| General Site | metric Conditions | I-264 / N | lilitary Highv | way Inter | change | | | | | | | | | | | | | | |
|----------------------|--|------------------|----------------|------------|------------|------------|--------------|---------------------|-----------------|---------------------------------|--------------|---------|---------------------------------|---------|---------|----------------------|-----------|--|-----------------|
| General Site | Location: | I-264 / M | lilitary Highv | way Inter | change | | | | | | | | | | | | | | |
| ravel Direction I | | I-264 / N | lilitary Highv | way Inter | change | | | | | | | | | | | | | | |
| ravel Direction I | | 1-204 / 10 | intary riight | way inter | change | | | | | | | | | | | | | | |
| Direction I | Ramp/ Roadway Description | | | | | | | | | | | | | | | | | | |
| Direction I | Ramp/ Roadway Description | | | | | | | | 10-68 | AASHTO Tables 10-3 & 10-5 | | | AASHTO Fig. 10-75 & 10-76 | | | AASHTO Fig. 10-50 | | | |
| | Ramp/ Roadway Description | 1 | Number o | f HOV | Shldr | _ | Shoulder | | Ramp/Ramp | Taper | Weave | | Major | Traffic | Access | Lane | Turn Lane | | Additional |
| B 2 | | Speed | Lanes | Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | Balance | Lengths | Design Compliance Comments | AASHTO Ref. |
| | 264 Mainline thru | 55 | 4 | Υ | | 12 | 9 | 6 | | | | | | | | | | | |
| B (| CD to SB Military Ramp | 55 | 2 | | | 12 | 9 | 12 | 950 | 540 | | Υ | | | | | | 2-lane exit design is non compliant | Fig. 10-74 |
| B (| CD to NB Military Loop Ramp | 55 | 2 | | | 12 | 8 | 11 | 485 | | 500 | N | | | | | | Gore does not meet criteria | Fig 10-62 Fig D |
| В | CD to SB 64 ramp | 55 | 2 | | | 12 | 8 | 12 | 540 | | | | | | | | | | |
| VB 2 | 264 Mainline thru | 55 | 3 | Y | | 12 | 8 | 8 | | | | | | | | | | | |
| | CD to NB Military Ramp | 55 | 4 | • | | 12 | 8 | 11 | 600 | aux | 2130 | N | | | | | | Gore does not meet criteria | Fig 10-62 Fig D |
| | CD to SB Military Loop Ramp | 55 | 3 | | | 12 | 8 | 10 | 490 | 0.0 | 510 | N | | | | | | Gore does not meet criteria | Fig 10-62 Fig D |
| | CD to WB 264 | 55 | 3 | | | 12 | 4 | 9 | | 825 | 020 | | | | | | | lane reduction length is non compliant | Fig. 10-52E |
| NB I | Military Hwy thru | 45 | 4 | | | 11 | 1 | 1 | | | | | | | ok | | | | |
| IB I | Military Hwy to EB 64 Ramp | 45 | 5 | | | 11 | 1 | 10 | 350 | 440 | 630 | Υ | | | | | | ramp spacing is non compliant | |
| IB I | Military Hwy to WB 64 Loop Ramp | 45 | 5 | | | 11 | 1 | 10 | 345 | aux | 570 | Υ | | | | | | ramp spacing is non compliant | |
| iB I | Military Hwy thru | 45 | 4 | | | 11 | 1 | 1 | | aux | 885 | | | | ok | | | | |
| | Military Hwy to WB 64 Ramp | 45 | 5 | | | 11 | 1 | 10 | 365 | 0.0 | | Υ | | | | | | ramp spacing is non compliant. | |
| | Military Hwy to EB 64 Loop Ramp | 45 | 5 | | | 11 | 1 | 10 | | | 620 | Υ | | | | | | haber O a sample of | |
| | | | | | | | _ | | | | | | | | | | | | |
| VB I | NE Loop Ramp | 20 | 1 | | | 16 | 8 | 6 | | | | Υ | | | | | | speed is non compliant | Table 10-1 |
