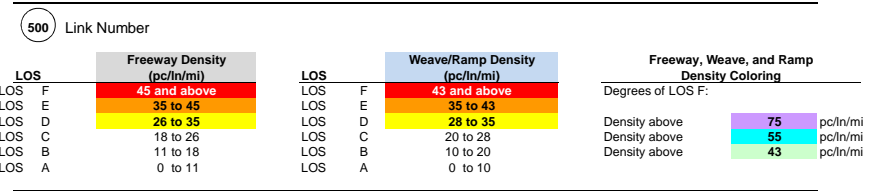
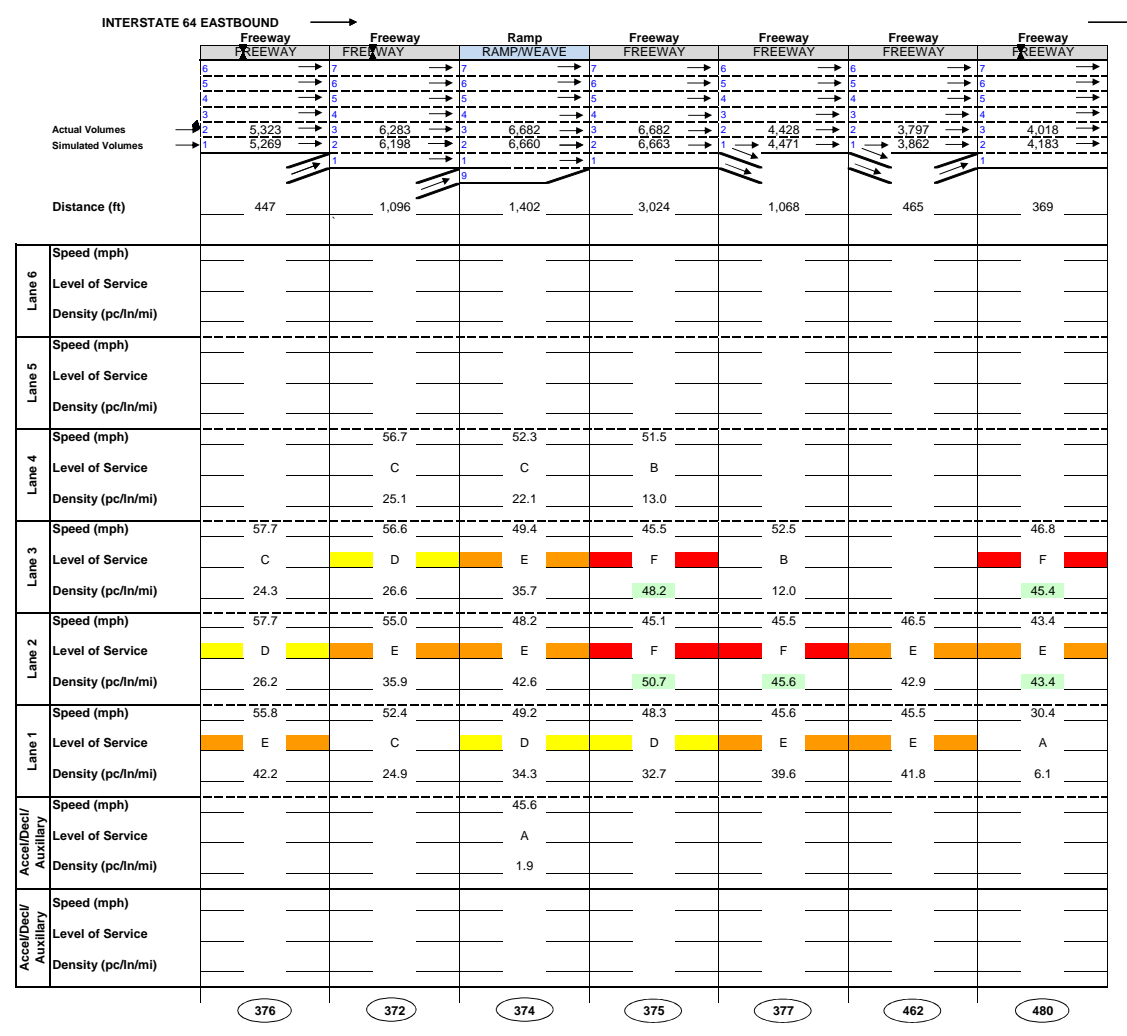
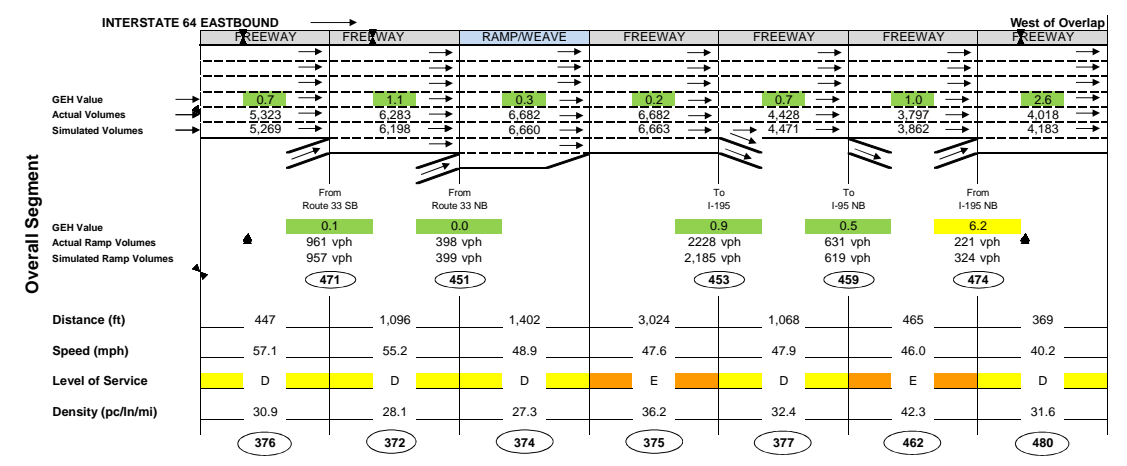


**LEGEND**



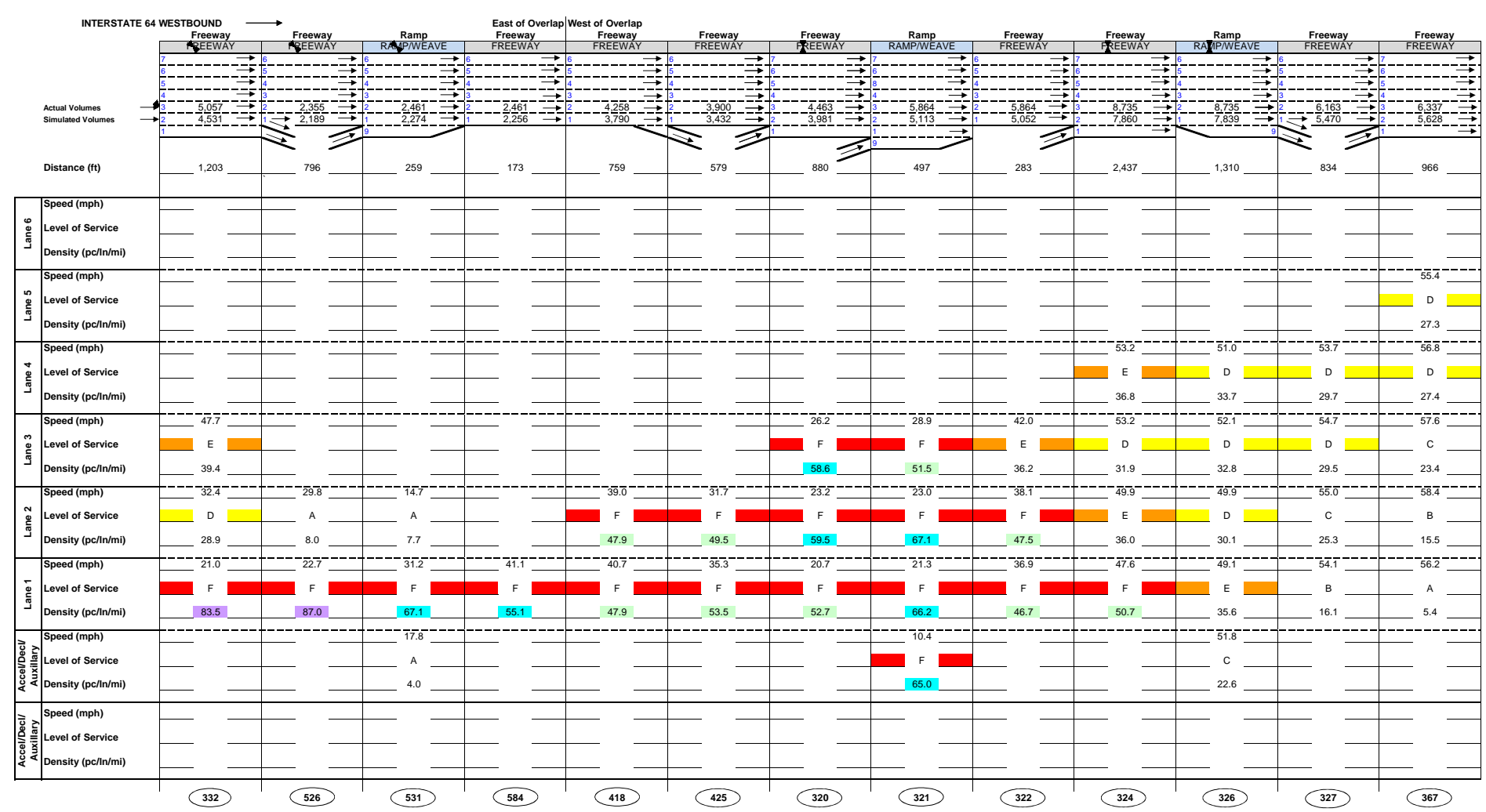
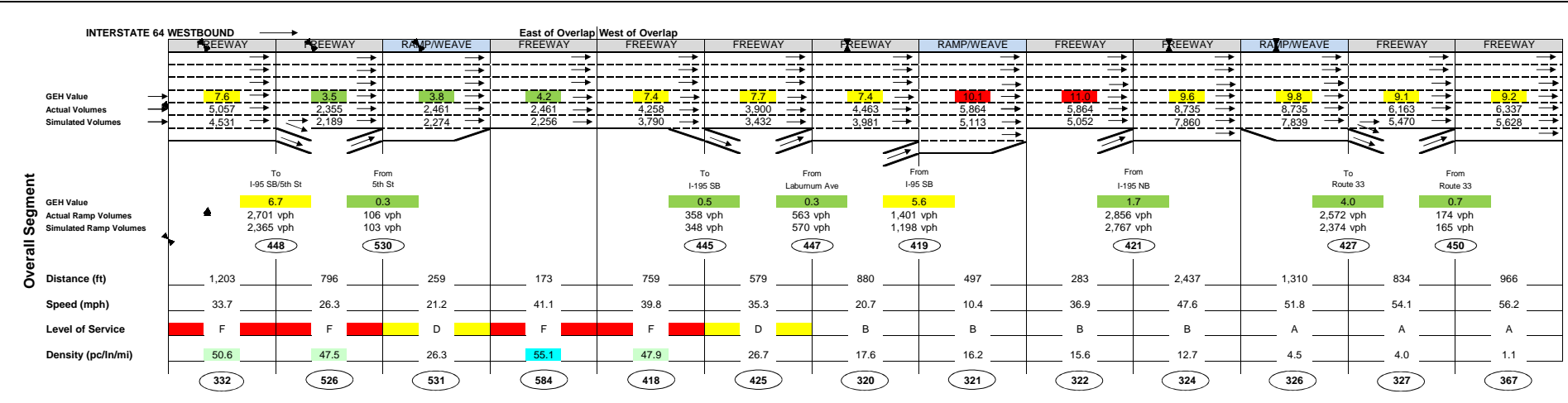


