APPENDIX B: FIELD REVIEW

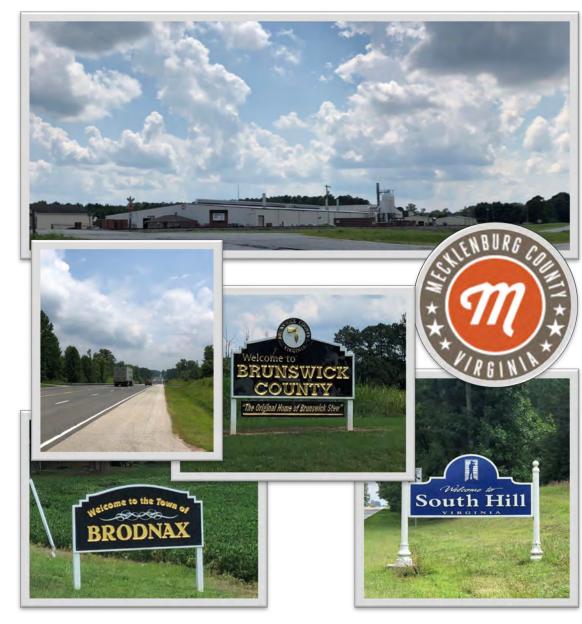
PAGE INTENTIONALLY BLANK

US 58 Field Review

Conducted: June 12, 2018

Objectives:

- Review roadway and intersection configurations
- Identify deficiencies and areas of concern
 - Sight distance or steep grades
- Identify unique roadway features
- Observe traffic operations





- Rolling terrain
- Intersection and crossovers with sub-standard turn lanes
- Mix of shoulder type
 - Portions without a paved shoulder
 - Widens to 4ft (EB) and 8ft (WB) gravel shoulders
- Grade differentials between EB and WB at intersections and crossovers

US 58 Business to US 15 Interchange

- Partial controlled access
- Close proximity of Rte. 723 intersection to interchange
- 8ft paved shoulders









- Level terrain
- 8ft paved shoulders
- Limited access section around Clarksville
- Some closely spaced intersections
- Rte. 92 Intersection controlled with flashers
 - Limited sight distance for EB approach
 - WB right-turn lane is sub-standard

• Rte. 92 (Washington St.) to Rte. 4 (Buggs Island Rd.)

- Numerous crossovers and increasing access on this segment
- Rte. 4 intersection has steep inclines on both US 58 approaches. May limit sight distance on side streets





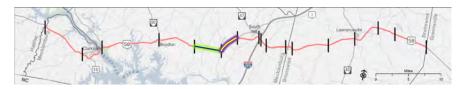




- More rolling terrain may be problematic for heavy vehicles
- Minor intersections with sight distance concerns
- Redundant crossovers
- Cross slope at US 1 intersection not ideal for trucks

• Western US 1 Intersection to Rte. 780 (Theater Rd.)

- TWLTL between US 1 intersections
- Increase in direct access to US 58
- Accel lane onto WB US 58 at eastern US 1 intersection appears short.
- Some sight distance concerns at Rte. 780 intersection









- 8' 10' paved shoulders
- Minimal access and crossovers
- Rte. 643 intersection in close proximity to I-85 interchange

• I-85 / US 58 Interchange

- SB I-85 to WB US 58 has improper through movement pavement marking leading to a small gravel section in the median
- T-intersection for SB I-85 to WB US 58 may be problematic for trucks entering the roadway
- No turn lane or taper for WB US 58 to NB I-85









- Motorists cutting across EB US 58 from NB I-85 off ramp to entrance of Shell gas station. (Less than 600')
- Numerous access points and median crossovers
- Shaw St. / Cycle Ln. has a significant grade disparity between EB and WB US 58
- Rte. 621 intersection:
 - Side street approaches have steep grades and sharp curves
 - Lots of access points around intersection

• Rte. 621 (N. Main St.) to Town of Brodnax

- Inconsistent shoulder width and type
- Crossovers lacking turn lanes
- Rolling terrain









- TWLTL throughout
- Lots of direct access
- 4' grass / gravel shoulders

• Town of Brodnax to Rte. 644 (Robinson Ferry Rd.)

- Variable shoulder width and type
- Crossovers without turn lanes
- Sight distance concerns to some crossovers due to rolling terrain
- Sub-standard turn lanes and a cross slope through the intersection with Rte. 644

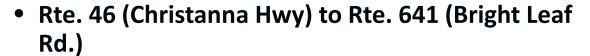








- Crossovers without turn lanes
- Sight distance concerns to some crossovers due to rolling terrain
- 4' paved or gravel shoulders



- Limited Access until near Rte. 641
- Sub-standard turn lanes for crossovers on the eastern portion
- Rte. 641 intersection:
 - Skewed intersection
 - Wide median may make it difficult for trucks









- Lots of commercial activity
- Redundant crossovers and many lack turn lanes
- Rte. 712 intersection:
 - Controlled by overhead flashers
 - Grade differential between EB and WB US 58 may be difficult to cross
 - Decision making may be difficult due to width of median

• Eastside Rd. to Brunswick Co. Line

- Rolling Terrain
- Varying should types and widths







PAGE INTENTIONALLY BLANK