APPENDIX B: FIELD REVIEW
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
• Halifax / Mecklenburg County Line to US 58 Business (Virginia Ave.)
  • 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
• US 15 Interchange to Rte. 92 (Washington St.)
  • 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
• **Rte. 4 (Buggs Island Rd.) to Western US 1 Intersection**
  - 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
• Rte. 780 (Theater Rd.) to Rte. 643 (E. Atlantic St.)
  • 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
• **I-85 Interchange to Rte. 621 (N. Main St.)**
  - 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
• **Town of Brodnax**
  - 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
• **Rte. 644 (Robinson Ferry Rd.) to Rte. 46 (Christanna Hwy)**
  - Crossovers without turn lanes
  - Sight distance concerns to some crossovers due to rolling terrain
  - 4’ paved or gravel shoulders

• **Rte. 46 (Christanna Hwy) to Rte. 641 (Bright Leaf Rd.)**
  - 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
• **Rte. 641 (Bright Leaf Rd.) to Eastside Rd.**
  * 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