**LEGEND**

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		



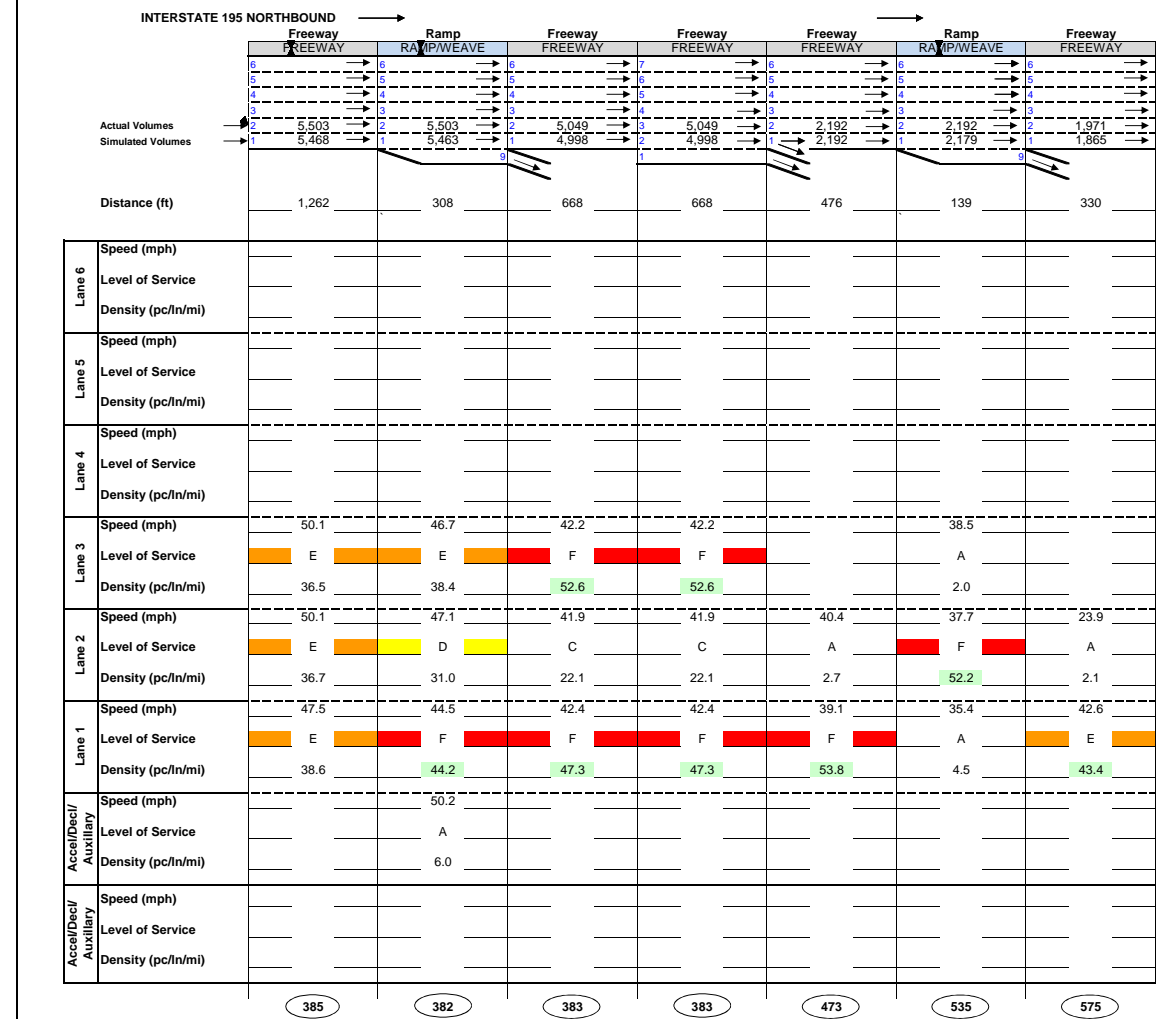
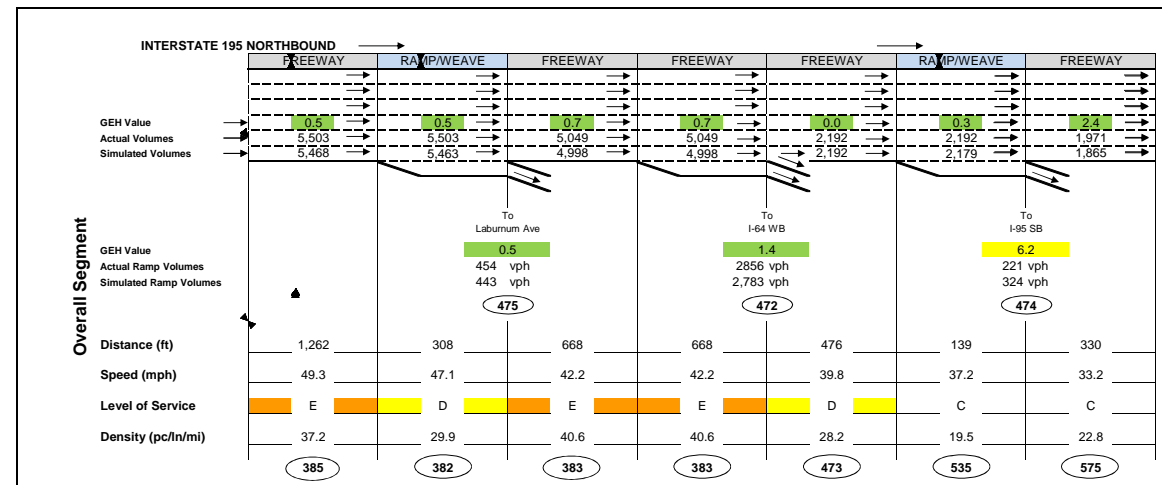
**Figure SYIP 3**  
I-64 and I-95 Overlap Report  
Eastbound I-64  
AM 2022 Build Option 1 Peak Hour MOE's  
7:30 - 8:30 AM