| | SE Loop Ramp | 20 | 1 | | | 16 | 8 | 6 | | | | Υ | | | | | | speed is non compliant | Table 10-1 |
| :B 5 | SW Loop Ramp | 20 | 1 | | | 16 | 8 | 6 | | | | Υ | | | | | | speed is non compliant | Table 10-1 |
| | NW Loop Ramp | 20 | 1 | | | 16 | 8 | 6 | | | | Υ | | | | | | speed is non compliant | Table 10-1 |
| NB N | NB 264 Ramp to NB Military Hwy | 20 | 1 | | | 16 | 6 | 8 | | | | | | | | | | speed is non compliant | Table 10-1 |
| | NB Military Hwy Ramp to EB 264 | 15 | 1 | | | 16 | 6 | 8 | | | | | | | | | | speed is non compliant | Table 10-1 |
| | , | | | | | | | | | | | | | | | | | ramp spacing, taper and speed is non | |
| 5B I | B 264 Ramp to SB Military Hwy | 20 | 1 | | | 16 | 6 | 8 | 275 | 275 | | | | | | | | compliant | Table 10-1 |
| | BB Military Hwy Ramp to WB 264 | 20 | 1 | | | 16 | 6 | 8 | | | | | | | | | | speed is non compliant | Table 10-1 |
| | | | | | | | | | | | | | | | | | | Action and the property of the | |
| NOTES: | . AASHTO "A Policy on Geometric D | esign of Hig | hways and S | Streets" 2 | 2011 6th E | dition has | peen used as | s a design refe | erence. | | | | | | | | | | |
| 1 | 2. Approximate widths of lanes and s | houlders w | vere measure | ed from a | erial imag | ery and do | not consiste | ently meet VD | OT standard v | alues. | | | | | | | | | |
| 3 | 3. Superelevation rates and the effect | ts of vertic | al grades on | tapers ha | ave not be | en evaluat | ed with this | study. | | | | | | | | | | | |
| | I. Speed is the minimum value obtai | | | | | | | | us. Posted spee | d shown unl | ess otherwis | e noted | | | | | | | |
| | | | - | | | | | | | | | | | | | | | | |

| I-264 Corr | idor Study | | | | | | | | | | | | | | | | | | |
|-------------|--|---------------|-----------|-------------|------------|---------------|-------------|---------------|-----------------|--------------|---------------|--------|------------|----|-------|------------|-----------|--|-----------------|
| | eometric Conditions | | | | | | | | | | | | | | | | | | |
| LAISTING G | | | | | | | | | | | | | | | | | | | |
| General Si | ite Location: | I-264 / I-6 | 54 | | | | | | | | | | | | | | | | |
| General | | 1204711 | 1 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | AASHTO | | | AASHTO | | | | | | |
| | | | | | | | | | AASHTO Fig. | | 1 | | Fig. 10-75 | Δ/ | ASHTO | AASHTO | | | |
| | | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | | Fig. 10-50 | | | |
| Travel | | | Number | of HOV | Shldr | Δvg Lane | Shoulder | Shoulder | Ramp/Ramp | | Weave | | Major Tra | | | Lane | Turn Lane | | Additional |
| | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | | Width - Rt | | Length | Distance | Gore | Forks Sign | | | Balance | Lengths | Design Compliance Comments | AASHTO Ref. |
| | , | | | | | | | | | | | | | | | | | , , , , , , , , , , , , , , , , , , , | |
| | | | | | | | | | | | | | | | | | | Lane Reduction taper length is non- | |
