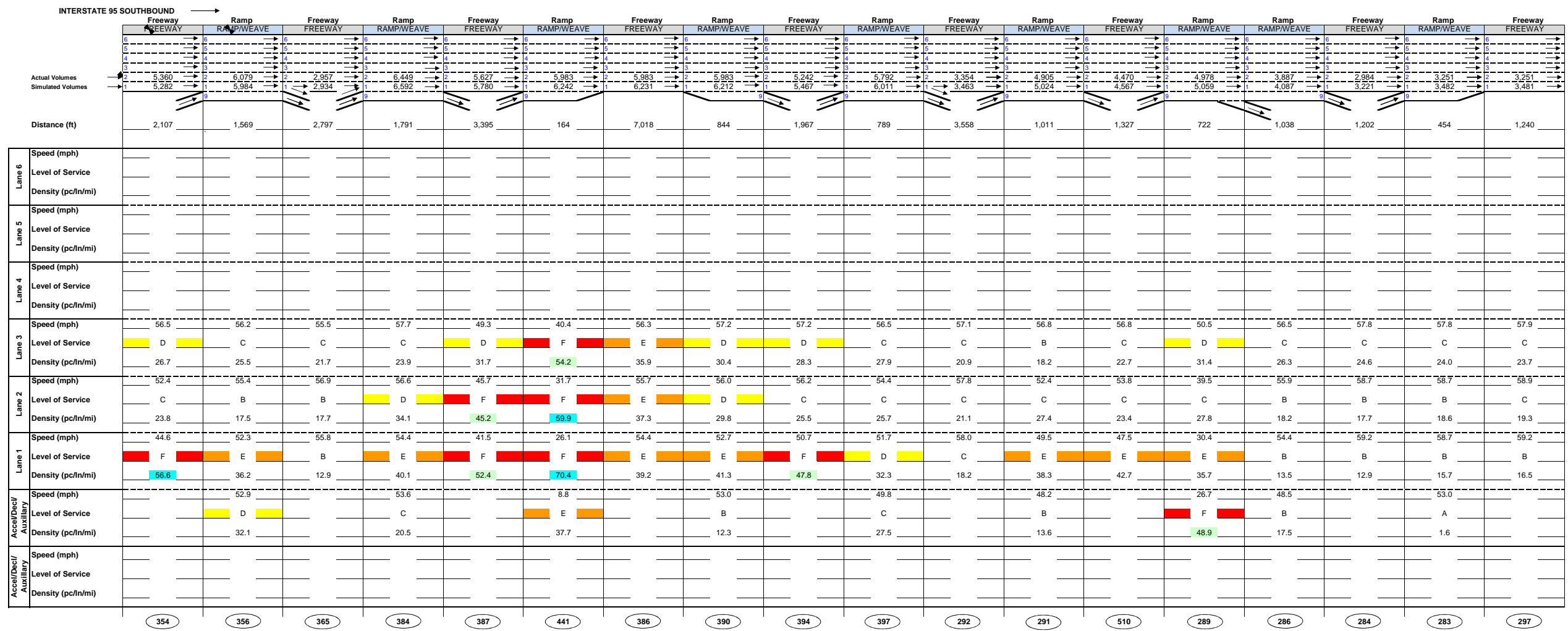
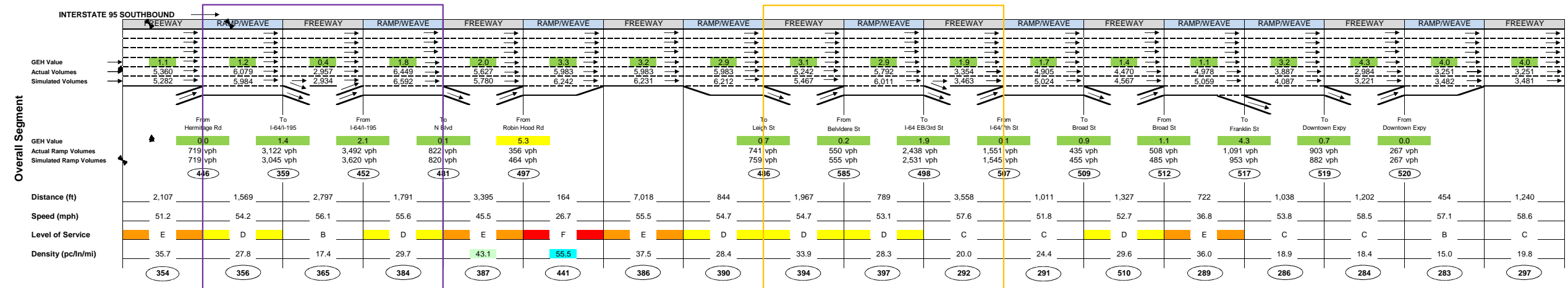
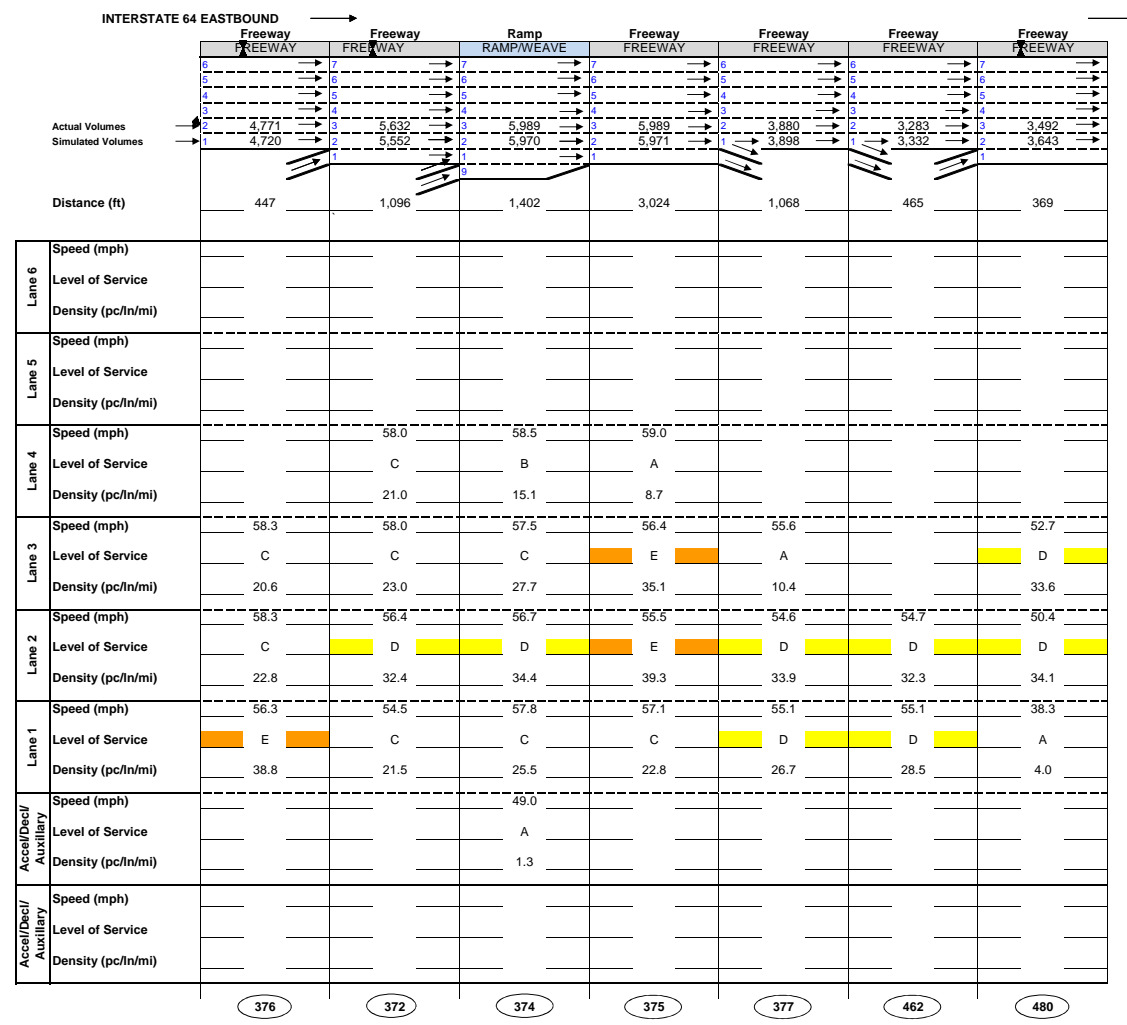
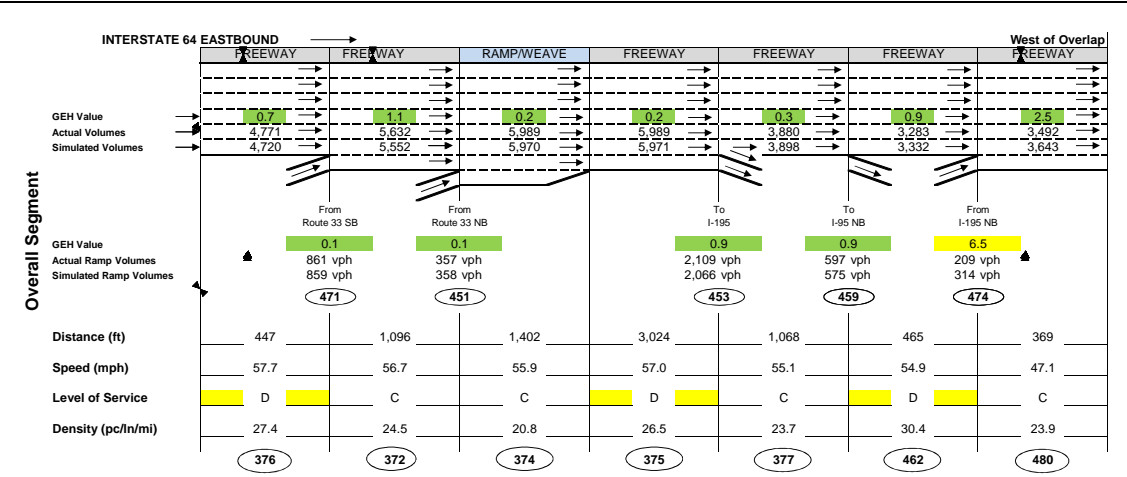


Figure 1
I-64 and I-95 Overlap Report
Northbound I-95
AM Existing Peak Hour MOE's
7:30 - 8:30 AM