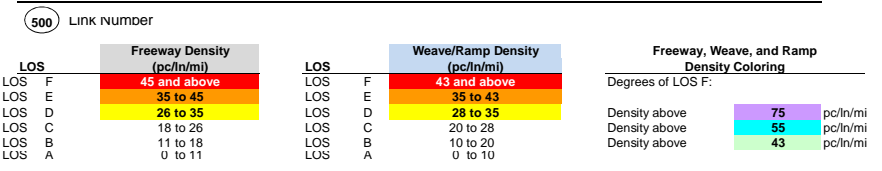
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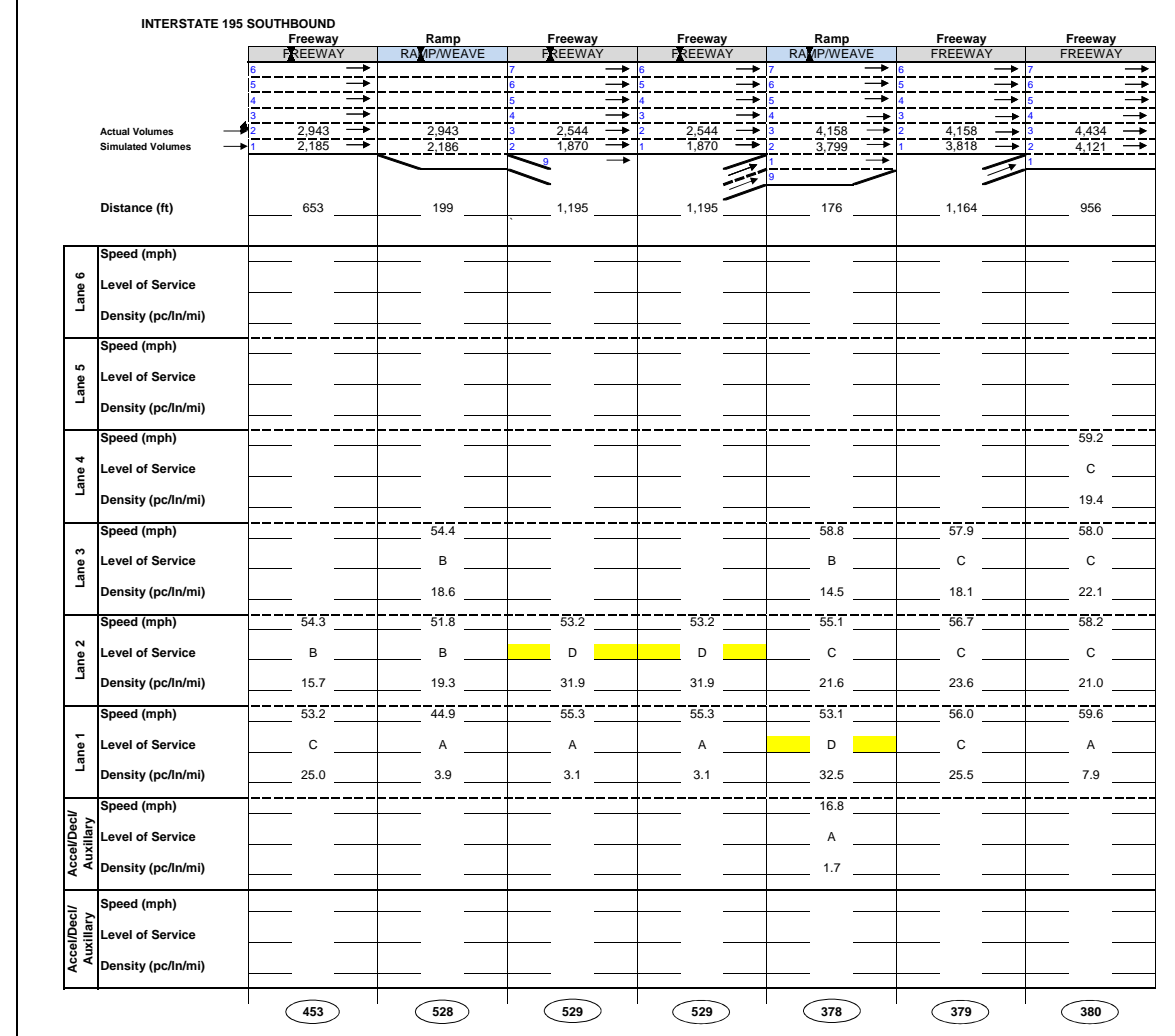
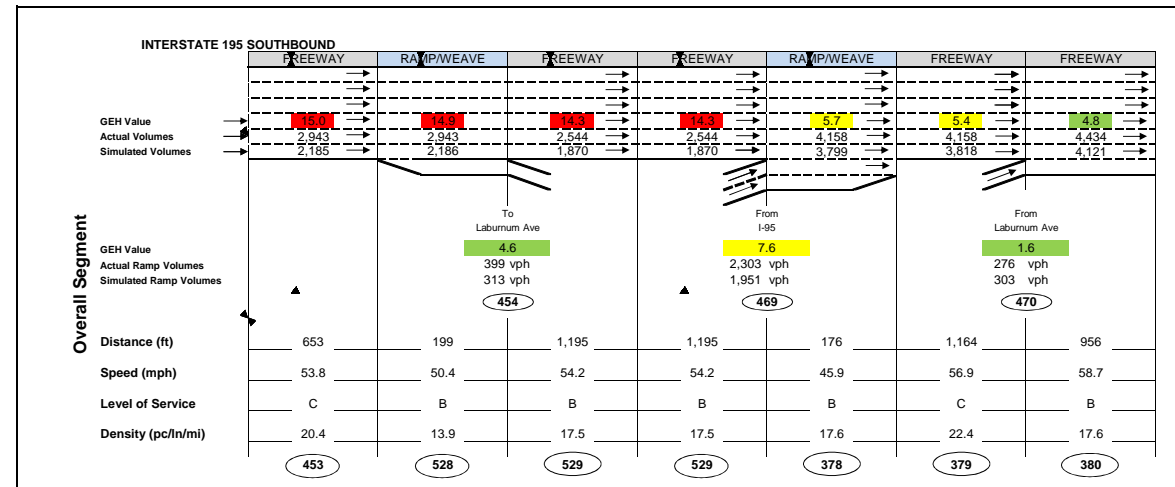
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LOS	Freeway Density (pc/n/mi)	LOS	Weave/Ramp Density (pc/n/mi)	Freeway, Weave, and Ramp Density Coloring
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:
LOS E	35 to 45	LOS E	35 to 43	Density above 75 pc/n/mi
LOS D	26 to 35	LOS D	28 to 35	Density 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	

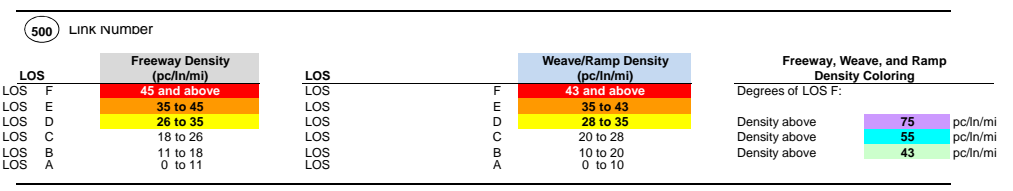


LEGEND





**LEGEND**



**Kimley-Horn and Associates, Inc.**

**Figure SYIP 6**  
I-64 and I-95 Overlap Report  
Southbound I-195  
AM 2022 Build Option 1 Peak Hour MOE's  
7:30 - 8:30 AM



		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	1,820	6,066	5,383	6,090	6,090	6,090	5,891	7,073	3,703	5,715	5,559	6,600	5,799	4,765	5,577	5,364	5,362
	Simulated Volumes	3,814	4,352	1,799	5,838	5,186	5,899	5,818	5,698	5,517	6,654	3,604	5,409	5,260	6,215	5,550	4,563	5,364	5,362	5,362
	Actual Ramp Volumes	0.0	0.3	3.5	3.5	2.8	1.6	0.3	6.0	5.1	0.6	3.1	5.9	0.9	0.0					
	Simulated Ramp Volumes	548 vph	2565 vph	4245 vph	682 vph	707 vph	196 vph	1181 vph	3370 vph	2012 vph	156 vph	1042 vph	802 vph	1033 vph	811 vph					
	Distance (ft)	2,107	1,569	2,797	1,970	1,473	577	6,618	844	1,967	789	3,558	1,011	1,327	722	1,038	1,202	454	1,240	
	Speed (mph)	57.5	56.0	55.9	46.0	34.2	28.6	35.1	35.6	35.6	39.4	57.3	53.0	53.0	36.4	53.9	57.9	55.3	57.7	
	Level of Service	C	C	B	D	E	F	F	F	F	E	C	C	D	E	C	D	C	D	
	Density (pc/ln/mi)	22.6	19.5	16.1	32.8	38.3	50.7	55.7	49.4	57.2	43.3	21.0	25.3	33.5	43.1	25.6	26.3	23.7	31.0	
	Link Number	354	356	365	384	387	441	386	390	394	397	292	291	510	289	286	284	283	297	

		FREEWAY	RAMP	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP	FREEWAY	RAMP/WEAVE	FREEWAY	RAMP	RAMP/WEAVE	FREEWAY	RAMP	FREEWAY	RAMP/WEAVE	FREEWAY
Overall Segment	Actual Volumes	3,837	4,385	1,820	6,066	5,383	6,090	6,090	6,090	5,891	7,073	3,703	5,715	5,559	6,600	5,799	4,765	5,577	5,364	5,362	
	Simulated Volumes	3,814	4,352	1,799	5,838	5,186	5,899	5,818	5,698	5,517	6,654	3,604	5,409	5,260	6,215	5,550	4,563	5,364	5,362	5,362	
	Distance (ft)	2,107	1,569	2,797	1,970	1,473	577	6,618	844	1,967	789	3,558	1,011	1,327	722	1,038	1,202	454	1,240		
Lane 6	Speed (mph)																				
Lane 5	Speed (mph)																				
Lane 4	Speed (mph)					36.7															
Lane 3	Speed (mph)	59.0	57.2	45.8	37.1	33.2	36.3	40.8	48.7	49.5	56.7	57.3	56.7	49.3	55.5	57.4	57.3	57.5			
Lane 2	Speed (mph)	58.5	55.7	56.3	44.2	36.7	30.7	34.8	28.6	34.2	40.3	57.3	53.7	53.6	37.5	54.6	58.1	57.1			
Lane 1	Speed (mph)	54.8	54.5	55.4	45.5	26.4	29.8	34.2	21.4	23.9	33.8	57.9	52.0	48.7	29.7	53.8	58.3	56.5			
Accel/Decel/Auxiliary	Speed (mph)		56.7		48.5		20.9		50.4		34.1		49.2		29.2	51.7		50.2			
	Level of Service		B		D		C		A		F		A		F	B		A			
	Density (pc/ln/mi)		19.6		32.5		22.7		3.1		47.2		8.9		44.1	19.0		5.5			
	Link Number	354	356	365	384	387	441	386	390	394	397	292	291	510	289	286	284	283	297		