| | | | | | | | | | | | | | | | | | | compliant (L=WS=11*55=605), Lane | |
| | | | | | | | | | | | | | | | | | | Balance continuity is not maintained | |
| EB | 264 Mainline to NB 64 ramp | 55 | 4 | | | 12 | 9 | 6 | | 285 | | | | | | Χ | | throughout interchange | 10.9.5 |
| EB | 264 Mainline thru | 55 | 2 | | | 12 | 6 | 9 | | | | | | | | | | | |
| EB | 264 Mainline thru past HOV ramp | 55 | 4 | Υ | | 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 | Υ | | | | | | | |
| 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 | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | |
| WB | 264 Mainline thru | 55 | 3 | Υ | | 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 | | | | | | | | | |
| AUD. | CANA : II | | - | | | 42 | - | 42 | | | | | | | | | | | |
| NB | 64 Mainline thru 64 to EB 264 Ramp | 55 | 3 | | | 12 12 | 6 | 13 | 780 | | | Y | | | | | | | |
| NB NB | 64 to WB 264 Loop Ramp | 55 55 | 3 | | | 12 | 12 | 9 | 1055 | 21114 | 1045 | Y | | | | | | | |
| NB | 64 Mainline thru | 55 | 2 | | | 12 | 6 | 13 | 1055 | aux | 1045 | 1 | | | | | | | |
| IND | 04 Mainine thiu | 33 | | | | 12 | U | 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 | 330 | - uun | 1525 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| WB | NE Loop Ramp | 25 | 1 | | | 15 | 5 | 7 | | | | Υ | | | | | | Accel lane too short | Table 10-3 |
| | · | | | | | | | | | | | | | | | | | speed is non compliant. Decel lane too | Table 10-1, 10- |
| NB | SE Loop Ramp | 20 | 1 | | | 14 | 5 | 6 | | | | Υ | | | | | | short. | 3. |
| EB | SW Loop Ramp | 25 | 1 | | | 17 | 4 | 7 | | | | Υ | | | | | | 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 | | Υ | | | | | | | |
| NB | EB 264 Ramp to NB 64 | 45 | 1 | | | 17 | 10 | 16 | | | | Υ | | | | | | Does not meet min radius for 45 mph (71: | 1' Table 3-8 |
| NB | WB CD/EB 264 Ramp to NB 64 | 40 | 3 | | | 11 | 6 | 8 | | | | Υ | | | | | | | |
| 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 | | | | Υ | 1 | | | | | | |
| SB | EB CD/WB 264 Ramp to SB 64 | 40 | 1 | | | 18 | 4 | 7 | | | | Y | | | | | | | |
| | SB 64 Ramp to EB/WB CD 264 | 40 | 2 | | | 14 | 20 | 8 | | | | N | | | | | | Gore does not meet criteria | Fig 10-62 Fig D |
| | SB 64 Ramp to WB 264 CD | 40 | 2 | | | 27 | 8 | 10 | | 490 | | Υ | | | | | | | |
| EB | SB 64 Ramp to EB 264 | 40 | 1 | | | 18 | 12 | 10 | | | | Y | 1 | | | | | Does not meet min radius for 40 mph (533 | 3 Table 3-8 |
| ND /CD | 64.1101/ | | _ | | | 4.4 | | 4.2 | | | | | + | | | | | | |
| | 64 HOV 64 HOV (N. of 264) | 65 65 | 2 | | | 11 | 4 | 12 12 | | | | | + | | | | | | |
| NB/SB | 04 AOV (IN. 01 204) | 65 | | | | 12 | 4 | 12 | | | | | | | | | | | |
| EB/NB | 64 HOV Ramp | 45 | 1 | | | 15 | 4 | 10 | | | + | * | + | | | | | Gore on elevated structure | |
| NB ER\NR | WB 264 to NB 64 HOV Ramp | 45 | 1 | | | 15 | 4 | 10 | | | | Y | + + | | | | | Gore on elevated structure | |
| EB | SB 64 HOV Ramp to EB 264 | 45 | 1 | | | 14 | 6 | 6 | | | | Y | + | | | | | | |
