I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Military Highway Interchange**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	4	Y		12	9	6											
EB	CD to SB Military Ramp	55	2			12	9	12	950	540		Y						2-lane exit design is non compliant	Fig. 10-74
EB	CD to NB Military Loop Ramp	55	2			12	8	11	485		500	N						Gore does not meet criteria	Fig 10-62 Fig D
EB	CD to SB 64 ramp	55	2			12	8	12	540										
WB	264 Mainline thru	55	3	Y		12	8	8											
WB	CD to NB Military Ramp	55	4			12	8	11	600	aux	2130	N						Gore does not meet criteria	Fig 10-62 Fig D
WB	CD to SB Military Loop Ramp	55	3			12	8	10	490		510	N						Gore does not meet criteria	Fig 10-62 Fig D
WB	CD to WB 264	55	3			12	4	9		825								lane reduction length is non compliant	Fig. 10-52E
NB	Military Hwy thru	45	4			11	1	1							ok				
NB	Military Hwy to EB 64 Ramp	45	5			11	1	10	350	440	630	Y						ramp spacing is non compliant	
NB	Military Hwy to WB 64 Loop Ramp	45	5			11	1	10	345	aux	570	Y						ramp spacing is non compliant	
SB	Military Hwy thru	45	4			11	1	1		aux	885				ok				
SB	Military Hwy to WB 64 Ramp	45	5			11	1	10	365			Y						ramp spacing is non compliant.	
SB	Military Hwy to EB 64 Loop Ramp	45	5			11	1	10			620	Y							
WB	NE Loop Ramp	20	1			16	8	6				Y						speed is non compliant	Table 10-1
NB	SE Loop Ramp	20	1			16	8	6				Y						speed is non compliant	Table 10-1
EB	SW Loop Ramp	20	1			16	8	6				Y						speed is non compliant	Table 10-1
SB	NW Loop Ramp	20	1			16	8	6				Y						speed is non compliant	Table 10-1
NB	WB 264 Ramp to NB Military Hwy	20	1			16	6	8										speed is non compliant	Table 10-1
EB	NB Military Hwy Ramp to EB 264	15	1			16	6	8										speed is non compliant	Table 10-1
SB	EB 264 Ramp to SB Military Hwy	20	1			16	6	8	275	275								ramp spacing, taper and speed is non compliant	Table 10-1
WB	SB Military Hwy Ramp to WB 264	20	1			16	6	8										speed is non compliant	Table 10-1

NOTES:
1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.
2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / I-64**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline to NB 64 ramp	55	4			12	9	6		285						X		Lane Reduction taper length is non-compliant (L=WS=11*55=605), Lane Balance continuity is not maintained throughout interchange	10.9.5
EB	264 Mainline thru	55	2			12	6	9											
EB	264 Mainline thru past HOV ramp	55	4	Y		12	6	9											
EB	CD to SB 64 ramp	55	2			12	6	8	1510	230		N						Gore does not meet criteria	Fig 10-62 Fig D
EB	CD to NB 64 Loop ramp	55	2			12	3	9	1180		300	Y							
EB	CD to EB 264 ramp	55	2			12	3	11	705										
EB	CD to NB/SB Newtown Rd ramp	55	3			12	3	7											
WB	264 Mainline thru	55	3	Y		12	7	9											
WB	CD to NB 64 ramp	55	4			12	3	8	755	aux		N						Gore does not meet criteria	Fig 10-62 Fig D
WB	CD to SB 64 Loop ramp	55	3			12	3	7			635								
WB	CD to WB 264 ramp	55	3			12	3	8	830										
WB	CD to NB Military Ramp	55	4			12	3	8		590									
NB	64 Mainline thru	55	2			12	6	13											
NB	64 to EB 264 Ramp	55	3			12	9	8	780			Y							
NB	64 to WB 264 Loop Ramp	55	3			12	12	9	1055	aux	1045	Y							
NB	64 Mainline thru	55	2			12	6	13											
SB	64 Mainline thru	55	3			12	6	10											
SB	64 to WB 264 Ramp	55	4			12	6	10	900			Y							
SB	64 to EB 264 Ramp	55	4			12	6	9	680	aux	1320	Y							
SB	64 Mainline thru	55	3			12	6	10											
WB	NE Loop Ramp	25	1			15	5	7				Y						Accel lane too short	Table 10-3
NB	SE Loop Ramp	20	1			14	5	6				Y						speed is non compliant. Decel lane too short.	Table 10-1, 10-3.
EB	SW Loop Ramp	25	1			17	4	7				Y						Accel lane too short	Table 10-3
SB	NW Loop Ramp	25	1			16	5	9				N						Gore does not meet criteria	Fig 10-62 Fig D
NB	WB 264 CD Ramp to NB 64	40	2			11	3	8		295		Y							
NB	EB 264 Ramp to NB 64	45	1			17	10	16				Y						Does not meet min radius for 45 mph (711'	Table 3-8
NB	WB CD/EB 264 Ramp to NB 64	40	3			11	6	8				Y							
EB	NB 64 Ramp to EB 264 CD	45	1			15	5	6				Y							
SB	EB 264 CD Ramp to SB 64	40	1			16	5	7		560		Y						Decel Length (130') too short (285')	
SB	WB 264 Ramp to SB 64	40	1			16	3	5				Y							
SB	EB CD/WB 264 Ramp to SB 64	40	1			18	4	7				Y							
EB/WB	SB 64 Ramp to EB/WB CD 264	40	2			14	20	8				N						Gore does not meet criteria	Fig 10-62 Fig D
WB	SB 64 Ramp to WB 264 CD	40	2			27	8	10		490		Y							
EB	SB 64 Ramp to EB 264	40	1			18	12	10				Y						Does not meet min radius for 40 mph (533'	Table 3-8
NB/SB	64 HOV	65	1			11	4	12											
NB/SB	64 HOV (N. of 264)	65	2			12	4	12											
EB/NB	64 HOV Ramp	45	1			15	4	10				*						Gore on elevated structure	
NB	WB 264 to NB 64 HOV Ramp	45	1			14	4	10				Y							
EB	SB 64 HOV Ramp to EB 264	45	1			14	6	6				Y							