**LEGEND**

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

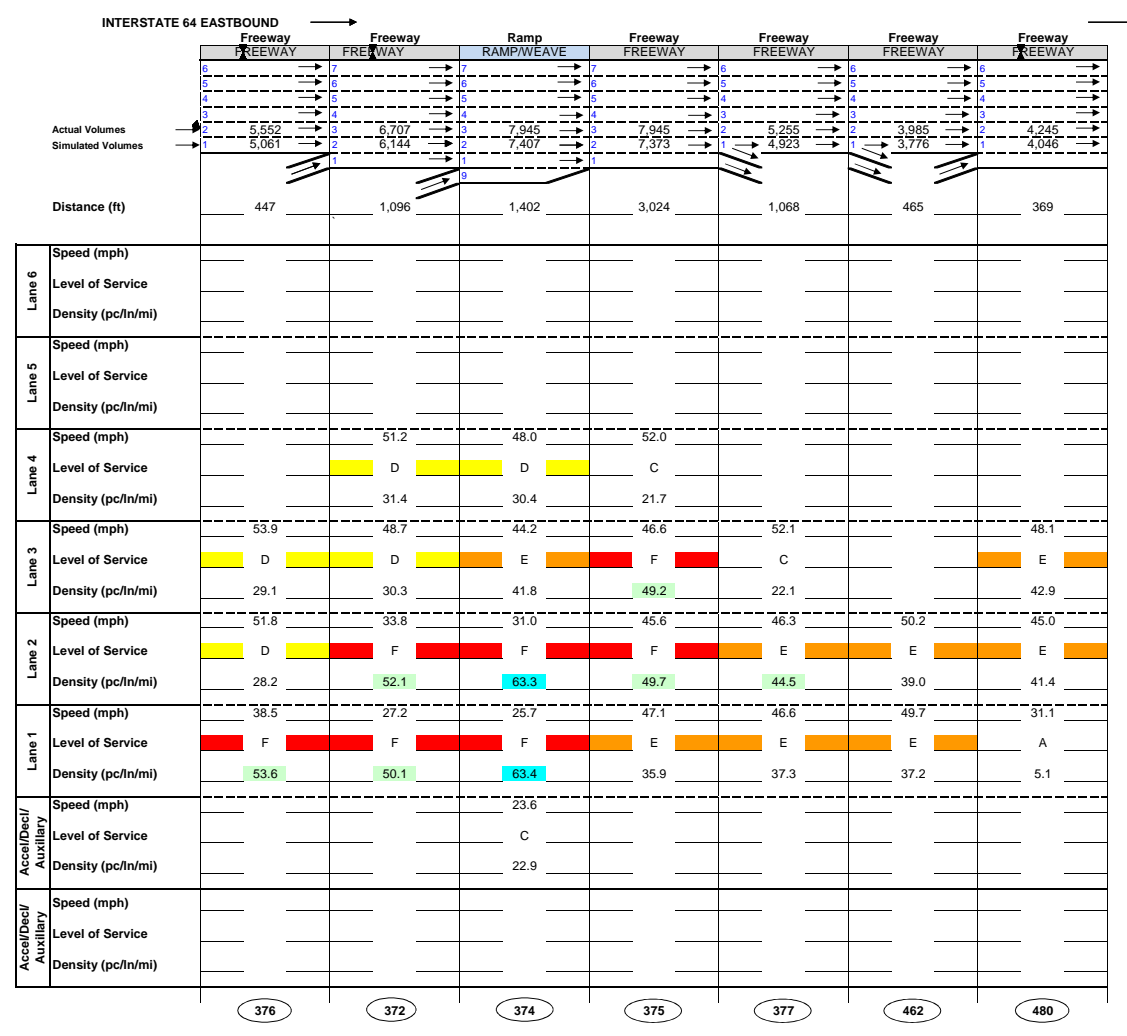
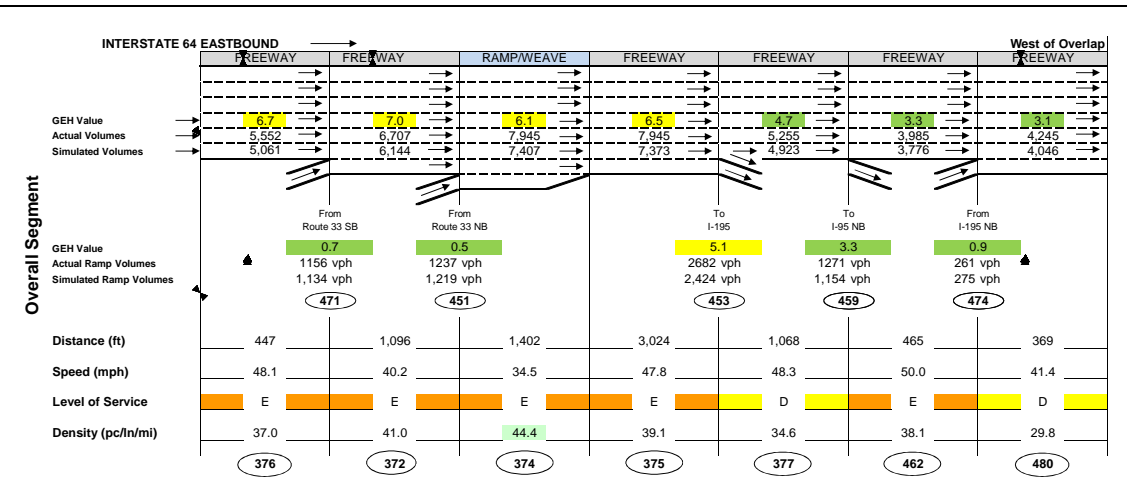
Degrees of LOS F:

Density above 75	pc/ln/mi
Density above 55	pc/ln/mi
Density above 43	pc/ln/mi



**Figure SYIP 8**  
I-64 and I-95 Overlap Report  
Southbound I-95  
PM 2022 Build Option 1 Peak Hour MOE's  
4:30 - 5:30 PM



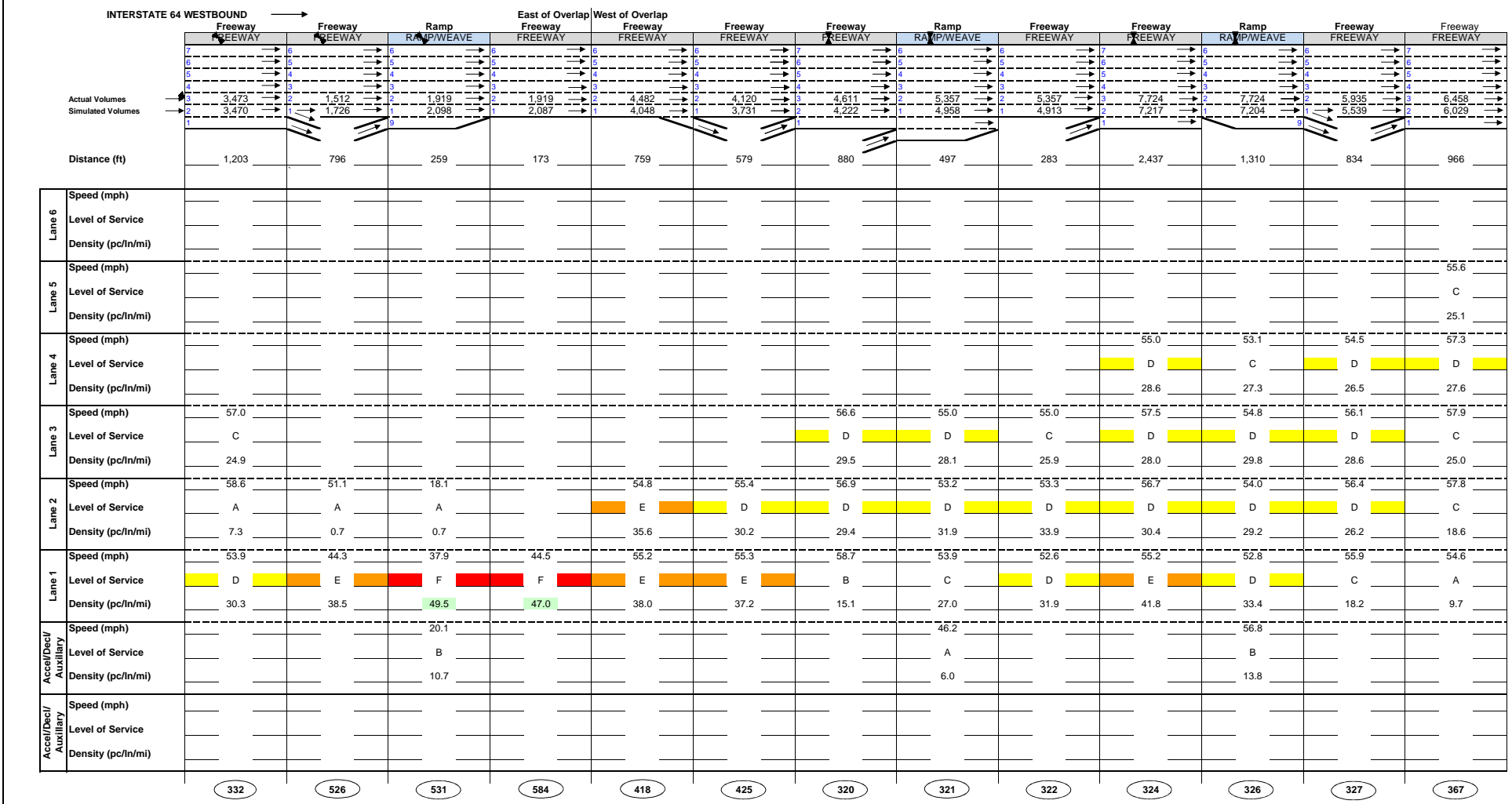
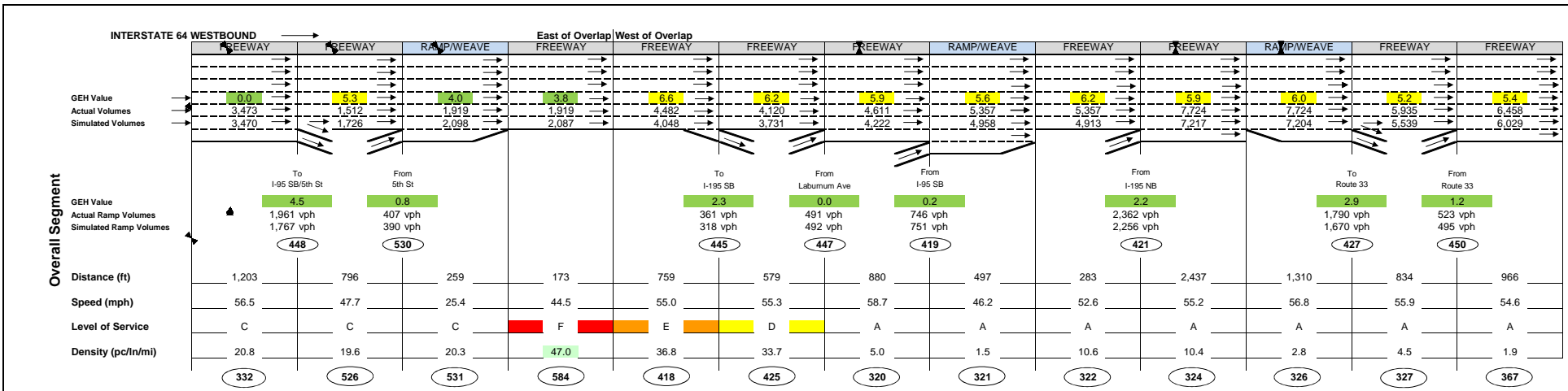