| LD | 35 04 HOV Namp to ED 204 | 45 | 1 | | | 14 | O | O | | | | T | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric I | Design of His | ghwave an | d Streets" | 2011 6+h = | dition has be | en lised ac | a design refo | rence | | + | | + | | | | | | |
| NOTES. | Approximate widths of lanes and | | | | | | | | | alues | | | | | | | | | |
| | 3. Superelevation rates and the effe | | | | | | | | J. Standard Vo | | | | + + | | | | | | |
| | 4. Ppeed is the minimum value obta | | | | | | | | us. Posted snee | ed shoen unl | ess otherwise | noted. | | | | | | | |
| | para tana da | | 2. 3 | o a sea spe | 3 | | | | 11123 5000 | | | | + + | | | | | | |
| | İ | | 1 | | 1 | | 1 | i . | 1 | 1 | _ I | 1 | | | | | | 1 | 1 |

| I-264 Corri | dar Study | | | | | | | | | | | | | | | | | | |
|---------------------|---|------------|-----------------|----------------|---------------|-------------------|------------------------|------------------------|----------------------|---------------------------------|-------------------|--|---------------------------------|-------------------|-------------------|----------------------|---------------------|---|---|
| | eometric Conditions | | | | | | | | | | | | | | | | | | |
| Exiloting Go | | | | | | | | | | | | | | | | | | | |
| General Sit | te Location: | I-264 / Ne | ewtown Ro | oad | | | | | | | | | | | | | | | |
| | | | | | | | | | 10-68 | AASHTO Tables 10-3 & 10-5 | | | AASHTO Fig. 10-75 & 10-76 | | Fig. 10-2 | AASHTO Fig. 10-50 | | | |
| Travel Direction | Ramp/ Roadway Description | Speed | Number Lanes | of HOV Lane | Shldr Lane | Avg Lane Width | Shoulder Width - Lt | Shoulder Width - Rt | Ramp/Ramp Spacing | Length | Weave Distance | Gore | Major Forks | Traffic Signal | Access Control | Lane Balance | Turn Lane Length | Design Compliance Comments | Additional AASHTO Ref. |
| | 264 Mainline thru | 55 | 4 | Υ | | 12 | 6 | 10 | | | | | | | | | | | |
| | 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 |
| | CD thru | 55 | 2 | | | 12 | 5 | 8 | | | | | | | | | | | |
| | CD to NB Newtown Rd ramp | 55 | 3 | | | 12 | 4 | 8 | 2025 | aux | 995 | | | | | | | | |
| | CD thru | 55 | 2 | | | 12 | 3 | 7 | | | | | | | | | | | |
| | 264 Mainline thru | 55 | 6 | Υ | | 12 | 6 | 7 | | | | | | | | | | | |
| EB | 264 Mainline thru | 55 | 5 | Y | | 12 | 6 | 7 | | | | | | | | | | | |
| WB | 264 Mainline thru | 55 | 3 | Y | | 12 | 7 | 9 | | | | | | | | | | | |
| | CD to NB/SB Newtown Rd ramp | 55 | 3 | T | | 12 | 2 | 3 | 915 | aux | | N | | | | | | Width at gore nose (19') under 20' | |
| | CD thru | 55 | 2 | | | 12 | 2 | 3 | 313 | dux | | IN | | | 1 | | | where at Role Hose (13) allage 50 | |
| | CD thru | 55 | 3 | | | 12 | 2 | 3 | | aux | | 1 | | | 1 | | | | |
| WB | CD to NB 64 ramp | 55 | 4 | | | 12 | 3 | 8 | | aux | | 1 | | | 1 | | | | |
| **** | CO TO OTTUIND | 33 | 7 | | | 14 | , | U | | aux | | | | | 1 | | | | |
| NB | Newtown Rd thru | 35 | 2 | | | 11 | CG | CG | | | | 1 | | 1 | 1 | | | | |
| | Newtown Rd to WB 264 ramp | 35 | 3 | | | 11 | CG | CG | | aux | | | | Υ | | | | | |