NOTES:
1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.
2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.
4. Ppeed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shoen unless otherwise noted.

I-264 Corridor Study																			
Existing Geometric Conditions																			
General Site Location:		**I-264 / Newtown Road**																	
									AASHTO Fig. 10-68	**AASHTO Tables 10-3 & 10-5**			**AASHTO Fig. 10-75 & 10-76**		**AASHTO Fig. 10-2**	**AASHTO Fig. 10-50**			
Travel Direction	**Ramp/ Roadway Description**	**Speed**	**Number of Lanes**	**HOV Lane**	**Shldr Lane**	**Avg Lane Width**	**Shoulder Width - Lt**	**Shoulder Width - Rt**	**Ramp/Ramp Spacing**	**Taper Length**	**Weave Distance**	**Gore**	**Major Forks**	**Traffic Signal**	**Access Control**	**Lane Balance**	**Turn Lane Length**	**Design Compliance Comments**	**Additional AASHTO Ref.**
EB	264 Mainline thru	55	4	Y		12	6	10											
EB	CD to Greenwich Rd/SB Newtown Rd ramp	55	3			12	4	5	1010			N						Width at gore nose (18') under 20'	Fig 10-62 Fig D
EB	CD thru	55	2			12	5	8											
EB	CD to NB Newtown Rd ramp	55	3			12	4	8	2025	aux	995								
EB	CD thru	55	2			12	3	7											
EB	264 Mainline thru	55	6	Y		12	6	7											
EB	264 Mainline thru	55	5	Y		12	6	7											
WB	264 Mainline thru	55	3	Y		12	7	9											
WB	CD to NB/SB Newtown Rd ramp	55	3			12	2	3	915	aux		N						Width at gore nose (19') under 20'	
WB	CD thru	55	2			12	2	3											
WB	CD thru	55	3			12	2	3		aux									
WB	CD to NB 64 ramp	55	4			12	3	8		aux									
NB	Newtown Rd thru	35	2			11	CG	CG											
NB	Newtown Rd to WB 264 ramp	35	3			11	CG	CG		aux				Y					
NB	Newtown Rd left turn (N. of 264)	35	1			11	CG	CG		95				Y			345		
NB	Newtown Rd thru	35	2			11	CG	CG											
SB	Newtown Rd thru	35	2			12	CG	CG											
SB	Newtown Rd to WB 264 ramp	35	2			12	CG	CG											
SB	Newtown Rd to EB 264 ramp	35	3			12	CG	CG		aux				Y					
SB	Newtown Rd left turn (S. of 264)	35	1			12	CG	7/CG		160				Y			305		
SB	Newtown Rd thru	35	2			12	CG	CG											
WB	NE Loop Ramp	25	1			16	4	8				Y							
NB	SE Loop Ramp	25	1			19	2	6				N						Width at gore nose (18') under 20'	
EB	SW Loop Ramp	25	1			16	5	5				Y							
EB	Greenwich Rd/NB Newtown Rd Ramp to EB 264 CD	25	1			16	2	2/C											
EB	SW Loop Ramp	25	1			16	C	5											
NB/SB	WB 264 CD Ramp to NB/SB Newtown Rd	35	1			16	5	5				Y		Y					
NB/SB	WB 264 CD Ramp to NB/SB Newtown Rd	35	2			11	5	5		130									
NB/SB	WB 264 CD Ramp to NB/SB Newtown Rd	35	3			11	5	5		125									
WB/SB	WB CD Ramp to Stoney Pt S/SB Newtown Rd thru/left	35	1			11	5	5						Y			290		
SB	WB CD Ramp to SB Newtown Rd left	35	1			11	5	5						Y			290		
NB	WB CD Ramp to NB Newtown Rd right	35	1			11	5	5						Y	X			Insufficient distance to first major intersection	Road Design Manual App. F Fig. 2-9
WB	SB Newtown Rd Ramp to WB 264 CD	35	1			13	5	6				Y			X			Insufficient distance from first major intersection and last access connection.	Road Design Manual App. F Fig. 2-9
NB/SB	EB 264 CD Ramp to Greenwich Rd/SB Newtown Rd	40	1			19	6	7											
NB/SB	EB 264 CD Ramp to Greenwich Rd/SB Newtown Rd	40	3			12	6	7		170				Y					
EB	EB 264 CD Ramp to Greenwich Rd thru	40	1			11	2	C						Y					
SB	EB 264 CD Ramp to SB Newtown Rd right turn	40	2			13	C	6						Y	X		255	Insufficient distance to first approach on the right and first major intersection	Road Design Manual App. F Fig. 2-9
NOTES:	1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.																		
	2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.																		
	3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.																		
	4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Postd speed shown unless otherwise noted.																		