**LEGEND**

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	Density above	75 pc/ln/mi
LOS E	35 to 45	LOS E	35 to 43	Density above	55 pc/ln/mi
LOS D	26 to 35	LOS D	28 to 35	Density above	43 pc/ln/mi
LOS C	18 to 26	LOS C	20 to 28		
LOS B	11 to 18	LOS B	10 to 20		
LOS A	0 to 11	LOS A	0 to 10		



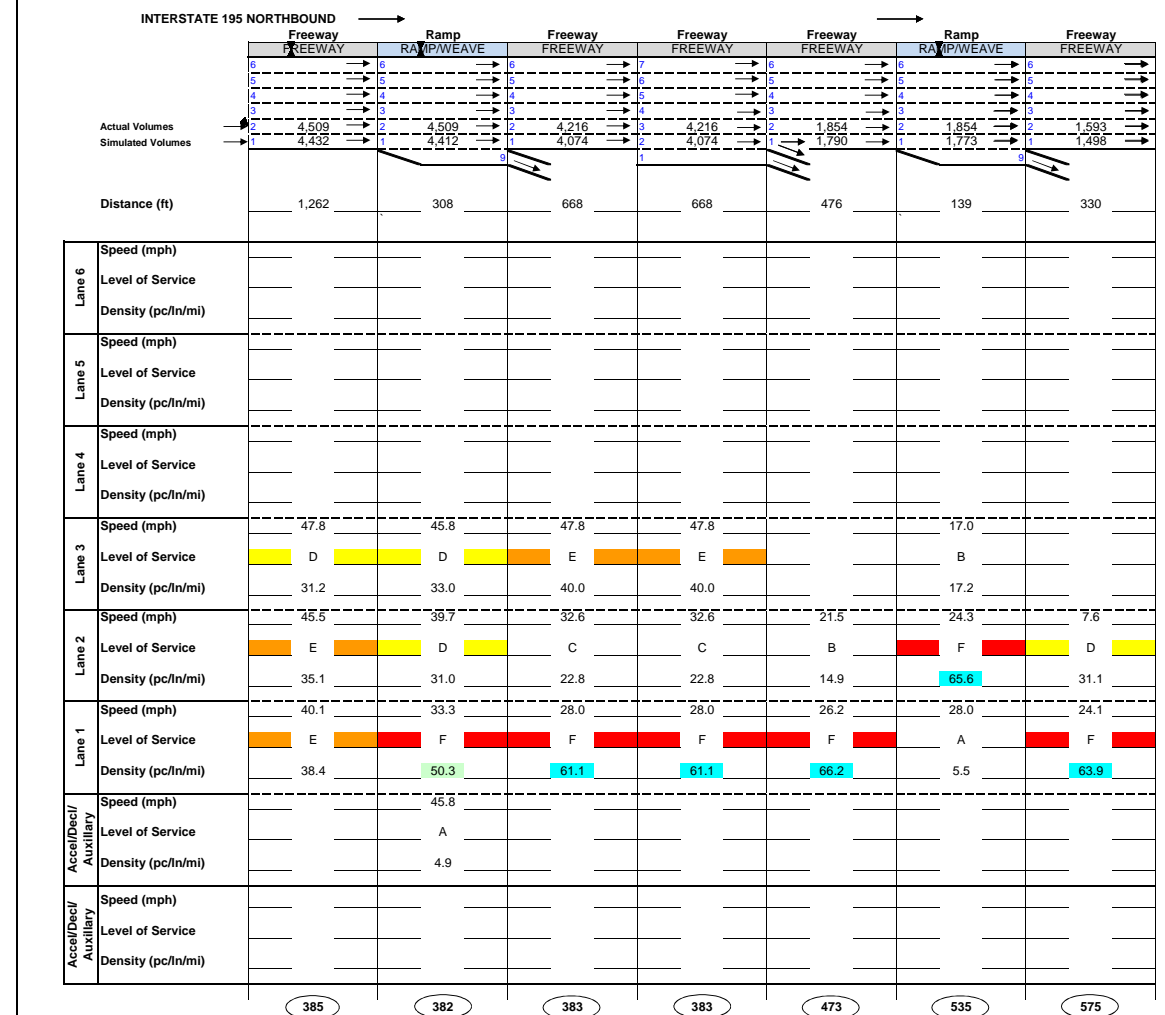
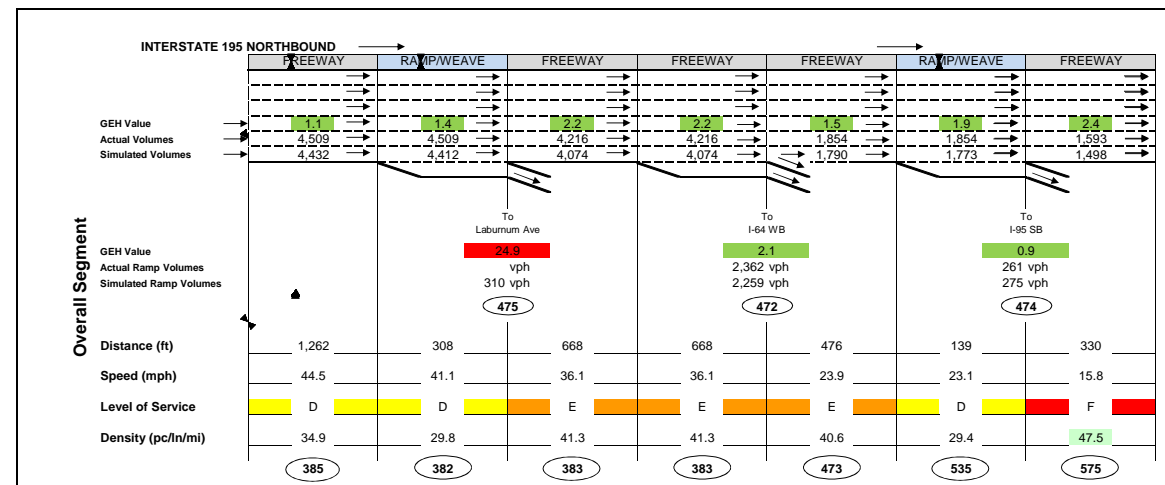
**Figure SYIP 9**  
I-64 and I-95 Overlap Report  
Eastbound I-64  
PM 2022 Build Option 1 Peak Hour MOE's  
4:30 - 5:30 PM