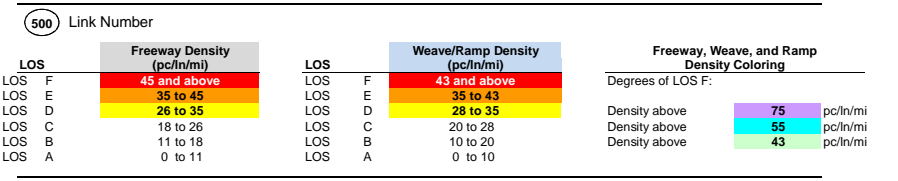


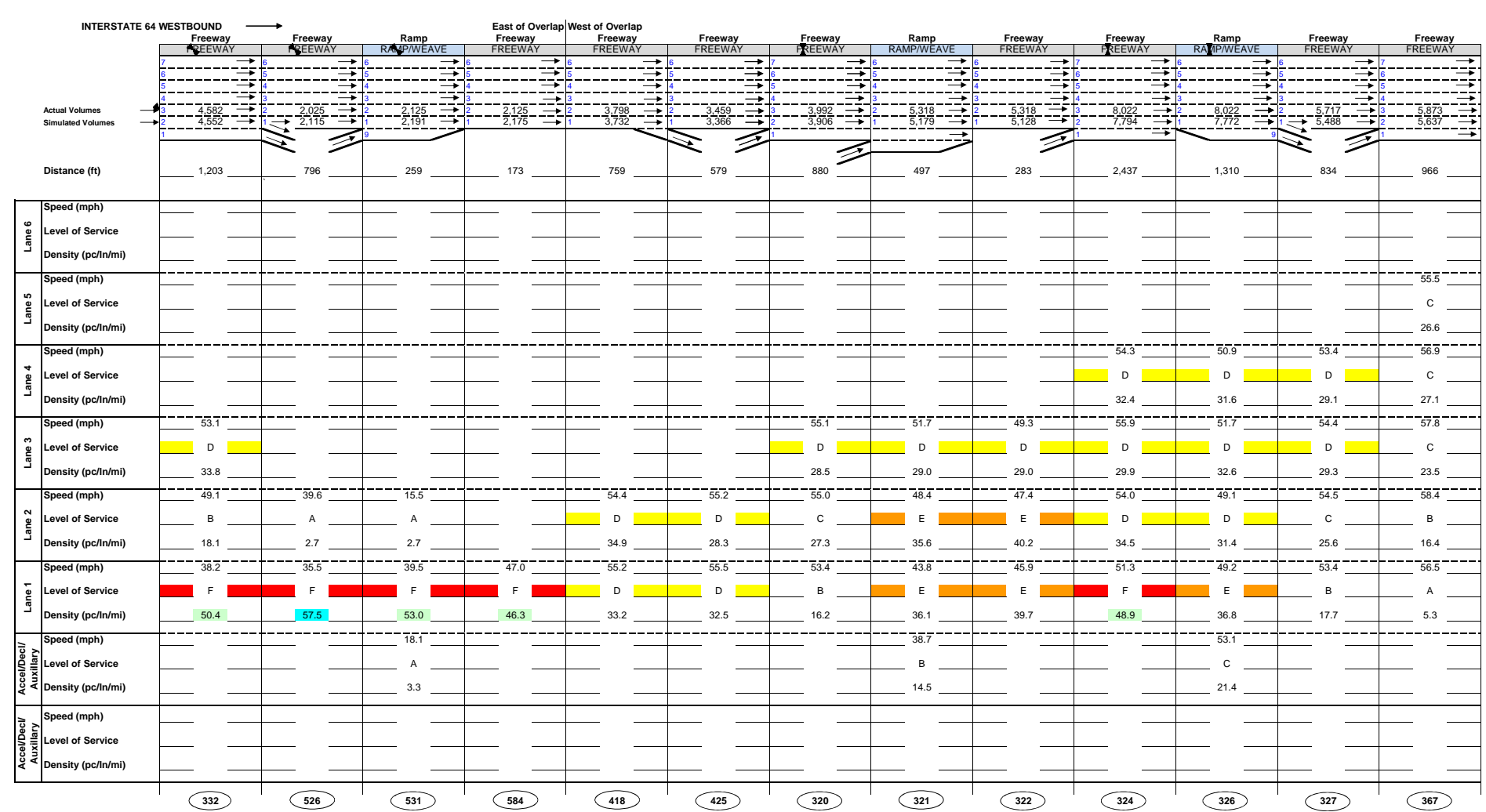
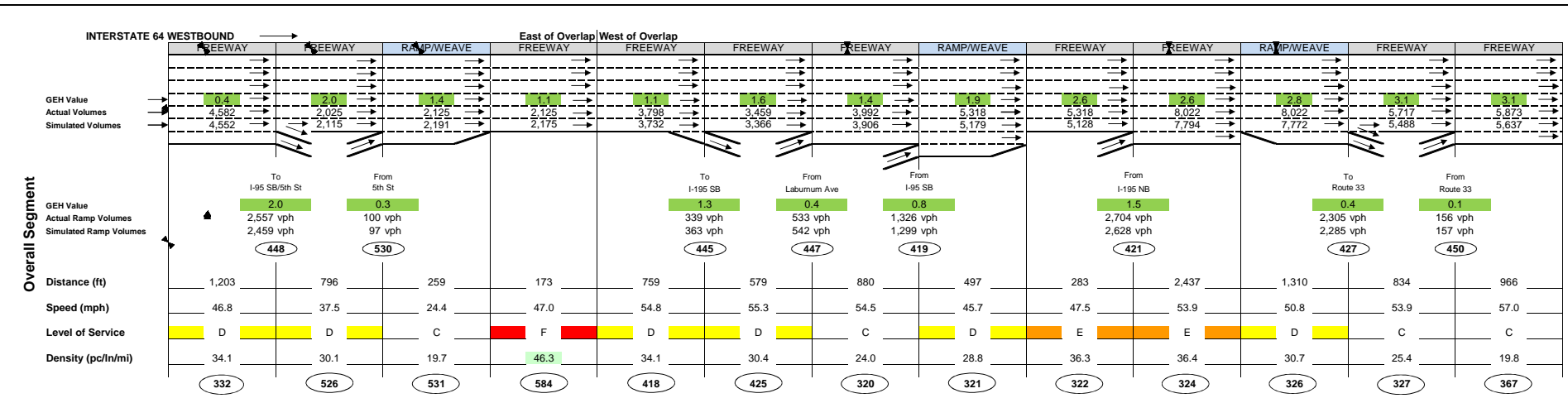
LEGEND

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



LEGEND

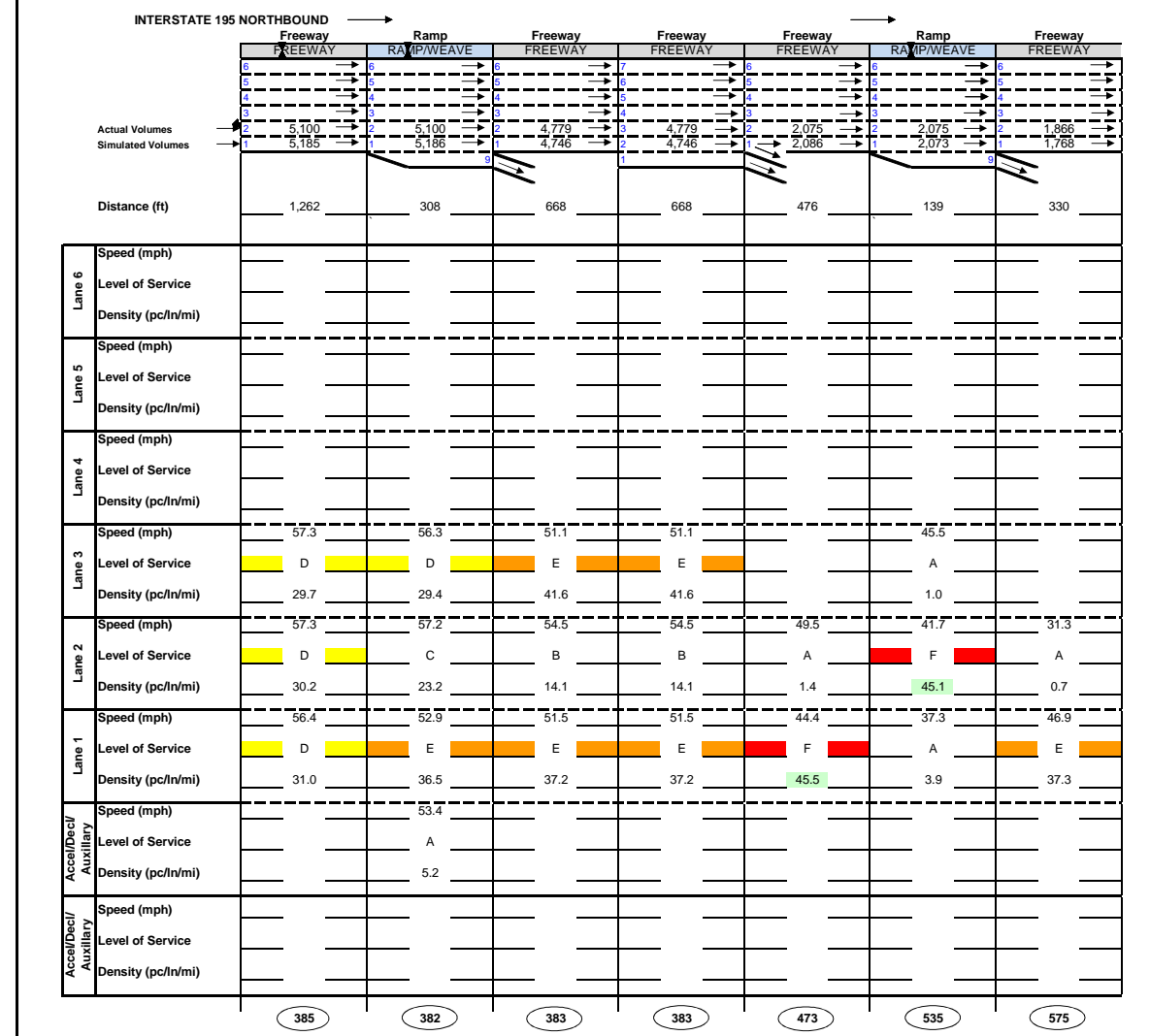
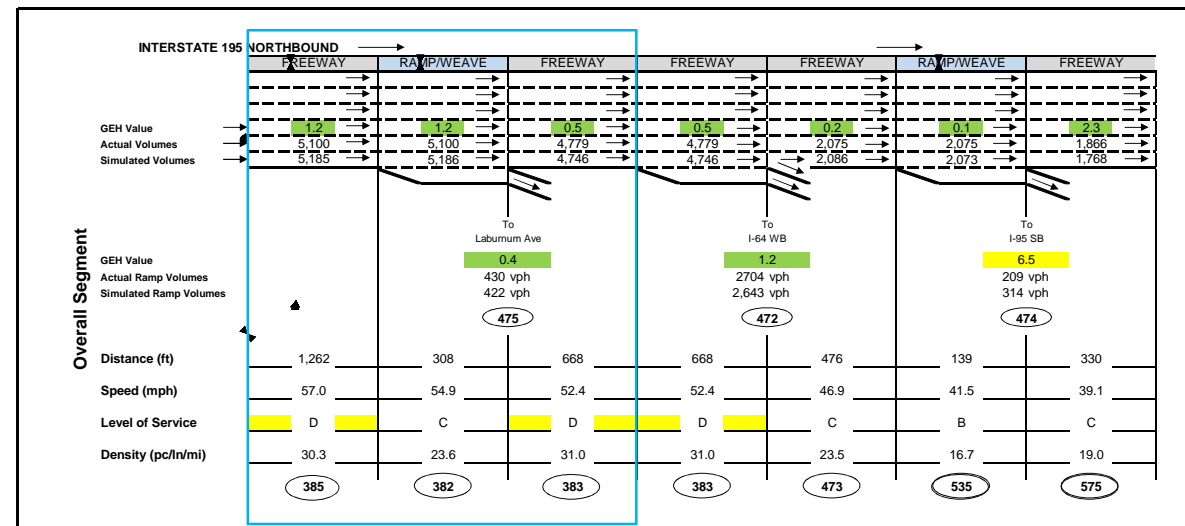