| | Newtown Rd left turn (N. of 264) | 35 | 1 | | | 11 | CG | CG | | 95 | | | | Y | | | 345 | | |
| | Newtown Rd thru | 35 | 2 | | | 11 | CG | CG | | 33 | | | | | | | 313 | | |
| IVD | Newtown Na thia | 33 | _ | | | | | | | | | | | | | | | | |
| SB | Newtown Rd thru | 35 | 2 | | | 12 | CG | CG | | | | | | | | | | | |
| SB | Newtown Rd to WB 264 ramp | 35 | 2 | | | 12 | CG | CG | | | | | | | | | | | |
| | Newtown Rd to EB 264 ramp | 35 | 3 | | | 12 | CG | CG | | aux | | | | Υ | | | | | |
| | Newtown Rd left turn (S. of 264) | 35 | 1 | | | 12 | CG | 7/CG | | 160 | | | | Υ | | | 305 | | |
| SB | Newtown Rd thru | 35 | 2 | | | 12 | CG | CG | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| WB | NE Loop Ramp | 25 | 1 | | | 16 | 4 | 8 | | | | Υ | | | | | | | |
| 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 | | | | Υ | | | | | | | |
| EB | Greenwich Rd/NB Newtown Rd Ramp to EB 264 CD | 25 | 1 | | | 16 | 2 | 2/C | | | | | | | | | | | |
| EB | SW Loop Ramp | 25 | 1 | | | 16 | С | 5 | | | | | | | | | | | |
| NB/SB | WB 264 CD Ramp to NB/SB Newtown Rd | 35 | 1 | | | 16 | 5 | 5 | | | | Y | | Υ | | | | | |
| | WB 264 CD Ramp to NB/SB Newtown Rd | 35 | 2 | | | 11 | 5 | 5 | | 130 | | ' | | ' | | | | | |
| | WB 264 CD Ramp to NB/SB Newtown Rd | 35 | 3 | | | 11 | 5 | 5 | | 125 | | | | | | | | | |
| | WB CD Ramp to Stoney Pt S/SB Newtown Rd thru/left | 35 | 1 | | | 11 | 5 | 5 | | 123 | | | | Υ | | | 290 | | |
| | 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 | | | | | | Υ | х | | | Insufficient distance to first major intersection | Road Design Manual App. F Fig. 2-9 Road Design |
| WB | SB Newtown Rd Ramp to WB 264 CD | 35 | 1 | | | 13 | 5 | 6 | | | | Υ | | | x | | | Insufficient distance from first major intersection and last access connection. | Manual App. F Fig. 2-9 |
| | EB 264 CD Ramp to Greenwich Rd/SB Newtown Rd | 40 | 1 | | | 19 | 6 | 7 | | | | ' | | | ^ | | | | |
| | EB 264 CD Ramp to Greenwich Rd/SB Newtown Rd | 40 | 3 | | | 12 | 6 | 7 | | 170 | | 1 | | Υ | 1 | | | | |
| | EB 264 CD Ramp to Greenwich Rd thru | 40 | 1 | | | 11 | 2 | C | | 1,0 | | | | Y | | | | | |
| | | | | | | | | | | | | | | ., | ., | | 0.5-5 | Insufficient distance to first approach on | Road Design Manual App. F |
| SB | EB 264 CD Ramp to SB Newtown Rd right turn | 40 | 2 | | | 13 | С | 6 | | | | | | Υ | X | | 255 | the right and first major intersection | Fig. 2-9 |
| | | | | | | | | | | | | | | | | | | | |
| | 1. AASHTO "A Policy on Geometric Design of Highways ar | | | | | | | | | | | | | | | | | | |
| | 2. Approximate widths of lanes and shoulders were meas3. Superelevation rates and the effects of vertical grades | | | | | | /DOT standa | rd values. | | | | | | | | | | | |
| | 4. Speed is the minimum value obtained from either the | | | | | | dius. Postd si | peed shown i | ınless otherw | rise noted. | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | t end of the control | | i . | | | 1 | 1 | 1 | 1 | | | 1 | 1 | | 1 | | | · · | |