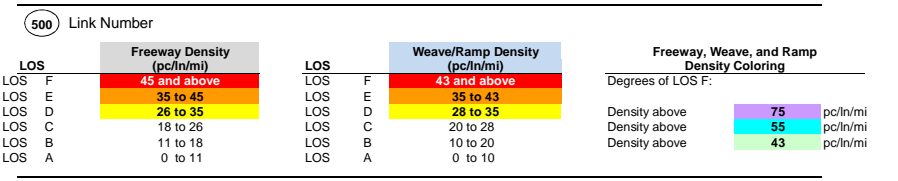
**LEGEND**

(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**



		FREEWAY	RAMP/WEAVE	FREEWAY	FREEWAY	RAMP/WEAVE	FREEWAY	FREEWAY
Overall Segment	GEH Value	5.1	5.1	5.5	5.5	5.6	5.4	4.4
	Actual Volumes	2,682	2,682	2,283	2,283	4,463	4,463	4,760
	Simulated Volumes	2,424	2,425	2,029	2,029	4,099	4,113	4,459
Overall Segment	GEH Value		0.8		1.6		2.9	
	Actual Ramp Volumes		399 vph		2,180 vph		297 vph	
	Simulated Ramp Volumes		384 vph		2,106 vph		348 vph	
			454		469		470	
Distance (ft)		653	199	1,195	1,195	176	1,164	956
Speed (mph)		51.7	47.1	42.5	42.5	41.6	54.5	58.4
Level of Service		C	B	C	C	C	C	C
Density (pc/n/mi)		23.5	16.9	23.9	23.9	21.7	25.2	19.2
		453	528	529	529	378	379	380

		Freeway	Ramp	Ramp	Freeway	Ramp	Freeway	Freeway
Overall Segment	Actual Volumes	2,682	2,682	2,283	2,283	4,463	4,463	4,760
	Simulated Volumes	2,424	2,425	2,029	2,029	4,099	4,113	4,459
	Distance (ft)	653	199	1,195	1,195	176	1,164	956
Lane 6	Speed (mph)							
	Level of Service							
	Density (pc/n/mi)							
Lane 5	Speed (mph)							
	Level of Service							
	Density (pc/n/mi)							
Lane 4	Speed (mph)							58.5
	Level of Service							C
	Density (pc/n/mi)							21.6
Lane 3	Speed (mph)					54.8	54.4	57.6
	Level of Service					B	C	C
	Density (pc/n/mi)					18.5	22.3	23.5
Lane 2	Speed (mph)	52.2	48.8	43.2	43.2	49.0	54.6	58.1
	Level of Service	C	C	E	E	C	C	C
	Density (pc/n/mi)	18.9	23.6	40.8	40.8	25.7	26.0	22.3
Lane 1	Speed (mph)	51.3	48.7	41.8	41.8	46.4	54.5	59.5
	Level of Service	D	C	A	A	E	D	A
	Density (pc/n/mi)	28.1	22.0	7.0	7.0	37.8	27.3	9.3
Accel/Decel/Auxiliary	Speed (mph)		43.7			16.1		
	Level of Service		A			A		
	Density (pc/n/mi)		5.0			5.0		
Accel/Decel/Auxiliary	Speed (mph)							
	Level of Service							
	Density (pc/n/mi)							
		453	528	529	529	378	379	380

**LEGEND**

Link Number																																					
<table border="0"> <tr> <td>LOS F</td> <td>Freeway Density (pc/n/mi)</td> <td>45 and above</td> </tr> <tr> <td>LOS E</td> <td></td> <td>35 to 45</td> </tr> <tr> <td>LOS D</td> <td></td> <td>26 to 35</td> </tr> <tr> <td>LOS C</td> <td></td> <td>18 to 26</td> </tr> <tr> <td>LOS B</td> <td></td> <td>11 to 18</td> </tr> <tr> <td>LOS A</td> <td></td> <td>0 to 11</td> </tr> </table>	LOS F	Freeway Density (pc/n/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	<table border="0"> <tr> <td>LOS F</td> <td>Weave/Ramp Density (pc/n/mi)</td> <td>43 and above</td> </tr> <tr> <td>LOS E</td> <td></td> <td>35 to 43</td> </tr> <tr> <td>LOS D</td> <td></td> <td>28 to 35</td> </tr> <tr> <td>LOS C</td> <td></td> <td>20 to 28</td> </tr> <tr> <td>LOS B</td> <td></td> <td>10 to 20</td> </tr> <tr> <td>LOS A</td> <td></td> <td>0 to 10</td> </tr> </table>	LOS F	Weave/Ramp Density (pc/n/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
LOS F	Freeway Density (pc/n/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																																			
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LOS C		20 to 28																																			
LOS B		10 to 20																																			
LOS A		0 to 10																																			
<table border="0"> <tr> <td colspan="2">Freeway, Weave, and Ramp Density Coloring</td> </tr> <tr> <td>Density above</td> <td>75 pc/n/mi</td> </tr> <tr> <td>Density above</td> <td>55 pc/n/mi</td> </tr> <tr> <td>Density above</td> <td>43 pc/n/mi</td> </tr> </table>		Freeway, Weave, and Ramp Density Coloring		Density above	75 pc/n/mi	Density above	55 pc/n/mi	Density above	43 pc/n/mi																												
Freeway, Weave, and Ramp Density Coloring																																					
Density above	75 pc/n/mi																																				
Density above	55 pc/n/mi																																				
Density above	43 pc/n/mi																																				



**Kimley-Horn and Associates, Inc.**

**Figure SYIP 12**  
 I-64 and I-95 Overlap Report  
 Southbound I-195  
 PM 2022 Build Option 1 Peak Hour MOE's  
 4:30 - 5:30 PM

I-95/I-64 Overlap Study  
2022 Build Option 1 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		6.0	A	0.6	0.1	673
Laburnum	I-195 NB offramp		1.0	A	0.0	0.0	1093
Laburnum	I-64 WB onramp		1.2	A	0.1	0.0	1829
N Boulevard	I-95 ramps	X	7.1	A	2.1	0.2	2216
Hermitage	Robin Hood	X	23.0	C	14.7	0.8	1796
Robin Hood	I-95 SB onramp		1.4	A	0.1	0.0	726
Leigh	Gilmer	X	23.6	C	16.7	0.5	1279
Chamberlayne	I-95 NB offramp		1.7	A	0.0	0.0	1244
3rd St	Jackson St	X	16.3	B	8.9	0.5	1396
4th St	Jackson St	X	7.4	A	4.5	0.4	784
5th St	Jackson St	X	19.1	B	13.4	0.6	1440
Broad St	College	X	7.6	A	4.5	0.4	2643
Broad St	14th St	X	8.5	A	3.8	0.3	3276
15th St	Franklin/Bank St	X	18.5	B	8.9	0.7	1264
15th St	Main St	X	18.2	B	11.6	0.6	1931
14th St	Main St	X	12.8	B	8.3	0.4	2569
14th St	Franklin St	X	15.4	B	9.3	0.6	1727
Broad St	17th St	X	22.1	C	8.9	0.5	2708
Broad St	18th St	X	22.0	C	14.3	0.7	2058
Jackson St	7th St	X	12.8	B	8.3	0.5	1046
Jackson St	8th St	X	15.0	B	10.3	0.6	852
7th St	Duval St	X	10.7	B	5.8	0.6	944
Belvedere	Leigh	X	24.0	C	16.9	0.7	3099
N Boulevard	Robin Hood	X	24.4	C	17.3	0.7	2695
Hermitage	I-95 NB offramp	X	5.4	A	0.3	0.2	746