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Witchduck Road**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Length	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline to NB/SB Witchduck Rd ramp	55	5	Y		12	9	10				Y							
EB	264 Mainline thru	55	6	Y		12	9	10		aux	615								
EB	264 Mainline thru	55	5	Y		12	9	10											
WB	264 Mainline thru	55	5	Y		12	8	11		aux									
WB	264 Mainline to NB/SB Witchduck Rd ramp	55	6	Y		12	8	11	2150	aux		Y							
WB	264 Mainline thru	55	4	Y		12	8	11											
WB	264 Mainline thru	55	5	Y		12	8	11											
WB	264 Mainline thru	55	6	Y		12	8	11		aux									
NB	Witchduck Rd thru	35	3			12	C	Gore											
NB	Witchduck Rd thru (N. of 264)	35	2			12	C	2						Y					
NB	Witchduck Rd thru	35	2			12	C	2											
SB	Witchduck Rd to (WB 264 Ramp)	35	2			12	C	2											
SB	Witchduck Rd thru (N. of 264)	35	2			12	C	2						Y					
SB	Witchduck Rd thru (S. of 264)	35	1			12	C	CG						Y					
SB	Witchduck Rd left turn (S. of 264)	35	1			12	C	CG		100				Y			140		
SB	Witchduck Rd right/thru (S. of 264)	35	1			12	C	CG						Y					
NB/SB	SE Loop Ramp	25	1			22	2	10			605			Y					
NB/SB	SE Loop Ramp	25	2			11	2	8											
NB/SB	SE Loop Ramp	25	3			12	2	4											
WB/SB	SE Loop Ramp to WB Greenwich Rd/SB Witchduck Rd thru	25	1			12	2	C						Y	X		100	Undesirable 5-Way Signalized Intersection	
SB	SE Loop Ramp to SB Witchduck Rd left	25	1			12	2	C						Y	X		100	Undesirable 5-Way Signalized Intersection	
NB	SE Loop Ramp to NB Witchduck Rd right	25	1			22	C	C							X			Insufficient distance to first directional median opening.	Road Design Manual App. F Fig. 2-9
EB	SW Loop Ramp	25	1			18	C	5				Y							
EB	NB Witchduck Rd Ramp to EB 264	25	1			18	3	C											
EB	SW Loop Ramp	25	1			18	4	5										Accel lane too short	Table 10-3
NB/SB	WB 264 to NB/SB Witchduck Rd	25	1			14	4	8		250									
NB/SB	WB 264 to NB/SB Witchduck Rd	25	2			11	4	8		40									
NB/SB	WB 264 to NB/SB Witchduck Rd	25	3			11	4	8		100									
NB	WB 264 Ramp to NB Witchduck Rd right	25	1			11	4	8							X			Insufficient distance to first approach on the right and first major intersection	Road Design Manual App. F Fig. 2-9
SB	WB 264 Ramp to SB Witchduck Rd left	25	2			11	4	8						Y			185		
WB	NB Witchduck Rd Ramp to WB 264	25	1			19	CG	C							X			Insufficient distance from first major intersection	Road Design Manual App. F Fig. 2-9
WB	SB Witchduck Rd Ramp to WB 264	25	1			18	C	CG							X			Insufficient distance from first major intersection	Road Design Manual App. F Fig. 2-9
WB	NB/SB Witchduck Rd Ramp to WB 264	25	1			14	2	2											