| -264 Corri | idor Study | | | | | | | | | | | | | | | | | |
|------------|--|------------------|-------------------|---------------|-----------------|---------------|------------|----------------|-------------|----------|------|------------|----------|---------|------------|-----------|--|-------------|
| | eometric Conditions | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| General Si | ite Location: | I-264 / W | /itchduck Road | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | AASHTO | | | AASHTO | | | | | | |
| | | | | | | | | AASHTO Fig. | | | | Fig. 10-75 | ; | AASHTO | AASHTO | | | |
| | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | | Fig. 10-50 | | | |
| Travel | | | Number of HO | V Shldr | Avalono | Shoulder | Shoulder | Ramp/Ramp | | Weave | | Major | Traffic | Access | Lane | Turn Lane | | Additional |
| | Down / Doodway Description | Cmaad | | | Width | | | | | | Coro | Forks | | | Balance | | | AASHTO Ref. |
| Direction | Ramp/ Roadway Description | Speed | Lanes La | ne Lane | wiath | wiath - Lt | Width - Rt | Spacing | Length | Distance | Gore | FOIKS | Signal | Control | balance | Length | Design Compliance Comments | AASHTO Rei. |
| rn . | 264 Mainline to NB/SB Witchduck Rd ramp | | 5 | Υ | 12 | 0 | 10 | | | | Y | | | | | | | |
| | 264 Mainline thru | 55 55 | 6 | Y | 12 | 9 | 10 | | 2111/ | 615 | ĭ | | | | | | | |
| | 264 Mainline thru | 55 | 5 | Y | 12 | 9 | 10 | | aux | 013 | | | | | | | | |
| ЕВ | 204 Mainine tiru | 33 | 5 | Ť | 12 | 9 | 10 | | | | | | | | | | | |
| WB | 264 Mainline thru | 55 | 5 | Υ | 12 | 8 | 11 | | 2117 | | | | | | | | | |
| | 264 Mainline to NB/SB Witchduck Rd ramp | 55 | 6 | Y | 12 | 8 | 11 | 2150 | aux | | Y | | | | | | | |
| | 264 Mainline thru | 55 | 4 | Y | 12 | 8 | 11 | 2130 | aux | | ī | | | | | | | |
| | | 55 | 5 | Y | | 8 | _ | | | | | | | | | | | |
| | 264 Mainline thru 264 Mainline thru | 55 | 6 | Y | 12 12 | 8 | 11 | | 2017 | | | | 1 | 1 | | | | |
| v v D | 204 Manimic City | 33 | U | 1 | 12 | 0 | 11 | | aux | | | | 1 | 1 | | | | |
| NB | Witchduck Rd thru | 35 | 3 | | 12 | С | Gore | | | | | | - | | 1 | | | |
| | Witchduck Rd thru (N. of 264) | | 2 | | | | Gore 2 | | | | | | Υ | 1 | | | | |
| NB NB | Witchduck Rd thru (N. 07 264) | 35 35 | 2 | | 12 12 | С | 2 | | | | | | Ť | | 1 | | | |
| IND | WITCHIGUER NO CHILD | 33 | | | 12 | L L | | | | | | | + | | 1 | | | |
| SB | Witchduck Rd to (WB 264 Ramp) | 35 | 2 | | 12 | С | 2 | | | | | | 1 | 1 | | | | |
| | Witchduck Rd thru (N. of 264) | 35 | 2 | | 12 | С | 2 | | | | | | Y | | | | | |
| | Witchduck Rd thru (S. of 264) | 35 | 1 | | 12 | С | CG | | | | | | Y | | | | | |
| | | 35 | 1 | | | С | CG | | 100 | | | | Y | | | 140 | | |
| | Witchduck Rd left turn (S. of 264) | | 1 | | 12 | С | CG | | 100 | | | | Y | | | 140 | | |
| 3 B | Witchduck Rd right/thru (S. of 264) | 35 | 1 | | 12 | | CG | | | | | | T | | | | | |
| ND /CD | CE Loop Romp | 25 | 1 | | 22 | 2 | 10 | | | 605 | | | Υ | | | | | |