Table 2: Intersection Results by Movement (730-830 AM)																	
Name	Movement	Delay (sec)	LOS	Average Queue (ft)	Max Queue (ft)	Simulated Volume	Actual Volume	GEH	Approach	Delay (sec)	LOS	Average Queue (ft)	# Vehicles				
Laburnum	I-64 EB offramp	5 SBLT	9.3	A	2.5	135.5	302	282	1.2	82	SB	9.3	A	2	307		
		10 SBRT	5.3	A	2	136	5	15									
		8 EB THRU	11.3	B	0	7	5	9		83	EB	11.4	B	0	7		
		11 EBRT	11.8	B	0	7	2	4									
		7 WBTL	3.0	A	0	30	301	291	0.6	84	WB	3.0	A	0	323		
Laburnum	I-195 NB offramp	4 WB THRU	2.4	A	0	30	22	44									
		1 NBLT	9.7	A	0	17	24	22		81	NB	2.0	A	0	458		
		6 NB THRU	10.5	B	0	17	22	14									
		9 NBRT	1.1	A	0	17	413	446	1.6								
		8 EB THRU	0.3	A	0	0	312	280	1.9	83	EB	0.3	A	0	312		
Laburnum	I-64 WB onramp	4 WB THRU	0.9	A	0	0	323	317	0.3	84	WB	0.4	A	0	323		
		3 EBLT	3.8	A	0	3	53	60		82	SB	0.4	A	0	580		
		8 EB THRU	0.1	A	0	3	527	512	0.7								
		4 WB THRU	1.0	A	1	127	732	733	0.1	84	WB	1.6	A	1	1249		
		12 WBRT	2.4	A	1	127	518	519	0.1								
N Boulevard	I-95 ramps	X 1 NBLT	11.5	B	9	290	535	520	0.6	81	NB	9.2	A	9	743		
		X 6 NB THRU	3.6	A	9	290	208	207	0.1								
		X 2 SB THRU	3.0	A	3	90	372	359	0.7	82	SB	3.9	A	2	611		
		X 10 SBRT	2.9	A	0	31	239	246	0.4								
		X 3 EBLT	41.5	D	19	144	85	84		83	EB	7.5	A	2	862		
Hermitage	Robin Hood	X 1 NBLT	26.3	C	41	308	247	216	2.0	81	NB	20.7	C	27	395		
		X 6 NB THRU	23.4	C	2	105	39	35									
		X 9 NBRT	7.0	A	2	98	109	89									
		X 5 SBLT	26.6	C	10	119	72	65		82	SB	17.3	B	12	613		
		X 2 SB THRU	27.9	B	27	152	243	302	3.6								
Robin Hood	I-95 SB onramp	X 10 SBRT	7.0	A	0	61	298	349	2.8								
		X 3 EBLT	46.1	D	79	399	14	18		83	EB	29.2	C	78	690		
		X 8 EB THRU	36.2	D	79	399	324	292	1.8								
		X 11 EBRT	22.1	C	77	397	352	413	3.1								
		X 7 WBTL	36.8	D	10	96	18	16		84	WB	24.3	C	9	99		
Leigh	Gilmer	X 4 WB THRU	23.6	C	10	96	72	69									
		X 12 WBRT	6.3	A	3	7	10	8									
		3 EBLT	2.1	A	0	63	366	318	2.6	81	NB	1.8	A	0	451		
		8 EB THRU	0.2	A	0	0	85	89									
		4 WB THRU	0.2	A	0	2	99	94		83	EB	0.8	A	0	221		
Chamberlayne	I-95 NB offramp	12 WBRT	1.2	A	0	2	123	92									
		X 5 SBLT	8.5	A	14	265	658	706	1.8	81	NB	7.9	A	12	774		
		X 10 SBRT	4.9	A	41	116	112	112	0.4								
		X 8 EB THRU	42.4	D	46	209	268	252	1.0	83	EB	42.4	D	46	268		
		X 11 EBRT	0.0	A	37	200	0	0									
3rd St	Jackson St	X 7 WBTL	0.0	A	42	161	0	0		84	WB	53.4	D	42	237		
		X 4 WB THRU	53.4	D	42	161	237	240	0.2								
		X 6 NB THRU	0.2	A	0	0	155	145	0.8	81	NB	0.2	A	0	155		
		X 2 SB THRU	0.4	A	0	0	269	289	1.2	82	SB	0.4	A	0	269		
		X 7 WBTL	2.7	A	0	0	268	295	1.6	83	EB	2.4	A	0	820		
4th St	Jackson St	X 12 WBRT	2.3	A	0	0	552	645	3.8								
		X 1 NBLT	21.5	C	2	46	4	4		81	NB	10.8	B	1	37		
		X 6 NB THRU	14.6	B	2	46	20	27									
		X 9 NBRT	3.9	A	0	16	15	13									
		X 5 SBLT	17.3	B	38	216	366	500	6.4	82	SB	16.1	B	38	1117		
5th St	Jackson St	X 2 SB THRU	15.5	B	38	216	728	981	8.7								
		X 10 SBRT	14.2	B	30	199	23	29									
		X 3 EBLT	20.6	C	17	192	10	8		83	EB	22.4	C	17	142		
		X 8 EB THRU	22.8	C	17	192	127	125	0.1								
		X 11 EBRT	16.0	B	9	172	5	6									
Broad St	College	X 7 WBTL	12.8	B	5	87	53	59		84	WB	11.6	B	5	101		
		X 4 WB THRU	10.6	B	5	87	46	50									
		X 12 WBRT	2.3	A	1	67	2	3									
		X 1 NBLT	27.5	C	13	141	4	4		81	NB	22.2	C	11	114		
		X 6 NB THRU	25.3	C	13	141	81	87									
Broad St	14th St	X 9 NBRT	4.7	A	12	179	29	31									
		X 3 EBLT	4.8	A	7	116	99	128	2.7	83	EB	4.1	A	7	508		
		X 8 EB THRU	4.1	A	7	116	350	434	4.3								
		X 11 EBRT	2.3	A	1	85	59	77									
		X 7 WBTL	9.7	A	4	90	31	36		84	WB	7.4	A	4	163		
Broad St	17th St	X 4 WB THRU	7.5	A	4	90	97	113	1.5								
		X 12 WBRT	4.9	A	2	79	35	44									
		X 5 SBLT	26.4	C	55	225	173	221	3.4	81	NB	24.9	C	54	983		
		X 2 SB THRU	26.1	C	55	225	703	880	6.3								
		X 10 SBRT	14.4	B	43	209	107	132	2.3								
Broad St	18th St	X 8 EB THRU	6.6	A	9	154	341	422	4.2	83	EB	6.4	A	8	378		
		X 11 EBRT	4.5	A	4	136	37	40									
		X 7 WBTL	10.4	B	2	54	23	27		84	WB	7.6	A	2	79		
		X 4 WB THRU	6.4	A	2	54	55	64									
		X 6 NB THRU	26.8	C	1	78	1	2		81	NB	14.4	B	1	22		
Broad St	14th St	X 9 NBRT	7.6	A	0	64	15	18									
		X 5 SBLT	31.9	C	21	163	101	119	1.7	82	SB	28.1	C	19	142		
		X 2 SB THRU	34.3	C	21	163	6	7									
		X 10 SBRT	16.3	B	14	148	35	30									
		X 3 EBLT	0.0	A	25	209	0	0		83	EB	13.1	B	24	602		
Broad St	14th St	X 8 EB THRU	13.8	B	25	209	558	561	0.3								
		X 11 EBRT	4.1	A	0	2	44	56									
		X 7 WBTL	3.5	A	55	278	167	168	0.1	84	WB	4.2	A	54	1877		
		X 4 WB THRU	3.9	A	55	278	1217	1152	1.9								
		X 12 WBRT	5.2	A	50	272	493	504	0.5								
Broad St	14th St	X 1 NBLT	22.9	C	23	204	210	198	0.8	81	NB	10.2	B	15	685		
		X 6 NB THRU	5.8	A	12	179	0	0									
		X 9 NBRT	4.7	A	12	179	475	473	0.1								
		X 10 SBRT	6.9	A	8	233	1228	1229	0.0	82	SB	6.9	A	8	1228		
		X 3 EBLT	14.7	B	21	169	0	0		83	EB	9.3	A	16	674		
15th St	Franklin Bank St	X 8 EB THRU	12.2	B	21	169	477	470	0.3								
		X 11 EBRT	2.5	A	3	127	197	186	0.8								
		X 7 WBTL	9.4	A	15	208	248	269	1.3	84	WB	7.4	A	15	689		
		X 4 WB THRU	6.2	A	15	208	440	425	0.7								
		X 1 NBLT	38.0	D	13	105	72	75		81	NB	24.7	C	9	112		
15th St	Main St	X 9 NBRT	4.0	A	2	72	40	44									
		X 5 SBLT	13.6	B	67	389	41	57		82	SB	16.3	B	64	975		
		X 2 SB THRU	17.2	B	67	389	511	613	4.3								
		X 10 SBRT	15.4	B	59	372	423	488	3.0								
		X 8 EB THRU	33.3	C	22	197	82	76		83	EB	25.8	C	19	162		
14th St	Main St	X 11 EBRT	18.1	B	16	183	80	76		84	WB	33.1	C	2	15		
		X 7 WBTL	37.1	D	2	53	13	16									
		X 4 WB THRU	32.5	C	2	53	13	16									
		X 1 NBLT	32.9	C	12	113	31	25		81	NB	31.5	C	12	72		
		X 6 NB THRU	30.5	C	12	113	41	43									
14th St	Franklin St	X 9 NBRT	0.0	A	5	97	0	0									
		X 5 SBLT	19.7	B	24	228	193	232	2.7	82	SB	19.5	B	22	368		
		X 2 SB THRU	22.0	C	24	228	85	85					</				

I-95/I-64 Overlap Study  
 2022 Build Option 1 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		8.6	A	1.6	0.2	778
Laburnum	I-195 NB offramp		0.5	A	0.0	0.0	1069
Laburnum	I-64 WB onramp		0.8	A	0.0	0.0	1979
N Boulevard	I-95 ramps	X	15.7	B	5.9	0.4	2519
Hermitage	Robin Hood	X	25.1	C	16.8	0.8	2151
Robin Hood	I-95 SB onramp		2.8	A	0.4	0.1	1092
Leigh	Gilmer	X	38.4	D	28.9	0.8	1181
Chamberlayne	I-95 NB offramp		0.7	A	0.0	0.0	1527
3rd St	Jackson St	X	14.2	B	10.2	0.5	673
4th St	Jackson St	X	17.3	B	11.8	0.7	757
5th St	Jackson St	X	14.4	B	10.8	0.5	907
Broad St	College	X	37.3	D	25.6	1.0	2193
Broad St	14th St	X	35.7	D	18.1	1.2	2880
15th St	Franklin/Bank St	X	13.6	B	7.8	0.4	919
15th St	Main St	X	21.9	C	15.7	0.7	1810
14th St	Main St	X	17.0	B	12.1	0.5	2265
14th St	Franklin St	X	16.5	B	11.0	0.6	1341
Broad St	17th St	X	16.6	B	8.5	0.6	2159
Broad St	18th St	X	18.2	B	12.6	0.6	2063
Jackson St	7th St	X	26.2	C	16.5	0.8	2190
Jackson St	8th St	X	12.5	B	7.3	0.6	790
7th St	Duval St	X	25.1	C	15.1	0.8	2370
Belvedere	Leigh	X	29.8	C	19.2	0.8	3924
N Boulevard	Robin Hood	X	25.4	C	16.9	0.7	2986
Hermitage	I-95 NB offramp	X	1.9	A	0.2	0.1	797