LEGEND

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	Density above 75 pc/n/mi
LOS E	35 to 45	LOS E	35 to 43	Density above 55 pc/n/mi
LOS D	26 to 35	LOS D	28 to 35	Density above 43 pc/n/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	



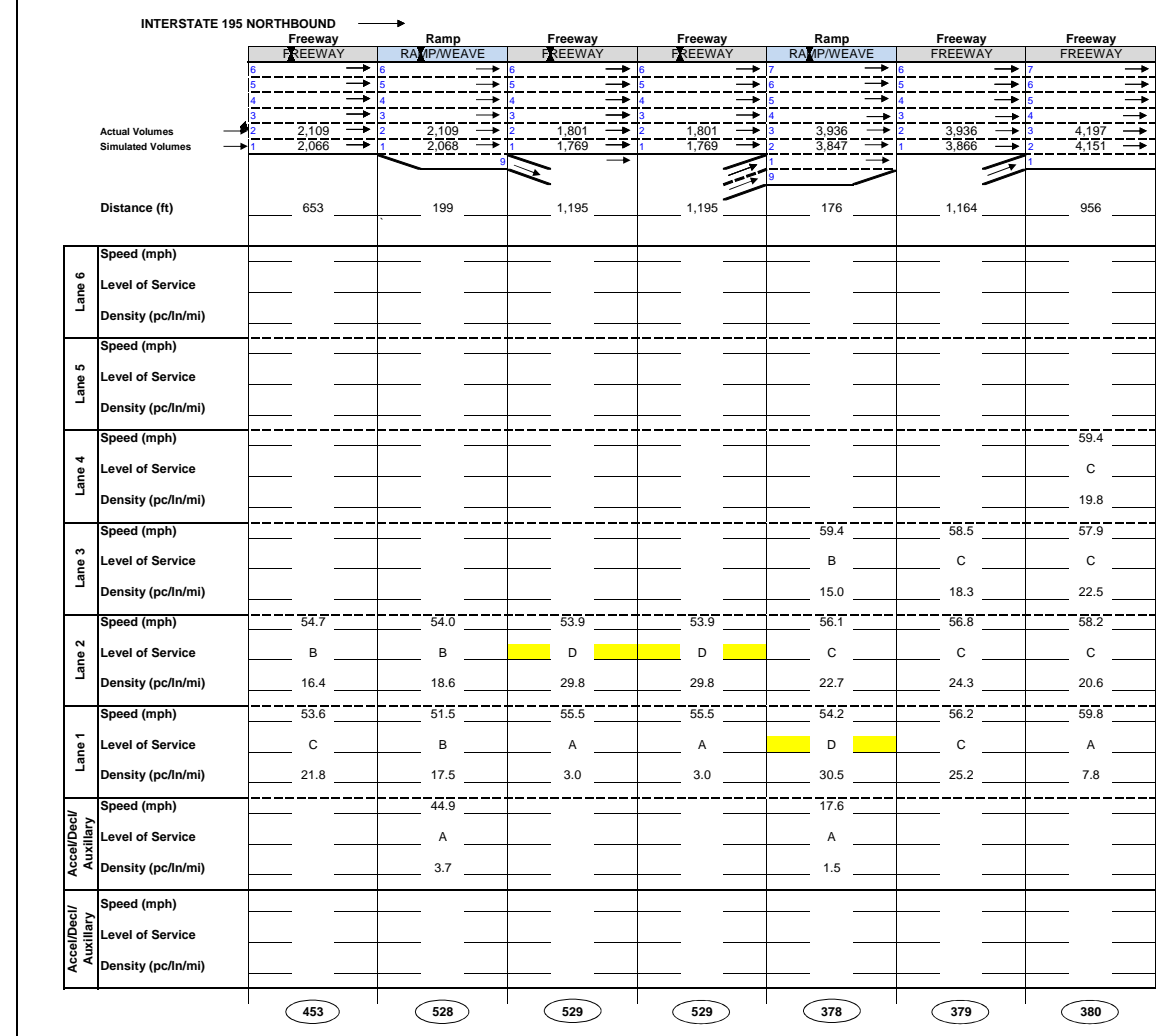
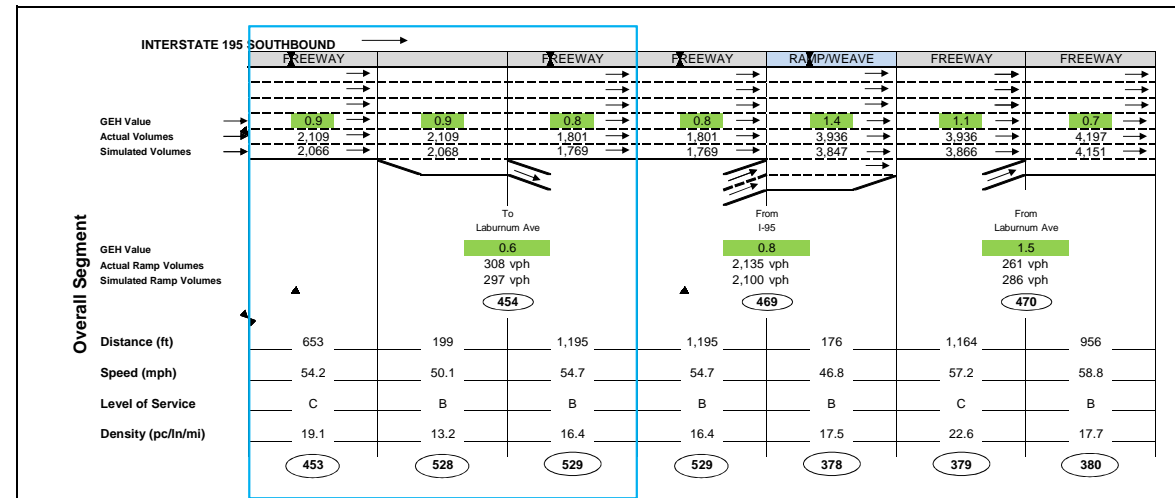
LEGEND

500 LINK NUMBER	
Freeway Density (pc/ln/mi)	Weave/Ramp Density (pc/ln/mi)
LOS F: 45 and above	LOS F: 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

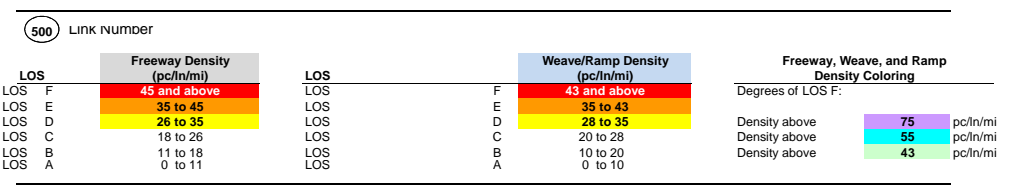
Freeway, Weave, and Ramp Density Coloring

Degrees of LOS F:

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



LEGEND



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Figure 6
I-64 and I-95 Overlap Report
Southbound I-195
AM Existing Peak Hour MOE's
7:30 - 8:30 AM

Overall Segment	Link	Type	Actual Volumes	Simulated Volumes	GEH Value	Actual Ramp Volumes	Simulated Ramp Volumes	Distance (ft)	Speed (mph)	Level of Service	Density (pc/ln/mi)	Link
	302	Freeway	3,111	3,110	0.0			1,093	58.1	B	17.9	302
	328	Ramp/Weave	3,111	3,110	0.0	276 vph	301 vph	304	56.4	B	13.6	328
	400	Freeway	2,835	2,806	0.5	1,095 vph	1,092 vph	2,111	58.3	B	16.1	400
	304	Ramp/Weave	3,930	3,901	0.5	549 vph	440 vph	1,072	56.1	B	17.6	304
	403	Freeway	3,381	3,296	1.5	1,204 vph	1,112 vph	732	56.4	C	19.8	403
	306	Ramp/Weave	4,585	4,421	2.4	1,355 vph	1,465 vph	1,677	38.6	D	30.6	306
	307	Freeway	3,230	2,937	5.3	646 vph	532 vph	1,440	50.6	C	19.3	307
	308	Ramp/Weave	3,876	3,397	8.0	1,025 vph	1,004 vph	198	40.4	C	20.1	308
	309	Freeway	3,876	3,464	6.8	1,676 vph	1,871 vph	1,172	54.1	C	21.3	309
	337	Ramp/Weave	5,552	5,336	2.9	551 vph	272 vph	1,027	54.9	C	24.3	337
	339	Freeway	5,001	4,816	2.6	1,025 vph	1,004 vph	1,424	54.4	D	29.6	339
	341	Ramp/Weave	6,026	5,775	3.3	252 vph	231 vph	279	41.8	D	33.1	341
	311	Freeway	6,026	5,815	2.7	4106 vph	1,968 vph	8,975	56.0	D	34.6	311
	312	Freeway	6,026	5,783	3.2	1238 vph	1,213 vph	549	53.0	E	36.6	312
	315	Freeway	5,774	5,567	2.8	4106 vph	1,968 vph	2,400	50.5	E	37.9	315
	317	Ramp/Weave	7,012	6,772	2.9	2711 vph	2,505 vph	1,615	47.5	E	36.7	317
	319	Freeway	2,906	2,871	0.6	477 vph	422 vph	4,679	57.0	B	17.0	319
	349	Ramp/Weave	5,617	5,273	4.7			295	45.8	D	29.0	349
	350	Freeway	5,617	5,365	3.4			630	52.2	D	34.5	350
	426	Ramp/Weave	5,617	5,331	3.9			141	48.4	C	25.5	426
	581	Freeway	5,140	4,994	2.1			4,246	56.7	D	29.4	581