NOTES:
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4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Independence Boulevard**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	5	Y	Y	12	8	8											
EB	264 Mainline thru	55	6	Y		12	8	8		160									
EB	264 Mainline to SB Independence Ramp	55	7	Y		12	8	8	1105	aux		Y							
EB	264 Mainline thru	55	5	Y	Y	12	8	8											
EB	264 Mainline to NB Independence Ramp	55	6	Y		12	8	8	740	aux	650	Y							
EB	264 Mainline thru	55	5	Y	Y	12	8	8											
WB	264 Mainline thru	55	6	Y		12	10	9		aux									
WB	264 Mainline thru	55	5	Y	Y	12	10	9											
WB	264 Mainline thru	55	5	Y	Y	12	10	9											
WB	264 Mainline to NB Independence Ramp	55	6	Y	Y	12	10	9	805	aux		Y							
WB	264 Mainline thru	55	5	Y	Y	12	10	9											
WB	264 Mainline to SB Independence	55	6	Y		12	10	9	770	aux	740								
WB	264 Mainline thru	55	5	Y	Y	12	10	9											
WB	264 Mainline thru	55	6	Y		12	10	9		260									
WB	264 Mainline thru	55	5	Y	Y	12	10	9											
NB	Independence to EB 264 Ramp	45	5			11	C	CG		aux									
NB	CD to WB 264	45	2			11	C	16		aux	850								
NB	Independence thru	45	3			12	C	C											
NB	Independence thru	45	4			12	C	C											
NB	Independence thru (N. of 264)	45	3			12	C	CG						Y					
NB	Independence thru/right (N. of 264)	45	1			12	C	CG						Y					
NB	Independence left (N. of 264)	45	2			11	C	CG			440			Y			555		
NB	Independence right (N. of 264)	45	1			12	C	CG						Y					
SB	Independence to WB 264 ramp	45	4			12	C	6		aux									
SB	Independence thru	45	3			12	C	6											
SB	Independence thru (S. of 264)	45	3			12	C	CG						Y					
SB	Independence left turn (S. of 264)	45	1			11	C	CG		115				Y			170		
SB	Independence right turn (S. of 264)	45	1			12	C	CG		165				Y			330		
WB	NE Loop Ramp	25	2			16	2	8											
WB	NE Loop Ramp	25	1			21	2	19				Y							
NB	SE Loop Ramp	25	1			19	2	13											
EB	SW Loop Ramp	25	1			19	4	7				Y						Accel lane too short	Table 10-3
SB	NW Loop Ramp	25	1			19	4	6										Accel lane too short	Table 10-3
NB	WB 264 to NB Independence	25	1			14	2	5		275					X			Insufficient distance to first major intersection	Road Design Manual App. F Fig. 2-9
EB	NB Independence to EB 264	25	1			19	2	7				Y							
SB	EB 264 to SB Independence	25	2			12	16	4											
SB	EB 264 to SB Independence	25	1			13	3	2		250									
SB	EB 264 to NB/SB Alicia Dr	N.P.	1			18	4	C		100								Speed Not Posted.	
WB	SB Independence to WB 264	25	2			12	2	C											
WB	SB Independence to WB 264	25	1			21	7	6		180		Y							

NOTES:
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3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted.