		Table 2: Intersection Results by Movement (430-530 PM)													
Name	Location	Movement	Delay (sec)	LOS	Average Queue (ft)	Max Queue (ft)	Simulated Volume	Actual Volume	GEH	Approach	Delay (sec)	LOS	Average Queue (ft)	# Vehicles	
Laburnum	I-64 EB offramp	5 SBLT	11.2	B	5.5	205	385	385	0.0			B	0	385	
		10 SBRT	0.0	A	6	205	0	0							
		8 EB THRU	13.8	B	0	33	20	31		83	EB	14.3	B	0	33
		11 EBRT	15.1	C	0	33	13	22							
Laburnum	I-95 NB offramp	7 WBRT	3.5	A	0	9	322	294	1.8	84	WB	3.4	A	0	327
		4 WB THRU	3.1	A	0	9	9	13							
		1 NBRT	9.0	A	0	0	5	9		81	NB	1.0	A	0	322
		6 NB THRU	0.0	A	0	0	0	14							
Laburnum	I-64 WB onramp	8 EB THRU	0.3	A	0	0	317	302	0.9						
		4 WB THRU	0.4	A	0	0	424	298	0.6	83	EB	0.3	A	0	424
		3 EBLT	2.6	A	0	42	170	126	3.6	82	SB	0.7	A	0	1301
		8 EB THRU	0.4	A	0	42	1130	948	5.7						
N Boulevard	I-95 ramps	12 WBRT	1.9	A	0	10	327	339	0.9	84	WB	1.1	A	0	678
		1 NBRT	17.3	B	32	588	1033	964	2.2	81	NB	15.6	B	32	1541
		6 NB THRU	11.9	B	32	588	508	445	2.9						
		2 SB THRU	2.6	A	1	57	171	251	5.5	82	SB	10.3	B	1	382
Hermitage	Robin Hood	10 SBRT	16.5	B	1	89	211	232	1.4						
		3 EBLT	72.3	E	60	309	138	149	1.0	83	EB	19.3	B	24	596
		11 EBRT	3.5	A	14	213	459	498	1.8						
		1 NBRT	25.1	C	72	524	475	448	1.2	81	NB	20.7	C	45	863
Robin Hood	I-95 SB onramp	6 NB THRU	22.9	C	13	238	95	60							
		9 NBRT	13.1	B	12	231	294	269	1.5						
		5 SBLT	38.3	D	24	188	120	60		82	SB	23.4	C	13	576
		2 SB THRU	37.9	D	26	121	178	150	2.2						
Leigh	Glimer	10 SBRT	7.7	A	0	81	278	184	6.2						
		3 EBLT	38.2	D	82	359	9	13		83	EB	32.4	C	82	607
		8 EB THRU	36.8	D	82	359	456	504	2.2						
		11 EBRT	18.0	B	80	358	142	176	2.7						
Chamberlayne	I-95 NB offramp	7 WBRT	43.0	D	11	86	18	18		84	WB	28.2	C	10	105
		4 WB THRU	26.7	C	11	86	83	118	3.5						
		12 WBRT	10.3	B	3	67	6	13							
		3 EBLT	3.1	A	1	143	672	671	0.0	81	NB	2.5	A	1	867
3rd St	Jackson St	8 EB THRU	0.3	A	0	0	195	166	2.2						
		4 WB THRU	0.3	A	0	0	165	119	1.4	83	EB	3.9	A	0	220
		12 WBRT	7.2	A	0	4	116	134	1.6						
		5 SBLT	8.4	A	5	93	156	174	1.4	81	NB	7.9	A	4	174
5th St	Jackson St	10 SBRT	3.0	A	0	18	29								
		8 EB THRU	42.3	D	100	388	678	645	1.3	83	EB	42.3	D	100	678
		11 EBRT	0.0	A	92	379	0	0							
		7 WBRT	0.0	A	49	223	0	0		84	WB	46.4	D	49	330
Broad St	College	4 WB THRU	46.4	D	49	223	330	304	1.4						
		6 NB THRU	0.2	A	0	0	554	423	5.9	81	NB	0.2	A	0	554
		2 SB THRU	0.3	A	0	0	419	306	5.9	82	SB	0.3	A	0	419
		12 WBRT	1.8	A	0	0	192	192	0.0	83	EB	1.6	A	0	554
4th St	Jackson St	1 NBRT	18.3	B	6	80	5	7		81	NB	13.2	B	6	135
		6 NB THRU	14.3	B	6	80	112	84							
		9 NBRT	5.9	A	1	57	18	9							
		5 SBLT	11.6	B	8	101	48	82		82	SB	12.5	B	8	228
5th St	Jackson St	2 SB THRU	13.3	B	8	101	164	263	6.8						
		10 SBRT	7.0	A	4	83	16	33							
		3 EBLT	28.2	C	16	158	29	23		83	EB	24.4	C	15	124
		8 EB THRU	28.0	C	16	158	72	54							
5th St	Jackson St	11 EBRT	14.6	B	9	139	23	23							
		7 WBRT	10.0	B	8	120	83	54		84	WB	10.1	B	8	187
		4 WB THRU	10.3	B	8	120	130	107	2.1						
		12 WBRT	4.7	A	3	102	4	5							
5th St	Jackson St	1 NBRT	29.3	C	60	300	8	9		81	NB	33.8	C	56	311
		6 NB THRU	36.4	D	60	300	226	219	0.5						
		9 NBRT	26.9	C	43	276	77	92							
		3 EBLT	6.3	A	3	68	25	36		83	EB	5.3	A	3	138
5th St	Jackson St	8 EB THRU	5.6	A	3	68	98	99							
		11 EBRT	1.9	A	0	28	16	17							
		4 WB RT	4.6	A	4	119	11	11		84	WB	5.9	A	4	308
		4 WB THRU	4.6	A	4	119	180	155	1.9						
5th St	Jackson St	12 WBRT	7.9	A	2	105	117	90							
		5 SBLT	28.9	C	29	132	62	70		81	NB	25.4	C	27	423
		2 SB THRU	27.5	C	29	132	310	348	2.1						
		10 SBRT	8.8	A	17	116	51	70							
Broad St	College	8 EB THRU	3.9	A	2	59	163	177	1.1	83	EB	3.8	A	2	174
		11 EBRT	2.1	A	1	42	12	13							
		7 WBRT	5.8	A	5	86	52	52		84	WB	5.4	A	5	310
		4 WB THRU	5.3	A	5	86	258	194	4.3						
Broad St	14th St	1 NBRT	24.6	C	3	98	9	17		81	NB	15.8	B	2	109
		6 NB THRU	0.0	A	3	98	0	0							
		9 NBRT	15.1	B	2	87	101	124	2.2						
		5 SBLT	29.1	C	46	166	261	258	0.2	82	SB	27.4	C	45	312
Broad St	14th St	2 SB THRU	21.4	C	46	166	3	4							
		10 SBRT	19.0	B	37	152	48	43							
		3 EBLT	0.0	A	507	777	0	0		83	EB	66.9	E	498	958
		8 EB THRU	66.9	E	507	777	940	1071	4.1						
Broad St	14th St	11 EBRT	67.0	E	0	10	18	33							
		7 WBRT	9.5	A	21	220	36	44		84	WB	9.1	A	20	814
		4 WB THRU	9.5	A	21	220	684	736	2.0						
		12 WBRT	5.5	A	13	215	94	93							
Broad St	14th St	1 NBRT	110.3	F	525	740	144	190	3.5	81	NB	104.3	F	505	801
		6 NB THRU	105.3	F	501	715	0	0							
		9 NBRT	103.0	F	501	715	657	883	8.2						
		10 SBRT	1.0	A	0	0	297	328	1.7	82	SB	1.0	A	0	297
15th St	Franklin/Bank St	3 EBLT	14.6	B	45	219	0	0							
		8 EB THRU	4.4	A	45	219	1142	1178	1.1	83	EB	4.4	A	42	1302
		11 EBRT	4.4	A	24	173	160	191	2.3						
		7 WBRT	13.1	B	8	134	108	112	0.4	84	WB	7.8	A	8	481
15th St	Main St	4 WB THRU	6.2	A	8	134	372	348	1.3						
		1 NBRT	0.0	A	0	5	0	90		81	NB	4.4	A	0	4
		9 NBRT	4.4	A	0	0	4	0							
		5 SBLT	6.3	A	8	124	6	3		82	SB	7.0	A	7	644
15th St	Main St	2 SB THRU	7.2	A	8	124	539	601	2.6						
		10 SBRT	6.2	A	4	107	99	149	4.5						
		8 EB THRU	41.7	D	7	105	17	17		83	EB	19.1	B	5	87
		11 EBRT	13.7	B	4	91	70	53							
15th St	Main St	7 WBRT	35.0	C	36	191	53	48		84	WB	34.3	C	36	183
		4 WB THRU	34.0	C	36	191	130	127	0.3						
		1 NBRT	37.9	D	16	166	6	44		81	NB	36.3	D	15	81
		6 NB THRU	38.8	D	16	166	64	3							
14th St	Main St	9 NBRT	21.8	C	8	151	12	26							
		5 SBLT	17.8	B	41	310	466	491	1.2	82	SB	17.7	B	39	660
		2 SB THRU	19.2	B	41	310	71	73							
		10 SBRT	16.6	B	33	296	123	138	1.3	83	EB	22.8	C	28	389
14th St	Main St	3 EBLT	33.7	C	28	164	6	11							
		8 EB THRU	22.9	C	28	164	368	341	1.4						
		11 EBRT	15.4	B	22	150	16	9		84	WB	23.6	C	51	679
		7 WBRT	31.6	C	52	243	52	56							
14th St	Franklin St	4 WB THRU	25.5	C	52	243	554	601	2.0						