| | SE Loop Ramp | 25 25 | 2 | | | 2 | 8 | | | 005 | | | r | | | | | |
| | SE Loop Ramp SE Loop Ramp | 25 | 3 | | 11 | 2 | 4 | | | | | | | | | | | |
| | SE Loop Ramp to WB Greenwich Rd/SB Witchduck I | | 1 | | 12 | 2 | 4 C | | | | | | Υ | X | | 100 | Undesirable 5-Way Signalized Intersection | |
| | | 25 | | | 12 | 2 | C | | | | | | Y | X | | | | |
| SB | SE Loop Ramp to SB Witchduck Rd left | 25 | 1 | | 12 | 2 | C | | | | | | T | ^ | | 100 | Undesirable 5-Way Signalized Intersection | Road Design |
| | | | | | | | | | | | | | | | | | Insufficient distance to first directional | Manual App. |
| NID | SE Loop Domp to ND Witchduck Dd right | 25 | 1 | | 22 | 6 | _ | | | | | | | | | | | |
| | SE Loop Ramp to NB Witchduck Rd right | 25 25 | 1 | | 18 | C | 5 | | | | Y | | | Х | | | median opening. | Fig. 2-9 |
| EB | SW Loop Ramp NB Witchduck Rd Ramp to EB 264 | 25 | 1 | | 18 | 3 | C | | | | Ť | | | | | | | |
| | | | | | | 4 | 5 | | | | | | | | | | Accel lane too short | Table 10-3 |
| ED | SW Loop Ramp | 25 | 1 | | 18 | 4 | 3 | | | | | | | | | | Accertaine too short | Table 10-3 |
| NB/SB | WB 264 to NB/SB Witchduck Rd | 25 | 1 | | 14 | 4 | 8 | | 250 | | | | | | | | | |
| | WB 264 to NB/SB Witchduck Rd | 25 | 2 | | 11 | 4 | 8 | | 40 | | | | | | | | | |
| | WB 264 to NB/SB Witchduck Rd | 25 | 3 | | 11 | 4 | 8 | | 100 | | | | | | | | | |
| טכ וטיי | VVD 204 to IVD/3D WITCHIUUCK NU | 23 | 3 | | 11 | 4 | 0 | | 100 | | | | + | | | | | Road Design |
| | | | | | | | | | | | | | | | | | Insufficient distance to first approach on | Manual App. |
| NB | WB 264 Ramp to NB Witchduck Rd right | 25 | 1 | | 11 | 4 | 8 | | | | | | | x | | | the right and first major intersection | Fig. 2-9 |
| | WB 264 Ramp to SB Witchduck Rd left | 25 | 2 | | 11 | 4 | 8 | | | | | | Υ | ^ | 1 | 185 | the right and hist major intersection | 1 18. 2-3 |
| טנ | WD 204 Namp to 35 Witchauck Nament | 23 | | | 11 | 4 | 0 | | | | | | - | | 1 | 103 | | Road Design |
| | | | | | | | | | | | | | | | | | Insufficient distance from first major | Manual App. |
| WB | NB Witchduck Rd Ramp to WB 264 | 25 | 1 | | 19 | CG | _ | | | | | | | x | | | intersection | Fig. 2-9 |
| .,, | 175 WILCHARD NA NAMP to WD 204 | 23 | 1 | | 13 | | | | | | | | 1 | ^ | | | crscction | Road Design |
| | | | | | | | | | | | | | | | | | Insufficient distance from first major | Manual App. |
| WB | SB Witchduck Rd Ramp to WB 264 | 25 | 1 | | 18 | С | CG | | | | | | | x | | | intersection | Fig. 2-9 |
| | NB/SB Witchduck Rd Ramp to WB 264 | 25 | 1 | | 14 | 2 | 2 | | | | | | + | _ ^ | | | crscction | 1 15. 4-3 |
| V V D | WILCHIGACK NG NAMP TO WED 204 | 23 | 1 | | 14 | | | | | | | | + | | 1 | | | |
| | | | | | | | | | | | | | + | | 1 | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric Design of Highw | ave and Stroote" | 2011 6th Edition | has heen uses | d as a design r | eference | | | | | | | + | | 1 | | | |
| | Approximate widths of lanes and shoulders were | | | | | | ard values | | | | | | 1 | | 1 | + | | |