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Rosemont Road**

Travel Direction	Ramp/ Roadway Description	Posted Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Length	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	4	Y		12	8	12											
EB	264 Mainline thru	55	5			12	8	12				ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	4			12	8	12	948			ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	5			12	8	12	1459	522		ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	4			12	8	12											
EB	264 Mainline thru	55	5			12	8	12		385									
EB	264 Mainline thru	55	4			12	8	12											
WB	264 Mainline thru	55	4			12	8	12											
WB	264 Mainline thru	55	5			12	8	12				ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	4			12	8	12	958			ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	5			12	8	12	1011										
WB	264 Mainline thru	55	4			12	8	12				ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	5			12	8	12		396									
WB	264 Mainline thru	55	4	Y		12	8	12											
NB	Rosemont Rd thru	35	2			11	C	C		85									
NB	Rosemont Rd left	35	1			11	C										100		
SB	Rosemont Rd thru	35	2			11	C	C		100									
SB	Rosemont Rd right to EB on-ramp	35	2			12		C									55		
WB	NE Loop Ramp	20	1			19	5	8		100								Speed is not compliant. Radius only meets 20mph (25mph posted)	Table 10-1
EB	SE Loop Ramp	25	1			17	5	8		150								Speed is not compliant	Table 10-1
WB	WB 264 Ramp to Rosemont Rd	25	1			16	5	10		250								Speed is not compliant	Table 10-1
WB	WB 264 Ramp to Rosemont Rd	25	2			12	4	4		150								Speed is not compliant	Table 10-1
WB	WB 264 Ramp to NB Rosemont Rd	25	2			12	CG	CG						Y			85	Speed is not compliant	Table 10-1
WB	WB 264 Ramp to SB Rosemont Rd	25	2			12	CG	CG						Y			85	Speed is not compliant	Table 10-1
EB	NB Rosemont Rd Ramp to EB 264	25	1			16	CG	8							X			Entrances too close to on-ramp Speed is not compliant	Table 10-1
EB	EB 264 Ramp to Rosemont Rd	25	1			16	4	8		250								Speed is not compliant	Table 10-1
EB	EB 264 Ramp to Rosemont Rd	25	2			13	4	8		250								Speed is not compliant	Table 10-1
EB	EB 264 Ramp to Rosemont Rd	25	4			12	2	8						Y				Speed is not compliant	Table 10-1
WB	SB Rosemont Rd Ramp to WB 264	25	2			15	4	6		350				Y	X			Road too close to on-ramp Speed is not compliant	Table 10-1
WB	SB Rosemont Rd Ramp to WB 264	25	1			16	4	8											

NOTES:
1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.
2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Lynnhaven Parkway**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Length	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	5			12	8	12				ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	4			12	8	12	1313										
EB	264 Mainline thru	55	5			12	8	12		400		ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	4			12	8	12	778			ok						Shoulder carried thru gore	
EB	264 Mainline thru	55	5			12	8	12			2247								
WB	264 Mainline thru	55	5			12	8	12			Aux	ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	4			12	8	12	813			ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	5			12	8	12				ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	4			12	8	12	624			ok						Shoulder carried thru gore	
WB	264 Mainline thru	55	5			12	8	12											
NB	Lynnhaven Pkwy thru	35	3			12	CG	CG											
NB	Lynnhaven Pkwy thru	35	4			12	CG	CG											
NB	Lynnhaven Pkwy left turn	35	1			12	CG	CG		80				Y			643		
SB	Lynnhaven Pkwy thru	35	2			12	CG	CG											
SB	Lynnhaven Pkwy thru	35	3			12	CG	CG											
SB	Lynnhaven Pkwy left turn	35	1			12	CG	CG		90				Y			225		
WB	NE Loop Ramp	25	1			16	6	10										Speed is not compliant	
NB	SE Loop Ramp	25	1			16	4	10										Speed is not compliant	
SB	NW Loop Ramp	20	1			16	8	8										Speed is not compliant	
NB	WB 264 Ramp to NB Lynnhaven Pkwy		1			16	4	12										Speed is not compliant	
NB	WB 264 Ramp to NB Lynnhaven Pkwy		2			11	6	6						Y	X			Road directly across from exit ramp Speed is not compliant	
EB	NB Lynnhaven Pkwy Ramp to EB 264	25	1			18	4	14										Speed is not compliant	
SB	EB 264 Ramp to SB Lynnhaven Pkwy	20	1			16	6	8										Speed is not compliant	
SB	EB 264 Ramp to SB Lynnhaven Pkwy	20	2			12	4	8						Y				Speed is not compliant	
WB	SB Lynnhaven Pkwy Ramp to WB 264	20	1			17	4	9							X			Road too close to on-ramp Speed is not compliant	