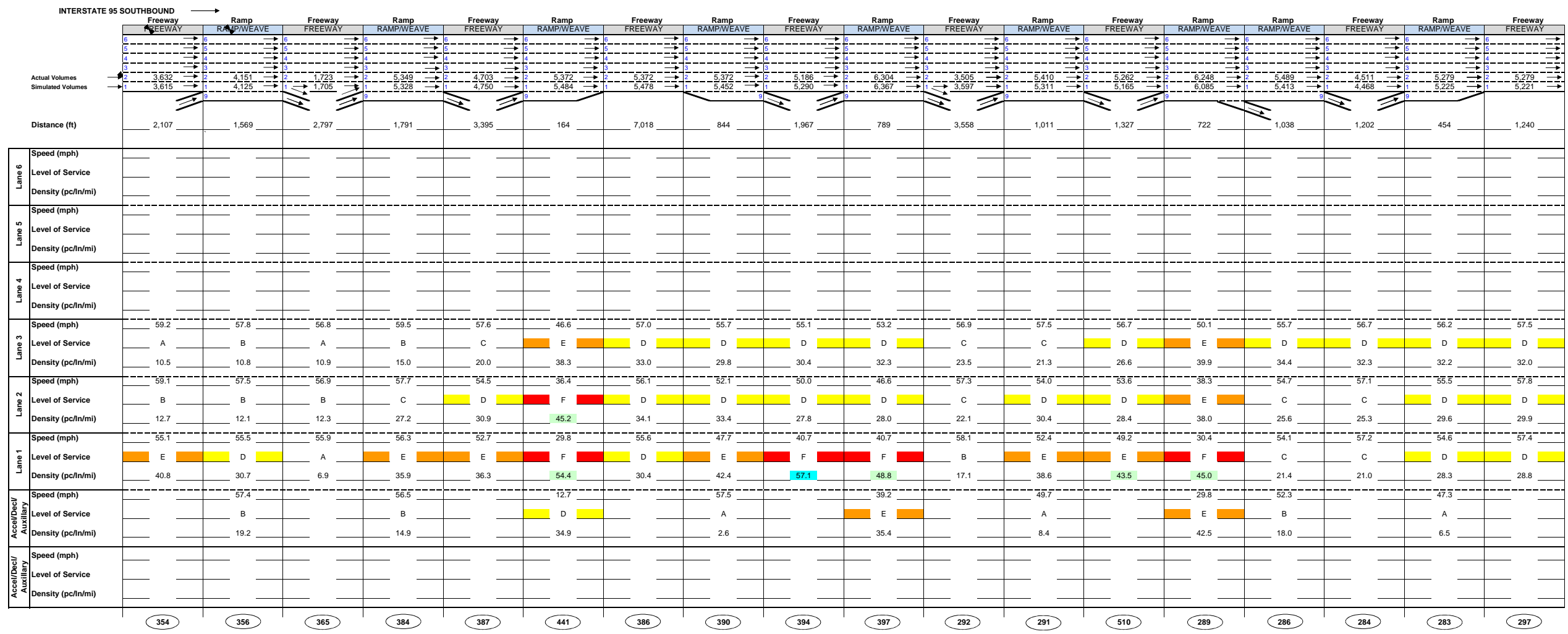
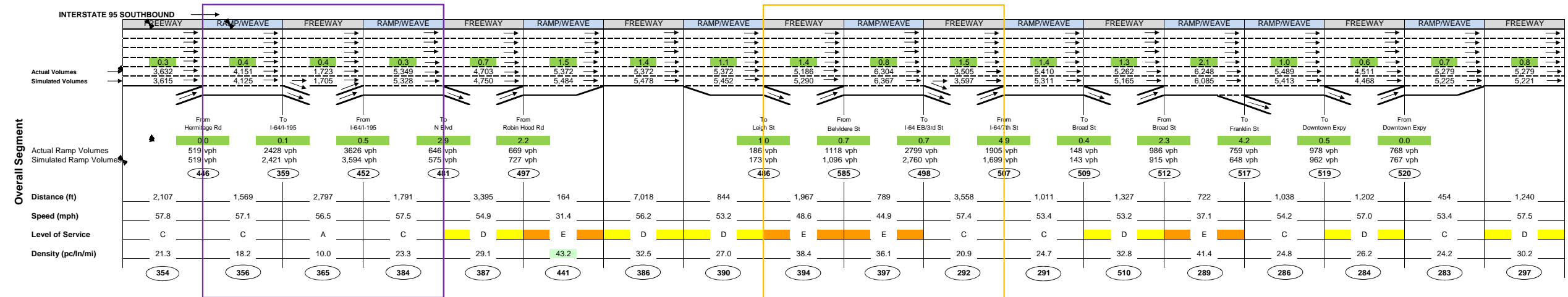
Overall Segment	Link	Type	Actual Volumes	Simulated Volumes	GEH Value	Actual Ramp Volumes	Simulated Ramp Volumes	Distance (ft)	Speed (mph)	Level of Service	Density (pc/ln/mi)	Link
	302	Freeway	3,111	3,110	0.0			1,093	58.5	B	15.4	302
	328	Ramp/Weave	3,111	3,110	0.0	276 vph	301 vph	304	58.3	B	15.7	328
	400	Freeway	2,835	2,806	0.5	1,095 vph	1,092 vph	2,111	58.8	B	13.0	400
	304	Ramp/Weave	3,930	3,901	0.5	549 vph	440 vph	1,072	58.7	B	12.7	304
	403	Freeway	3,381	3,296	1.5	1,204 vph	1,112 vph	732	58.2	B	13.8	403
	306	Ramp/Weave	4,585	4,421	2.4	1,355 vph	1,465 vph	1,677	47.5	C	22.4	306
	307	Freeway	3,230	2,937	5.3	646 vph	532 vph	1,440	53.2	C	20.6	307
	308	Ramp/Weave	3,876	3,397	8.0	1,025 vph	1,004 vph	198	51.0	C	22.3	308
	309	Freeway	3,876	3,464	6.8	1,676 vph	1,871 vph	1,172	52.9	C	22.6	309
	337	Ramp/Weave	5,552	5,336	2.9	551 vph	272 vph	1,027	56.4	C	22.1	337
	339	Freeway	5,001	4,816	2.6	1,025 vph	1,004 vph	1,424	57.2	D	26.9	339
	341	Ramp/Weave	6,026	5,775	3.3	252 vph	231 vph	279	53.3	D	33.9	341
	311	Freeway	6,026	5,815	2.7	4106 vph	1,968 vph	8,975	56.3	E	36.4	311
	312	Freeway	6,026	5,783	3.2	1238 vph	1,213 vph	549	53.9	E	27.7	312
	315	Freeway	5,774	5,567	2.8	4106 vph	1,968 vph	2,400	55.8	D	26.4	315
	317	Ramp/Weave	7,012	6,772	2.9	2711 vph	2,505 vph	1,615	54.1	C	27.0	317
	319	Freeway	2,906	2,871	0.6	477 vph	422 vph	4,679	56.2	C	24.6	319
	349	Ramp/Weave	5,617	5,273	4.7			295	53.1	C	25.3	349
	350	Freeway	5,617	5,365	3.4			630	56.2	D	29.4	350
	426	Ramp/Weave	5,617	5,331	3.9			141	57.6	D	31.0	426
	581	Freeway	5,140	4,994	2.1			4,246	56.5	D	30.9	581

LEGEND

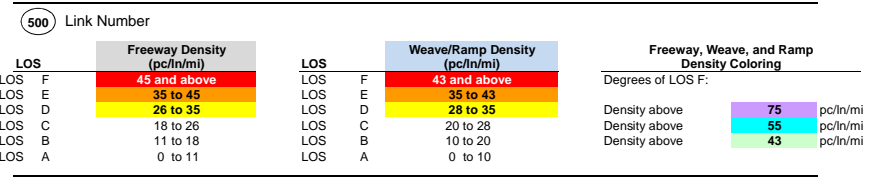
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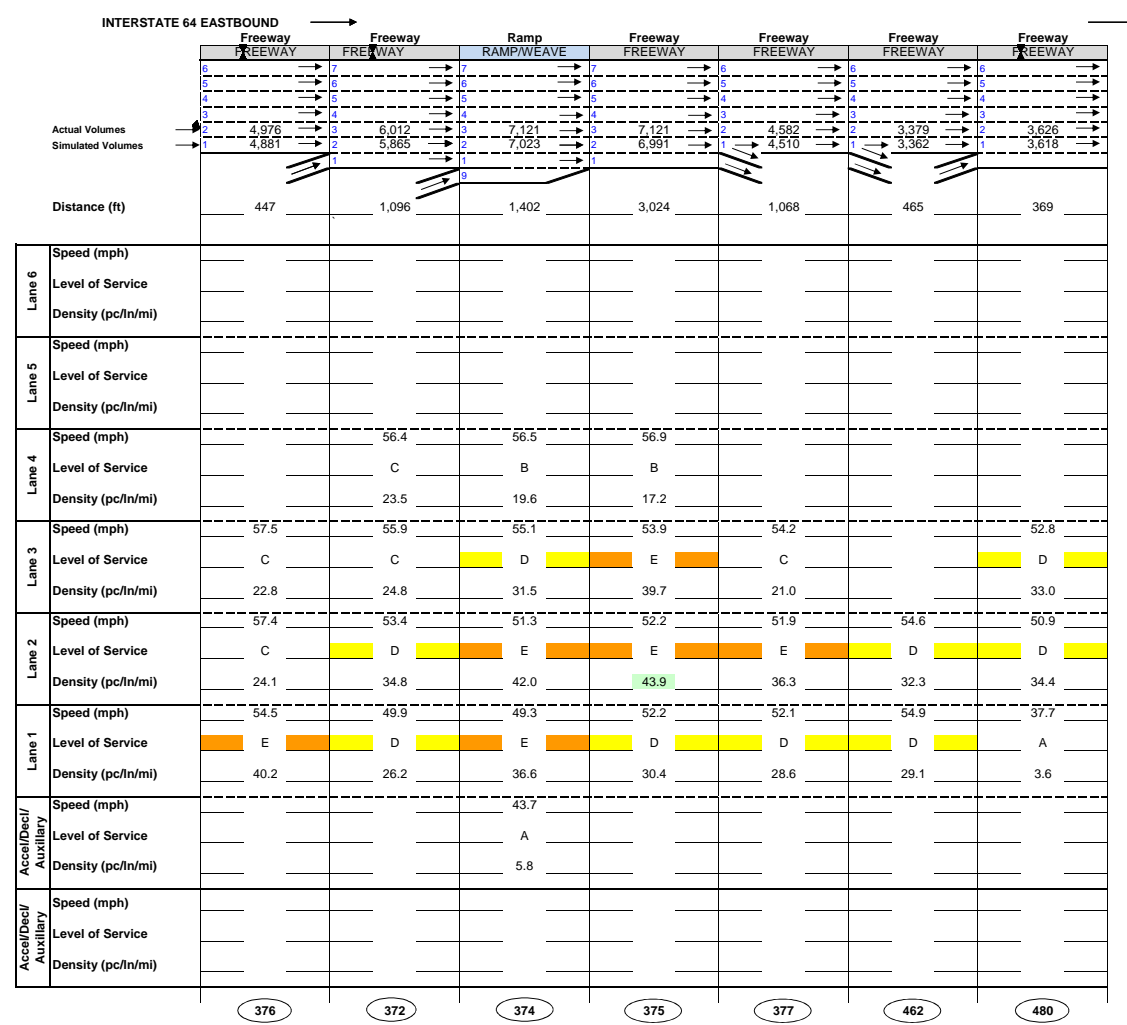
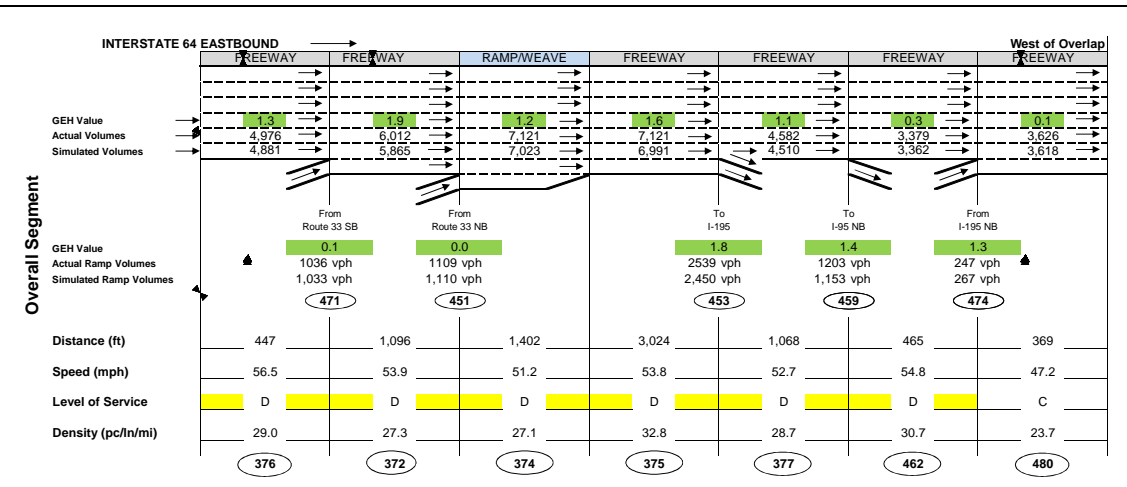
LOS	Freeway Density (pc/ln/mi)	LOS	Weave/Ramp Density (pc/ln/mi)	Density above	Density above
LOS F	45 and above	LOS F	43 and above	Density above	75 pc/ln/mi
LOS E	35 to 45	LOS E	35 to 43	Density above	55 pc/ln/mi
LOS D	26 to 35	LOS D	28 to 35	Density above	43 pc/ln/mi
LOS C	18 to 26	LOS C	10 to 28		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