NOTES:
1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.
2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted

I-264 Corridor Study																			
Existing Geometric Conditions																			
General Site Location:		I-264 / London Bridge Road																	
									AASHTO Fig. 10-68	AASHTO Tables 10-3 & 10-5			AASHTO Fig. 10-75 & 10-76		AASHTO Fig. 10-2	AASHTO Fig. 10-50			
Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	Ramp/Ramp Spacing	Taper Length	Weave Distance	Gore	Major Forks	Traffic Signal	Access Control	Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline to London Bridge Rd	55	5			12	8	12			2247	ok						shoulder is carried thru gore	
EB	264 Mainline thru	55	4			12	10	10											
WB	264 Mainline thru	55	4			12	8	12				ok						shoulder is carried thru gore	
WB	264 Mainline thru	55	5			12	8	12			Aux							ramp spacing is not compliant	Figure 10.52
NB	London Bridge thru	45	2			12	CG	CG						Y					
NB	London Bridge left to WB 264	45	2			12	CG	CG		300				Y			193		
SB	London Bridge thru	45	3			12	CG	CG		162				Y					
SB	London Bridge right	45	1			12	CG	CG						Y			263		
SB	London Bridge thru	45	2			12	CG	CG						Y					
SB	London Bridge left	45	1			12	CG	CG						Y			263		
EB	Ramp to London Bridge Rd	40	1			15	8/CG	8/CG											
NB	Ramp left turn	40	2			12	CG	CG		205				Y			385		
SB	Ramp right turn	40	1			12	CG	CG		205				Y			385		
WB	Ramp to WB 264		2			12	CG	CG						Y					
WB	Ramp to WB 264		2			12	CG	CG						Y					
WB	Ramp to WB 264		1			16	4	10		300									
NOTES:	1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.																		
	2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.																		
	3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.																		
	4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted.																		

I-264 Corridor Study																			
Existing Geometric Conditions																			
General Site Location:		I-264 / Laskin Road																	
									AASHTO Fig. 10-68	AASHTO Tables 10-3 & 10-5			AASHTO Fig. 10-75 & 10-76		AASHTO Fig. 10-2	AASHTO Fig. 10-50			
Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	Ramp/Ramp Spacing	Taper Length	Weave Distance	Gore	Major Forks	Traffic Signal	Access Control	Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	4			12	8	10											
EB	264 Mainline thru	55	5			12	8	10		375		ok						Shoulder is carried thru gore	
EB	264 Mainline thru	55	4			12	8	10											
WB	264 Mainline thru	55	4			12	8	10		245		ok						Shoulder is carried thru gore	
WB	264 Mainline thru	55	5			12	8	12											
WB	264 Mainline thru	55	4			12	8	10											
EB	EB 264 Ramp to Laskin Rd/Virginia Beach Blvd	45	1			16	8	8											
WB	Laskin Road/Virginia Beach Blvd Ramp to WB 264	45	2			16	4	8		800									
WB	Laskin Road/Virginia Beach Blvd Ramp to WB 264	45	1			16	4	8											
NOTES:	1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.																		
	2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.																		
	3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.																		
	4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted.																		