Degrees of LOS F:

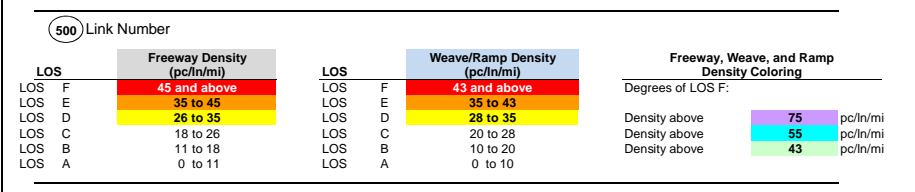


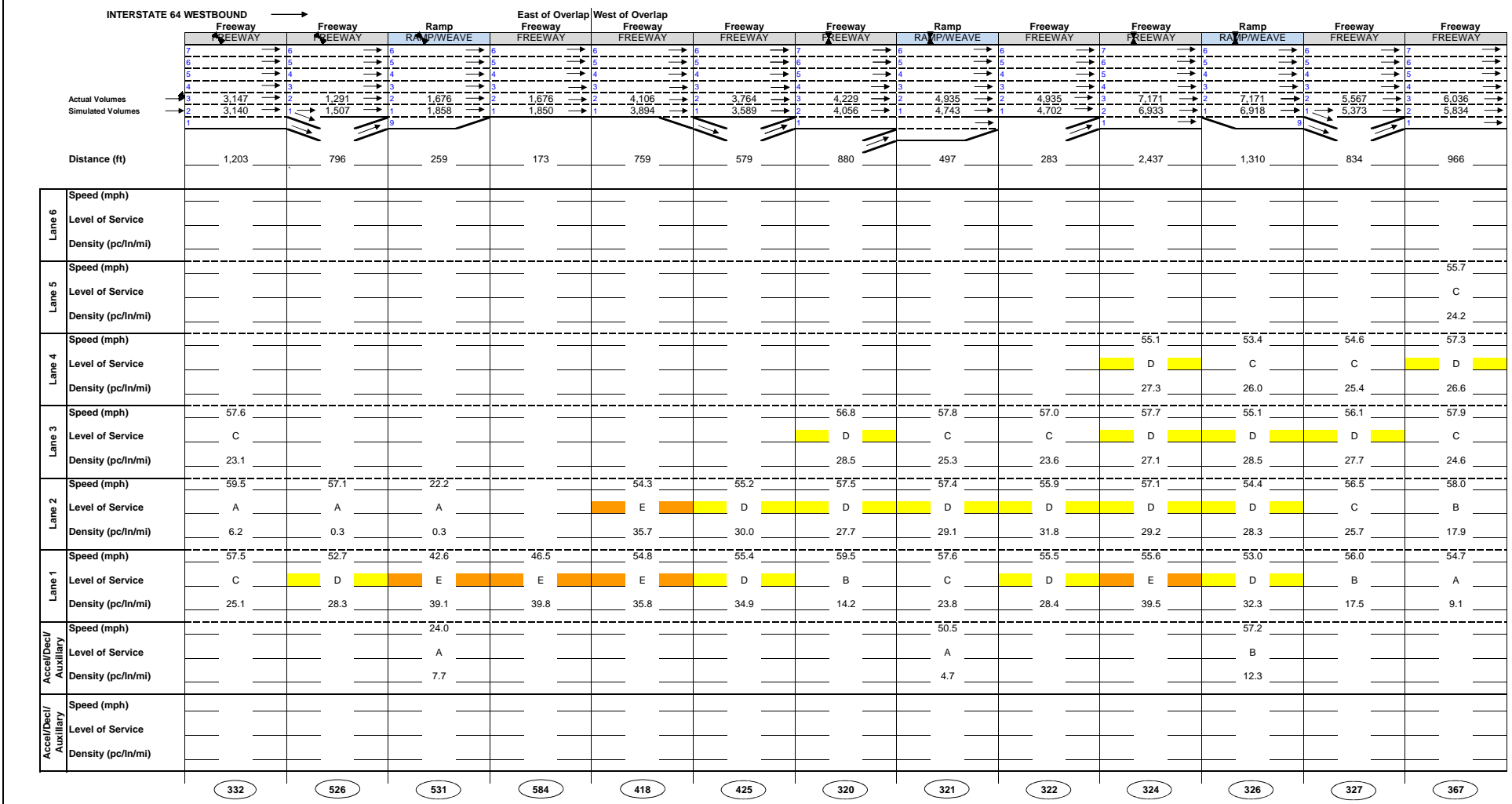
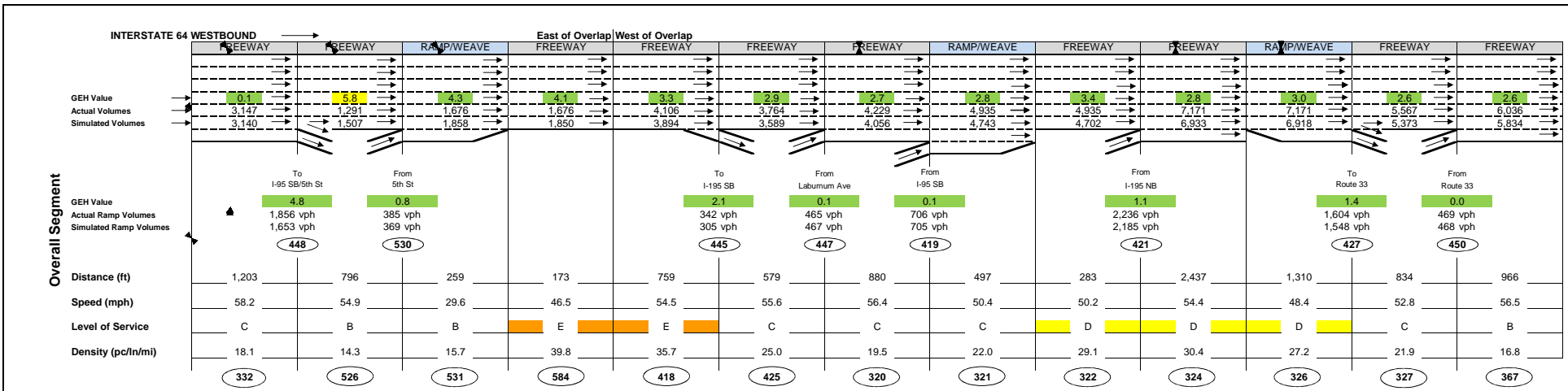
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LEGEND



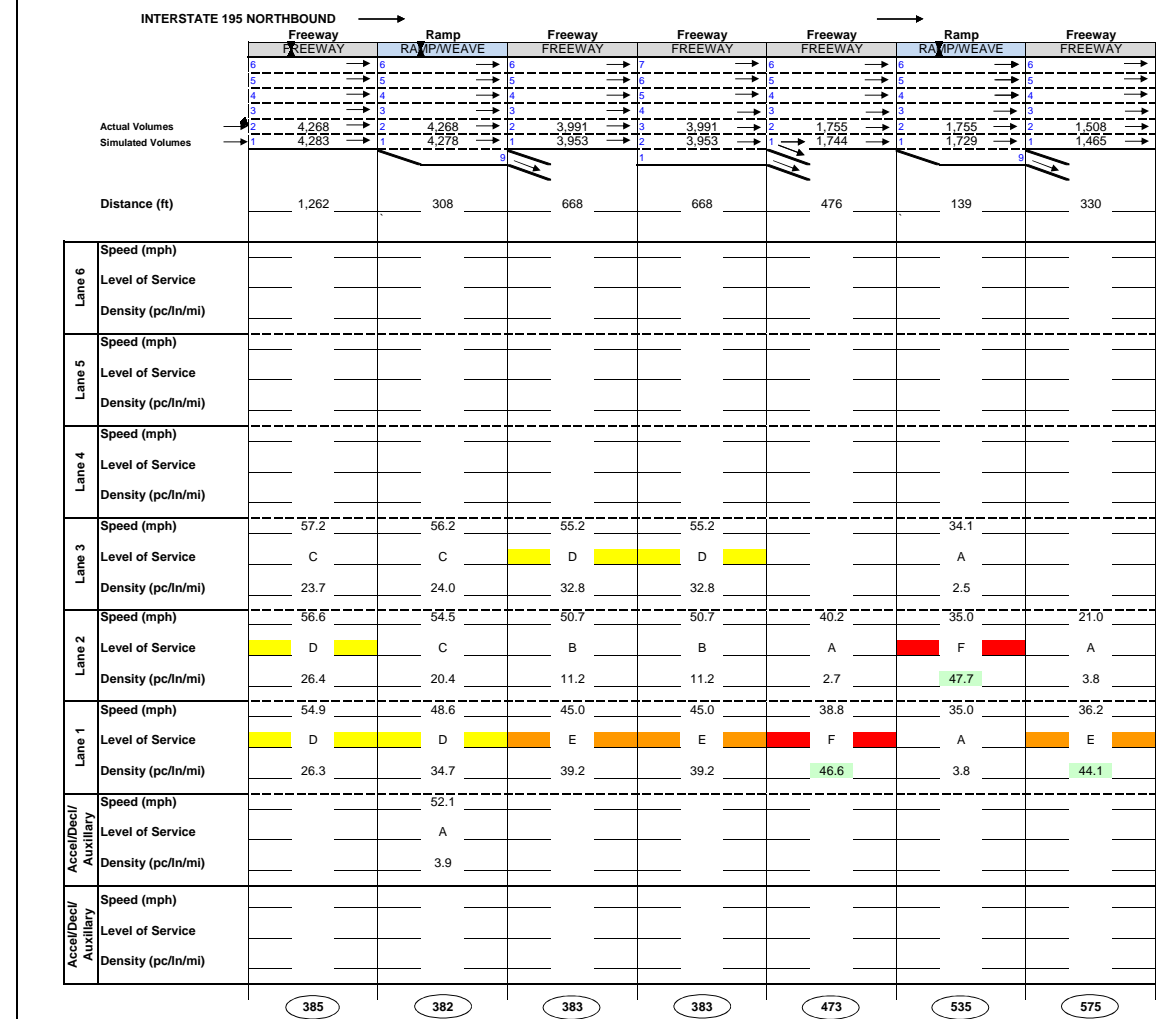
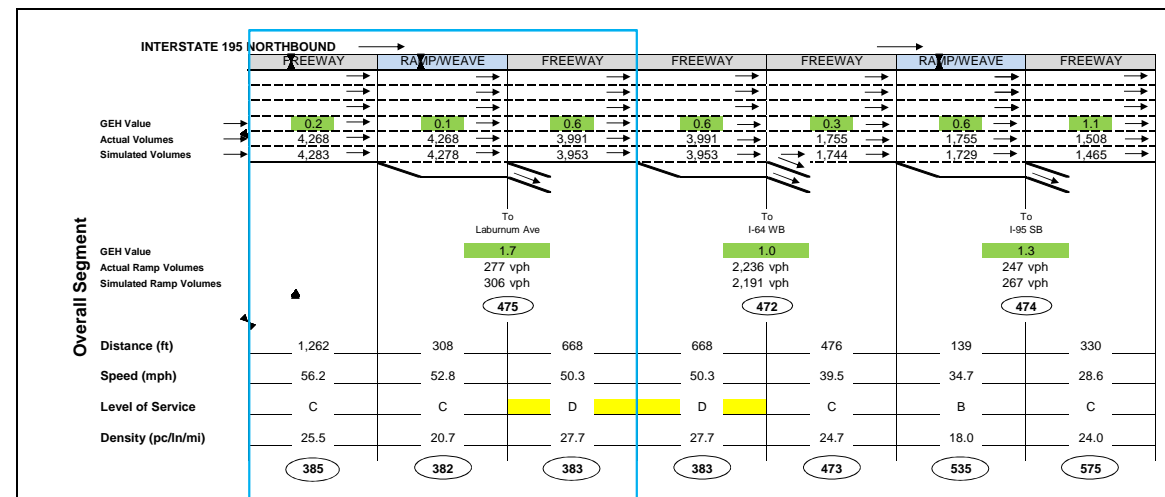


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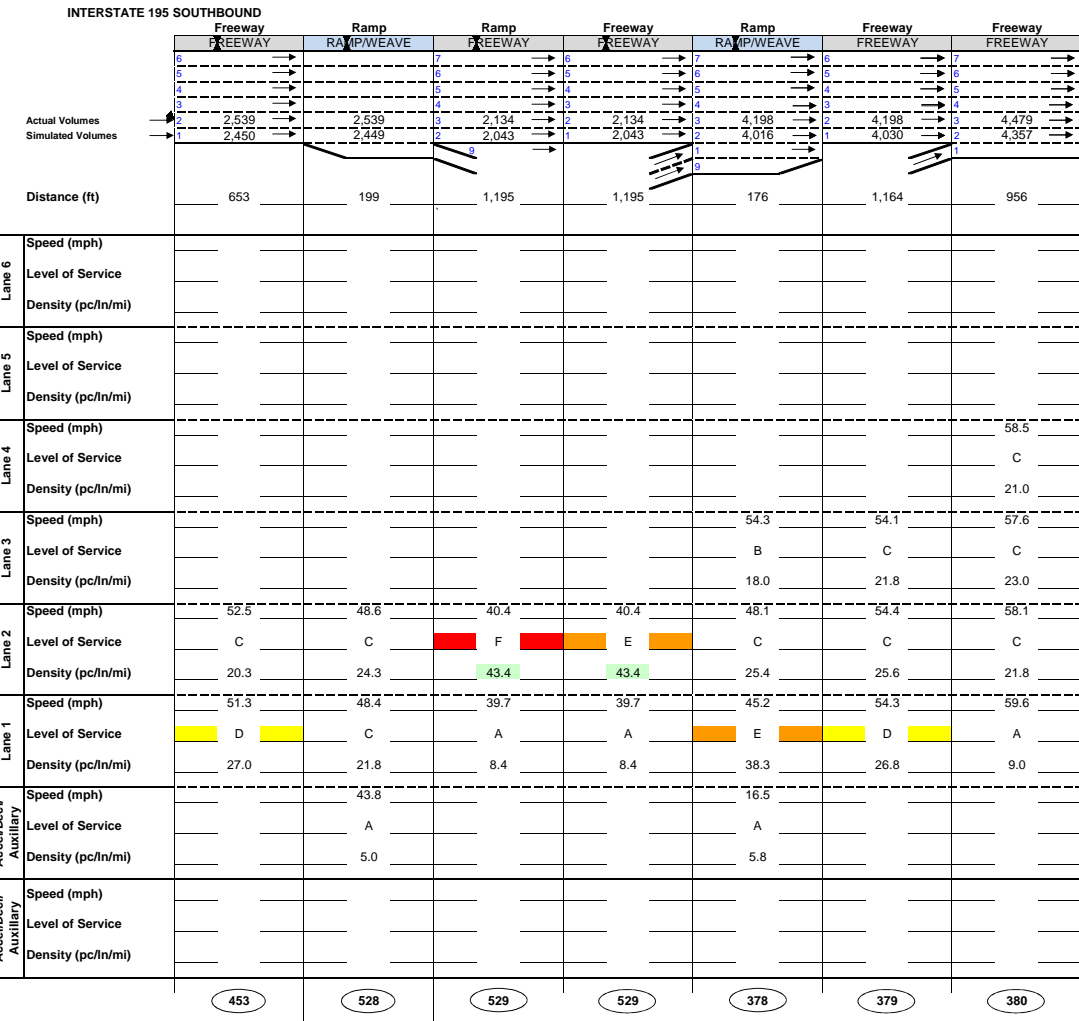
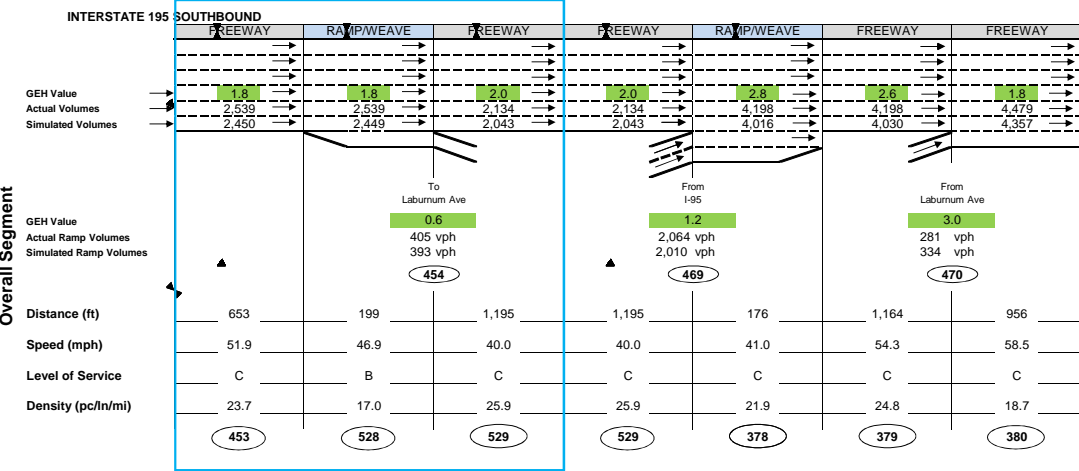
LOS	Freeway Density (pc/n/mi)	LOS	Weave/Ramp Density (pc/n/mi)	Freeway, Weave, and Ramp Density Coloring
LOS F	45 and above	LOS F	43 and above	Degrees of LOS F:
LOS E	35 to 45	LOS E	35 to 43	Density above 75 pc/n/mi
LOS D	26 to 35	LOS D	28 to 35	Density above 55 pc/n/mi
LOS C	18 to 26	LOS C	20 to 28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

Figure 10
I-64 and I-95 Overlap Report
Westbound I-64
PM Existing Peak Hour MOE's
4:30 - 5:30 PM



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	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	



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	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	



Kimley-Horn and Associates, Inc.