I-264 Corridor Study																			
Existing Geometric Conditions																			
General Site Location:		**I-264 / First Colonial Road**																	
									AASHTO Fig. 10-68	**AASHTO Tables 10-3 & 10-5**			**AASHTO Fig. 10-75 & 10-76**		**AASHTO Fig. 10-2**	**AASHTO Fig. 10-50**			
Travel Direction	**Ramp/ Roadway Description**	**Speed**	**Number of Lanes**	**HOV Lane**	**Shldr Lane**	**Avg Lane Width**	**Shoulder Width - Lt**	**Shoulder Width - Rt**	**Ramp/Ramp Spacing**	**Taper Length**	**Weave Distance**	**Gore**	**Major Forks**	**Traffic Signal**	**Access Control**	**Lane Balance**	**Turn Lane Lengths**	**Design Compliance Comments**	**Additional AASHTO Ref.**
EB	264 Mainline thru	55	5			12	4	12											
EB	264 Mainline to First Colonial SB ramp	55	4			12	16	12		485		ok						shoulder is carried thru gore	
EB	264 Mainline thru	55	3			12	4	12											
EB	264 Mainline to First Colonial NB ramp	55	4			12	16	12	1705			ok						shoulder is carried thru gore	
EB	264 mainline to EB on-ramp	55	3			12	4	12	679			ok						shoulder is carried thru gore	
EB	264 Mainline thru	55	4			12	4	12											
WB	264 Mainline to First Colonial NB ramp	55	4			12	4	12				ok						shoulder is carried thru gore	
WB	264 Mainline thru	55	3			12	4	12	2650			ok						shoulder is carried thru gore	
WB	264 Mainline before SB on-ramp	55	4			12	8	Gore											
WB	264 Mainline thru	55	5			12	8	12		355									
WB	264 Mainline thru	55	4			12	8	12											
EB	Wisconson Ave to EB on-ramp	N.P.	1			12	CG	CG		500					X		275	Wisconson Rd has two way traffic on it Speed is not posted	
NB	First Colonial thru	35	3			11	CG	CG						Y					
NB	First Colonial to WB on-ramp	35	1			11	CG	CG						Y			240		
SB	First Colonial thru	35	2			11	CG	CG						Y					
SB	First Colonial Rd to EB on-ramp	35	1			11	CG	CG						Y			350		
WB	WB 264 Ramp to First Colonial Rd	25	1			16	4	8		330								Speed is not compliant	
WB	WB 264 Ramp to NB First Colonial Rd	25	1			12	4	8		142				Y			275	Speed is not compliant	
WB	WB 264 Ramp to SB First Colonial Rd	25	1			12	4	8						Y			275	Speed is not compliant	
WB	First Colonial Rd to WB 264	N.P.	1			16	4	10						Y	X			Entrance too close to on-ramp Speed is not posted	
NB	EB 264 Ramp to NB First Colonial Rd	25	1			16	4	8		312								Speed is not compliant	
SB	EB 264 Ramp to SB First Colonial Rd	N.P.	1			16	4	8		288				Y				Speed is not posted	
NOTES:	1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.																		
	2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.																		
	3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.																		
	4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted																		

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / N. Birdneck Road**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	Ped/ Bike Access	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Lengths	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	55	3			12	2	10												
EB	264 Mainline to N Birdneck Rd	55	5			12	2	10				ok							shoulder is carried thru gore area	
EB	264 Mainline thru	55	3			12	2	10												
WB	264 Mainline thru	45	3			12	2	10												
WB	264 Mainline past on-ramp	55	4			12	2	10	1330	400		ok							shoulder is carried thru gore area	
WB	264 Mainline to on-ramp	55	3			12	2	10												
WB	264 Mainline to on-ramp loop	55	4			12	2	10												
												ok							shoulder is carried thru gore area	
NB	N Birdneck thru	35	2			11	CG	CG												
NB	N Birdneck to WB 264	35	1			11	CG	CG												
SB	N Birdneck thru	35	2			11	CG	CG												
SB	N Birdneck to WB 264	35	1			11	CG	CG												
WB	SB Ramp to WB 264	30	1			16	4	8								X			Side Street too close to ramp	
WB	NB Loop Ramp to WB 264	20	1			16	8	10											Speed is not compliant	
EB	Ramp to N Birdneck Rd	25	2			11	11	8		317									Does not meet 2 lane ramp criteria Speed is not compliant	
EB	Ramp left turn	25	2			11	C			132				Y				150	Speed is not compliant	
EB	Ramp right turn	25	1			12	4	4										150	Speed is not compliant	

NOTES:
1. AASHTO "A Policy on Geometric Design of Highways and Streets" 2011 6th Edition has been used as a design reference.
2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted

I-264 Corridor Study

Existing Geometric Conditions

General Site Location: **I-264 / Parks Avenue**

Travel Direction	Ramp/ Roadway Description	Speed	Number of Lanes	HOV Lane	Shldr Lane	Avg Lane Width	Shoulder Width - Lt	Shoulder Width - Rt	AASHTO Fig. 10-68 Ramp/Ramp Spacing	AASHTO Tables 10-3 & 10-5 Taper Length	Weave Distance	Gore	AASHTO Fig. 10-75 & 10-76 Major Forks	Traffic Signal	AASHTO Fig. 10-2 Access Control	AASHTO Fig. 10-50 Lane Balance	Turn Lane Length	Design Compliance Comments	Additional AASHTO Ref.
EB	264 Mainline thru	45	3			12	8	10											
EB	264 Mainline to 21st St	35	4			12	8	10		375				Y					
EB	264 Mainline left turn	35	1			12	8	10		290				Y			460		
WB	264 Mainline from 22nd St	35	3			12	8	10						Y					
WB	264 Mainline thru	45	3			12	8	10											
NB	Parks Ave thru	25	1			11	CG	CG											
NB	Parks Ave to WB 264	25	1			11	CG	CG						Y			60		
	Parks Ave thru (N. of 21st St)	25	1			11	CG	CG											
	Parks Ave left turn (N. of 21st St)	25	1			11	CG	CG											
SB	Parks Ave thru	25	1			11	CG	CG											
SB	Parks Ave to WB 264	25	1			11	CG	CG						Y			115		
	Parks Ave thru (S. of 22nd St)	25	1			11	CG	CG											
	Parks Ave left turn (S. of 22nd St)	25	1			11	CG	CG									147		
EB	21st St thru	25	4			12	CG	CG						Y	X			Entrance too close to intersection	
WB	22nd St thru	25	2			12	CG	CG						Y					
	22nd St left/thru	25	1			12	CG	CG						Y			125		
	22nd St Right turn	25	1			12	CG	CG						Y			125		

NOTES:
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2. Approximate widths of lanes and shoulders were measured from aerial imagery and do not consistently meet VDOT standard values.
3. Superelevation rates and the effects of vertical grades on tapers have not been evaluated with this study.
4. Speed is the minimum value obtained from either the posted speed or the minimum measured 4% SE curve radius. Posted speed shown unless otherwise noted.

Overpass/ Bridge Location	Vertical Clearance Warning Sign	
Ramp over I-264 West of Military HWY Interchange		
Military Highway over I-264 & loop ramp aux. lanes		
EB I-64 Fly-Over Ramp to EB I-264 over WB I-264		
EB I-64 Fly-Over Ramp to EB I-264 over WB I-264 off- ramp to I-64 EB		
EB I-64 Fly-Over Ramp to EB I-264 over I-64		
EB I-64 Fly-Over Ramp to EB I-264 over I-64 HOV		
EB I-64 Fly-Over Ramp to EB I-264 over I-264 EB off-ramp to I-64 WB		
I-64 over WB I-264 & loop ramp aux. lanes		
I-64 over EB I-264 & off ramp to I-64 WB		
I-64 over I-264 EB CD & loop ramp aux. lane		
I-264 WB off ramp over I-264 EB to I-64 WB & off ramp to I-64 WB		
I-264 WB off ramp over I-264 EB CD		
I-64 HOV off/on ramp over I-264 WB		
I-64 HOV off/on ramp over the on ramp from I-64 WB to I-264 WB (north location)		
I-64 HOV off/on ramp over the on ramp from I-64 WB to I-264 WB (south location)		
I-64 HOV off/on ramp over the off ramp from I-264 EB to I-64 WB		
I-64 HOV off/on ramp I-64 WB		
I-264 EB off ramp over I-264 WB to I-64 WB		
I-264 EB off ramp over I-264 WB to I-64 WB		
I-264 over Kempsville Rd.		
I-264 over Newtown Rd.		
I-264 over Witchduck Rd.		
I-264 over Independence Blvd.	13 ft. 11 in and 14 ft. 0 in	
I-264 over Rosemont Rd.	14 ft. 0 in and 14 ft. 1 in	
I-264 over South Plaza Trail	14 ft. 0 in and 13 ft. 11 in	
I-264 over Lynnhaven Pkwy	14 ft. 0 in and 14 ft. 1 in	
I-264 over London Bridge Rd. on ramp to I-264 WB		
I-264 over London Bridge Rd.	13 ft. 8 in and 13 ft. 8 in	
I-264 EB off ramp over I-264 to Laskin Rd.		
I-264 over Virginia Beach Blvd.		
I-264 over First Colonial Rd.		
I-264 over N Bird Neck Rd.	14 ft. 2 in	
		Notes:
		AASHTO Chapter 10.8.4 Vertical Clearance (REF)
		Recommended minimum = 14.5 ft. if < 14.5' design exception reqd.
		Desirable minimum = 16.5 ft.
		Freeway minimum = 16 ft. VDOT bridge manual requires 16.5 ft.
		Railroad (Refer to A.R.E.A. manual)