Figure 12
I-64 and I-95 Overlap Report
Southbound I-195
PM Existing Peak Hour MOE's
4:30 - 5:30 PM

I-95/I-64 Overlap Study
Existing 2011 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		6.5	A	0.2	0.5	639
Laburnum	I-195 NB offramp		1.3	A	0.0	0.0	1035
Laburnum	I-64 WB onramp		1.1	A	0.1	0.0	1733
N Boulevard	I-95 ramps	X	6.9	A	2.0	0.2	2118
Hermitage	Robin Hood	X	22.5	C	14.3	0.8	1740
Robin Hood	I-95 SB onramp		1.4	A	0.1	0.0	698
Leigh	Gilmer	X	23.0	C	16.6	0.5	1238
Chamberlayne	I-95 NB offramp		1.7	A	0.0	0.0	1226
3rd St	Jackson St	X	16.0	B	8.8	0.5	1351
4th St	Jackson St	X	7.5	A	4.6	0.4	761
5th St	Jackson St	X	19.7	B	13.9	0.6	1470
Broad St	College	X	7.7	A	4.6	0.4	2519
Broad St	14th St	X	8.2	A	3.7	0.3	3127
15th St	Franklin/Bank St	X	16.6	B	7.9	0.6	1224
15th St	Main St	X	18.0	B	11.6	0.6	1844
14th St	Main St	X	12.6	B	8.4	0.4	2448
14th St	Franklin St	X	15.2	B	9.3	0.6	1652
Broad St	17th St	X	20.0	B	8.4	0.5	2583
Broad St	18th St	X	21.5	C	14.1	0.7	1952
Jackson St	7th St	X	12.8	B	8.3	0.5	1017
Jackson St	8th St	X	15.4	B	10.6	0.6	825
7th St	Duval St	X	10.9	B	6.2	0.6	907
Belvedere	Leigh	X	26.3	C	18.8	0.7	2902
N Boulevard	Robin Hood	X	23.6	C	16.8	0.7	2573
Hermitage	I-95 NB offramp	X	5.6	A	0.3	0.2	740

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	13.7	B	4.8	168.8	284	246	2.3	82	SB	13.3	B	5	296	
		10 SBRT	4.0	A	5	169	12	13								
		8 EB THRU	0.0	A	0	0	10	8		83	EB	0.1	A	0	15	
		11 WBRT	0.3	A	0	0	5	5		84	WB	0.6	A	0	329	
Laburnum	I-195 NB offramp	7 WBRT	0.6	A	0	12	282	253	1.7							
		4 WB THRU	0.4	A	0	0	47	38								
		1 NBLT	9.4	A	0	17	24	19		81	NB	2.7	A	0	437	
		6 NB THRU	10.0	B	0	17	19	12								
Laburnum	I-64 WB onramp	9 NBRT	1.9	A	0	17	394	388	0.3							
		8 EB THRU	0.3	A	0	0	293	244	3.0	83	EB	0.3	A	0	293	
		4 WB THRU	0.3	A	0	0	305	276	1.7	84	WB	0.3	A	0	305	
		3 EBLT	3.6	A	0	0	52	53		82	SB	0.4	A	0	551	
N Boulevard	I-95 ramps	8 EB THRU	0.1	A	0	0	499	445	2.5							
		4 WB THRU	0.9	A	0	87	691	638	2.0	84	WB	1.4	A	0	1182	
		12 WBRT	2.1	A	0	87	491	451	1.9							
		1 NBLT	10.2	B	6	255	513	452	2.8	81	NB	8.1	A	6	713	
Hermitage	Robin Hood	X 6 NB THRU	2.8	A	6	255	200	180	1.5							
		X 2 SB THRU	2.9	A	3	102	353	312	2.2	82	SB	3.8	A	2	581	
		X 10 SBRT	5.2	A	0	31	228	214	0.9							
		X 3 EBLT	42.5	D	19	146	82	73		83	EB	8.1	A	3	824	
		X 11 EBRT	4.3	A	1	49	742	786	1.6							
		X 1 NBLT	23.5	C	30	233	236	188	3.3	81	NB	18.7	B	20	376	
		X 6 NB THRU	23.7	C	2	65	37	31								
		X 9 NBRT	6.0	A	1	58	103	77								
		X 5 SBLT	25.6	C	10	124	72	56		82	SB	17.0	B	11	611	
		X 2 SB THRU	28.8	B	26	154	243	263	1.3							
		X 10 SBRT	6.9	A	0	49	296	303	0.4							
Robin Hood	I-95 SB onramp	X 3 EBLT	40.1	D	75	393	14	16		83	EB	29.2	C	74	660	
		X 8 EB THRU	37.7	D	75	393	312	254	3.5							
		X 11 EBRT	20.9	C	73	392	334	359	1.3							
		X 7 WBRT	38.8	D	10	84	17	14								
		X 4 WB THRU	25.7	C	10	84	69	60		84	WB	26.6	C	9	94	
		X 12 WBRT	10.8	B	3	65	9	7								
		X 3 EBLT	2.1	A	0	44	354	277	4.3	81	NB	1.7	A	0	437	
		8 EB THRU	0.1	A	0	0	84	77								
		4 WB THRU	0.2	A	0	11	93	82		83	EB	0.9	A	0	209	
		12 WBRT	1.4	A	0	11	116	80								
		Leigh	Gilmer	X 5 SBLT	7.1	A	10	185	642	614	1.1	81	NB	6.7	A	9
X 10 SBRT	4.3			A	0	32	116	97								
X 8 EB THRU	12.0			B	44	202	252	219	2.1	83	EB	43.6	D	44	252	
X 11 EBRT	0.0			A	35	194	0	0								
X 7 WBRT	0.0			A	41	142	0	0		84	WB	54.5	D	41	228	
Chamberlayne	I-95 NB offramp	X 4 WB THRU	54.5	D	41	142	228	209	1.3							
		X 6 NB THRU	0.2	A	0	0	148	126	1.9	81	NB	0.2	A	0	148	
		X 2 SB THRU	0.5	A	0	0	257	251	0.4	82	SB	0.5	A	0	257	
		X 7 WBRT	2.8	A	0	0	268	257	0.7	83	EB	2.4	A	0	821	
		X 12 WBRT	2.2	A	0	0	553	561	0.3							
3rd St	Jackson St	X 1 NBLT	15.6	B	1	40	3	3		81	NB	9.7	A	1	36	
		X 6 NB THRU	13.0	B	1	40	20	23								
		X 9 NBRT	4.1	A	0	15	14	11								
		X 5 SBLT	17.3	B	37	216	353	435	4.1	82	SB	15.9	B	37	1077	
		X 2 SB THRU	15.2	B	37	216	702	853	5.4							
		X 10 SBRT	14.7	B	29	199	22	25								
		X 3 EBLT	23.3	C	17	153	10	7		83	EB	22.3	C	16	137	
		X 8 EB THRU	22.6	C	17	153	122	108	1.3							
		X 11 EBRT	13.9	B	9	133	5	5								
		X 7 WBRT	12.6	B	5	90	55	52		84	WB	11.1	B	5	100	
		X 4 WB THRU	9.6	A	5	90	44	43								
		X 12 WBRT	2.8	A	1	72	2	2								
4th St	Jackson St	X 1 NBLT	22.5	C	12	132	3	3		81	NB	22.3	C	10	107	
		X 6 NB THRU	26.2	C	12	132	76	75								
		X 9 NBRT	12.0	B	4	107	28	27								
		X 3 EBLT	5.1	A	7	115	96	111	1.5	83	EB	4.2	A	7	489	
		X 8 EB THRU	4.3	A	7	115	336	377	2.2							
		X 11 EBRT	2.3	A	1	84	57	67								
		X 7 WBRT	9.5	A	4	91	31	32		84	WB	7.5	A	4	165	
		X 4 WB THRU	7.7	A	4	91	98	98								
		X 12 WBRT	5.3	A	2	76	36	38								
		X 5 SBLT	27.4	C	57	233	182	193	0.8	81	NB	25.3	C	56	1031	
		X 2 SB THRU	26.3	C	57	233	737	765	1.0							
		X 10 SBRT	15.4	B	45	217	111	115	0.3							
Broad St	College	X 8 EB THRU	6.5	A	8	144	329	367	2.1	83	EB	6.3	A	8	365	
		X 11 EBRT	4.4	A	4	126	36	35								
		X 7 WBRT	10.6	B	2	53	21	23		84	WB	7.8	A	2	75	
		X 4 WB THRU	6.7	A	2	53	54	55								
		X 1 NBLT	25.5	C	1	74	1	6		81	NB	12.5	B	0	22	
		X 9 NBRT	6.9	A	0	52	15	16								
		X 5 SBLT	32.1	C	20	162	98	104	0.6	82	SB	27.9	C	19	137	
		X 2 SB THRU	26.1	C	20	162	6	6								
		X 10 SBRT	15.8	B	13	148	33	26								
		X 3 EBLT	0.0	A	26	222	0	0		83	EB	13.4	B	24	569	
		X 8 EB THRU	14.2	B	26	222	528	479	2.2							
		X 11 EBRT	4.1	A	0	2	41	49								
Broad St	14th St	X 7 WBRT	3.9	A	49	286	160	146	1.2	84	WB	4.3	A	48	1791	
		X 4 WB THRU	3.9	A	49	286	1160	1002	4.8							
		X 12 WBRT	5.2	A	44	276	471	439	1.5							
		X 1 NBLT	22.1	C	21	206	199	172	2.0	81	NB	10.0	A	14	651	
		X 6 NB THRU	5.5	A	10	181	1	1								
		X 9 NBRT	4.7	A	10	181	452	411	3.0							
		X 10 SBRT	6.7	A	9	254	1178	1069	2.3	82	SB	6.7	A	9	1178	
		X 3 EBLT	14.2	B	20	144	4	4		83	EB	9.3	A	14	642	
		X 8 EB THRU	12.3	B	20	144	451	408	2.1							
		X 11 EBRT	2.4	A	2	98	191	161	2.2							
		X 7 WBRT	8.8	A	13	170	240	234	0.4	84	WB	7.1	A	13	656	
		X 4 WB THRU	6.0	A	13	170	416	370	2.3							
15th St	Franklin Bank St	X 1 NBLT	38.6	D	12	119	65	65		81	NB	24.1	C	8	104	
		X 9 NBRT	4.6	A	2	81	38	38								
		X 5 SBLT	12.5	B	53	396	40	50		82	SB	14.1	B	49	953	
		X 2 SB THRU	14.8	B	53	396	502	533	1.4							
		X 10 SBRT	13.5	B	45	379	411	425	0.7							
		X 8 EB THRU	33.5	C	20	178	77	66		83	EB	25.5	C	17	152	
		X 11 EBRT	17.4	B	13	164	76	66								
		X 7 WBRT	29.1	C	2	45	2	2		84	WB	32.4	C	2	15	
		X 4 WB THRU	32.9	C	2	45	13	14								
		X 6 NB THRU	32.0	C	12	116	30	21		81	NB	32.2	C	12	68	
		X 9 NBRT	0.0	A	4	100	0	0								
		X 5 SBLT	19.7	B	23	226	192	202	0.7	82	SB	19.3	B	22		

I-95/I-64 Overlap Study
Existing 2011 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		11.6	B	0.5	0.7	768
Laburnum	I-195 NB offramp		1.0	A	0.0	0.0	1051
Laburnum	I-64 WB onramp		0.9	A	0.0	0.0	1873
N Boulevard	I-95 ramps	X	14.2	B	5.5	0.4	2475
Hermitage	Robin Hood	X	26.0	C	17.9	0.8	1835
Robin Hood	I-95 SB onramp		2.7	A	0.3	0.1	1009
Leigh	Gilmer	X	39.1	D	29.8	0.8	1132
Chamberlayne	I-95 NB offramp		0.6	A	0.0	0.0	1452
3rd St	Jackson St	X	14.0	B	10.1	0.5	652
4th St	Jackson St	X	17.4	B	12.0	0.7	717
5th St	Jackson St	X	14.1	B	10.6	0.5	845
Broad St	College	X	37.9	D	26.1	1.0	2125
Broad St	14th St	X	28.4	C	13.8	1.0	2797
15th St	Franklin/Bank St	X	13.8	B	8.0	0.4	910
15th St	Main St	X	21.4	C	15.4	0.7	1751
14th St	Main St	X	16.7	B	12.0	0.5	2163
14th St	Franklin St	X	16.4	B	11.0	0.6	1285
Broad St	17th St	X	14.0	B	8.0	0.5	2078
Broad St	18th St	X	17.9	B	12.4	0.6	1986
Jackson St	7th St	X	24.4	C	15.7	0.8	2070
Jackson St	8th St	X	12.6	B	7.5	0.6	741
7th St	Duval St	X	23.8	C	14.3	0.8	2252
Belvedere	Leigh	X	40.6	D	27.0	1.0	3588
N Boulevard	Robin Hood	X	24.3	C	16.8	0.7	2799
Hermitage	I-95 NB offramp	X	3.0	A	0.5	0.3	524

Table 2: Intersection Results by Movement (430-530 PM)

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	21.9	C	30.0	352.9	391	345	2.4	82 SB	21.9	C	30	391	
		10 SBRT	0.0	A	0	0	353	0	0						
		8 EB THRU	0.1	A	0	0	38	27							
		11 EBRT	0.3	A	0	0	30	19							
		7 WBRT	1.1	A	0	0	27	304	263						2.4
Laburnum	I-95 NB offramp	4 WB THRU	0.7	A	0	0	5	11		81 NB	2.7	A	0	317	
		1 NBLT	10.8	B	0	0	40	5							
		6 NB THRU	0.0	A	0	0	40	0							
		9 NBRT	2.6	A	0	0	40	313	270						2.5
		8 EB THRU	0.3	A	0	0	429	266	8.7						
Laburnum	I-64 WB onramp	4 WB THRU	0.3	A	0	0	305	251	3.2	84 WB	0.3	A	0	429	
		3 EBLT	2.5	A	0	0	57	162	112						4.2
		8 EB THRU	0.5	A	0	0	57	1069	849						7.1
		4 WB THRU	0.2	A	0	0	337	303	1.9						
		12 WBRT	2.0	A	0	0	306	284	1.3						
N Boulevard	I-95 ramps	X 1 NBLT	16.5	B	31	570	935	863	2.4	81 NB	14.3	B	31	1388	
		X 6 NB THRU	9.8	A	31	570	454	398	2.7						
		X 2 SB THRU	2.3	A	1	58	236	224	0.8						
		X 10 SBRT	2.3	A	1	112	279	208	4.6						
		X 3 EBLT	70.0	E	59	312	133	132	0.1						
		X 11 EBRT	3.5	A	14	216	438	445	0.3						
		X 1 NBLT	21.9	C	57	474	450	401	2.4						
		X 6 NB THRU	22.2	C	12	196	88	54							
		X 9 NBRT	12.0	B	10	189	279	241	2.4						
		X 5 SBLT	12.0	B	12	136	66	54							
		X 2 SB THRU	36.2	D	16	104	99	133	3.1						
Hermitage	Robin Hood	X 10 SBRT	5.7	A	0	23	152	164	0.9	83 EB	38.1	D	95	602	
		X 3 EBLT	45.5	D	95	375	8	11							
		X 8 EB THRU	42.8	D	95	375	454	452	1.3						
		X 11 EBRT	22.6	C	93	374	141	157	0.1						
		X 7 WBRT	46.1	D	11	85	14	16							
		X 4 WB THRU	27.5	C	11	85	78	106	2.9						
		X 12 WBRT	5.8	A	3	66	11	11							
		X 3 EBLT	3.2	A	1	155	618	601	0.7						
		X 8 EB THRU	0.3	A	0	0	177	148	2.3						
		X 4 WB THRU	0.2	A	0	0	98	107	0.9						
		Leigh	Gilmer	X 12 WBRT	6.0	A	0	0	110						120
X 5 SBLT	7.7			A	4	90	154	155	0.0						
X 10 SBRT	2.4			A	0	0	18	25							
X 8 EB THRU	44.0			D	99	374	641	577	2.6						
X 11 EBRT	0.0			A	91	365	0	0							
Chamberlayne	I-95 NB offramp	X 7 WBRT	0.0	A	48	239	0	0		84 WB	46.7	D	48	319	
		X 4 WB THRU	46.7	D	48	239	319	272	2.7						
		X 6 NB THRU	0.2	A	0	0	525	379	6.9						
		X 2 SB THRU	0.2	A	0	0	395	273	6.7						
		X 7 WBRT	1.6	A	0	0	183	172	0.8						
3rd St	Jackson St	X 12 WBRT	5.9	A	3	99	4	4		81 NB	14.1	B	6	128	
		X 6 NB THRU	18.5	B	7	71	6	6							
		X 9 NBRT	6.6	A	1	47	17	8							
		X 5 SBLT	12.7	B	8	91	49	73							
		X 2 SB THRU	13.1	B	8	91	165	235	5.0						
		X 10 SBRT	6.7	A	4	74	16	29							
		X 3 EBLT	26.0	C	13	145	27	29							
		X 8 EB THRU	23.2	C	13	145	88	49							
		X 11 EBRT	11.2	B	6	125	21	20							
		X 7 WBRT	10.8	B	8	116	51	48							
		X 4 WB THRU	10.7	B	8	116	125	95							
		X 12 WBRT	5.9	A	3	99	4	4							
4th St	Jackson St	X 1 NBLT	32.1	C	57	283	8	8		81 NB	34.3	C	53	293	
		X 6 NB THRU	37.0	D	57	283	214	196	1.2						
		X 9 NBRT	44.0	D	40	258	71	89							
		X 3 EBLT	6.2	A	3	78	26	32							
		X 8 EB THRU	5.9	A	3	78	92	88							
		X 11 EBRT	2.8	A	0	40	16	15							
		X 7 WBRT	4.2	A	4	122	10	10							
		X 4 WB THRU	4.7	A	4	122	171	139	2.6						
		X 12 WBRT	5.4	A	2	108	110	89							
		X 5 SBLT	27.1	C	27	118	52	62							
		X 2 SB THRU	27.5	C	27	118	287	311	1.4						
		Broad St	College	X 10 SBRT	8.0	A	16	102	46						62
X 8 EB THRU	3.9			A	2	61	153	158	0.4						
X 11 EBRT	2.4			A	1	43	10	11							
X 7 WBRT	6.9			A	5	88	53	46							
X 4 WB THRU	5.2			A	5	88	245	174	4.9						
X 1 NBLT	67.3			E	3	99	8	15							
X 6 NB THRU	0.0			A	3	99	0	0							
X 9 NBRT	15.5			B	2	87	96	110	1.4						
X 5 SBLT	27.7			C	42	166	249	231	1.1						
X 2 SB THRU	22.1			C	42	166	4	3							
Broad St	14th St			X 10 SBRT	17.7	B	33	152	44	38		83 EB	67.4	E	496
		X 3 EBLT	0.0	A	505	777	0	0							
		X 8 EB THRU	67.3	E	505	777	929	959	1.0						
		X 11 EBRT	71.1	E	0	0	18	29							
		X 7 WBRT	10.0	B	20	205	33	39							
		X 4 WB THRU	9.6	A	20	205	656	659	0.1						
		X 12 WBRT	6.4	A	11	199	88	83							
		X 1 NBLT	83.6	F	394	733	143	169	2.1						
		X 6 NB THRU	78.2	E	371	708	0	0							
		X 9 NBRT	78.9	E	371	708	648	791	5.3						
		X 10 SBRT	0.0	A	0	0	286	293	0.4						
		15th St	FranklinBank St	X 3 EBLT	14.6	B	44	214	0	0					
X 8 EB THRU	4.4			A	44	214	1114	1055	1.8						
X 11 EBRT	4.6			A	23	168	156	170	1.1						
X 7 WBRT	11.7			B	7	126	101	99							
X 4 WB THRU	5.8			A	7	126	348	311	2.0						
X 1 NBLT	0.0			A	0	4	0	80							
X 9 NBRT	4.2			A	0	0	4	4							
X 5 SBLT	4.2			A	8	122	6	2							
X 2 SB THRU	7.2			A	8	122	543	538	0.2						
X 10 SBRT	6.1			A	4	105	100	132	3.0						
X 8 EB THRU	40.4			D	6	91	16	15							
15th St	Main St			X 11 EBRT	12.7	B	3	77	66	47		83 EB	18.2	B	4
		X 7 WBRT	36.4	D	37	189	50	43							
		X 4 WB THRU	37.5	D	37	189	124	113	1.0						
		X 1 NBLT	39.1	D	16	167	6	39							
		X 6 NB THRU	39.5	D	16	167	62	2							
		X 9 NBRT	20.7	C	8	151	11	21							
		X 5 SBLT	17.2	B	38	304	465	439	1.2						
		X 2 SB THRU	17.9	B	38	304	72	65							
		X 10 SBRT	15.8	B	31	289	121	123	0.2						
		X 3 EBLT	33.4	C	27	162	5	10							
		X 8 EB THRU	22.9	C	27	162	350	305	2.5						
		14th St	Main St	X 11 EBRT	15.5	B	20	148	15	8					
X 7 WBRT	29.9			C	48	208	47	50							
X 4 WB THRU	25.2			C	48	208	528	538	0.5						
X 12 WBRT	3.6			A	41	198	70	70							
X 1 NBLT	19.8			B	17	114	124	95							
X 6 NB THRU	14.2			B	17	114	237	236	0.5						
X 9 NBRT	8.0			A	8	96	59	59							
X 5 SBLT	23.0			C	40	272	79	69							
X 2 SB THRU	20.5			C	40	272	408	388	1.0						
X 10 SBRT	15.1			B	32	262	144	138	0.5						
X 3 EBLT	0.0			A	50	267	0	0							
Broad St	17th St			X 8 EB THRU	36.3	D	50	267	235	195	2.7	83 EB	30.5	C	48
		X 11 EBRT	54.3	A	38	249	54	48							
		X 7 WBRT	13.2	B	28	219	259	290	1.9						
		X 4 WB THRU	9.5	A	28	219	457	416	2.0						
		X 12 WBRT	8.8	A	21	204	108	111	0.3						
		X 1 NBLT	18.5	B	23	166	15	11							
		X 6 NB THRU	19.4	B	23	166	328	448	6.1						
		X 9 NBRT	9.2	A	15	154	3	4							
		X 5 SBLT	25.0	C	23	130	10	8							
		X 2 SB THRU	22.3	C	23	130	276	261	0.9						
		X 10 SBRT	3.9	A	12	113	20	10							
		Broad St	18th St	X 3 EBLT	19.8	B	33	322	220	216	0.3				
X 8 EB THRU	19.4			B	33	322	70	50							
X 11 EBRT	7.4			A	28	315	120	123	0.3						
X 7 WBRT	6.5			A	1	53	49	75							
X 4 WB THRU	5.7			A	1	53	14	23							
X 12 WBRT	5.8			A	0	39	161	227	4.7						
X 5 SBLT	23.0			C	32	222	166	148	1.4						
X 2 SB THRU	21.3			C	32	222	210	180	2.1						
X 10 SBRT	16.9			B	21	203	355	414	3.0						
X 8 EB THRU	11.7			B	18	173	465	475	0.5						
X 11 EBRT	9.0			A	10	151	20	27							
Jackson St	7th St			X 7 WBRT	12.5	B	17	149	76	70		84 WB			