| | Approximate widths of lanes and shoulders were Superelevation rates and the effects of vertical g | | | | | ADOL Stauds | aru values | | | | | | 1 | 1 | | | | |
| | Superelevation rates and the effects of vertical g Speed is the minimum value obtained from either | | | | | odius Dosto- | chood cha | m unless ether | vice peter | | | | - | | 1 | | | |
| | | | za or are millimu | easureu 4 | t/0 JL CUIVE la | auius. FUSLEA | Speed SHOW | m umess otherv | vise 110180 | i . | 1 | 1 | 1 | 1 | 1 | 1 | I | 1 |

| I-264 Corri | dor Study | | | | | | | | | | | | | | | | | | |
|---------------------|--|---------------|--------------------|------------|---------------|-------------------|----------------|------------------------|----------------------|-----------------|-------------------|----------|---------------------------------|-----|-------------------|----------------------|----------------------|---|----------------------------|
| | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General Si | te Location: | I-264 / In | dependenc | e Bouleva | rd | | | | | | | | | | | | | | |
| | | | | | | | | | AASHTO Fig. | & 10-5 | | | AASHTO Fig. 10-75 & 10-76 | I | Fig. 10-2 | AASHTO Fig. 10-50 | | | |
| Travel Direction | Ramp/ Roadway Description | Speed | Number of Lanes | Lane | Shldr Lane | Avg Lane Width | | Shoulder Width - Rt | Ramp/Ramp Spacing | Taper Length | Weave Distance | Gore | Major Forks | | Access Control | Lane Balance | Turn Lane Lengths | Design Compliance Comments | Additional AASHTO Ref. |
| | 264 Mainline thru | 55 | 5 | Y | Y | 12 | 8 | 8 | | 160 | | | | | | | | | |
| EB | 264 Mainline thru | 55 | 6 | Y | | 12 | 8 | 8 | 1105 | 160 | | Y | | | | | | | |
| EB EB | 264 Mainline to SB Independence Ramp 264 Mainline thru | 55 55 | 7 5 | Y | Y | 12 12 | 8 | 8 | 1105 | aux | | Y | | | | | | | |
| EB | 264 Mainline to NB Independence Ramp | 55 | 6 | Y | ī | 12 | 8 | 8 | 740 | aux | 650 | Υ | | | | | | | |
| EB | 264 Mainline thru | 55 | 5 | Y | Υ | 12 | 8 | 8 | 740 | aux | 030 | 1 | | | | | | | |
| WB | 264 Mainline thru | 55 | 6 | Y | ' | 12 | 10 | 9 | | aux | | | | | | | | | |
| WB | 264 Mainline thru | 55 | 5 | Y | Y | 12 | 10 | 9 | | dux | | | | | | | | | |
| WB | 264 Mainline thru | 55 | 5 | Y | Y | 12 | 10 | 9 | 20- | | | | | | | | | | |
| WB | 264 Mainline to NB Independence Ramp 264 Mainline thru | 55 | 6 | Y | Y | 12 12 | 10 10 | 9 | 805 | aux | | Y | | | | 1 | | | |
| | | 55 | 5 | Y | Y | | | | 770 | 0.00 | 740 | | | | | | | | |
| WB WB | 264 Mainline to SB Independence 264 Mainline thru | 55 55 | 5 | Y | Y | 12 12 | 10 10 | 9 | 770 | aux | 740 | 1 | | | | 1 | | | |
| | 264 Mainline thru | 55 | 6 | Y | ī | 12 | 10 | 9 | | 260 | | 1 | | | | | | | |
| | 264 Mainline thru | 55 | 5 | Y | Y | 12 | 10 | 9 | | 200 | | | | | | | | | |
| NB | Independence to EB 264 Ramp | 45 | 5 | | | 11 | С | CG | | aux | | | | | | | | | |
| NB | CD to WB 264 | 45 | 2 | | | 11 | С | 16 | | aux | 850 | | | | | | | | |
| NB | Independence thru | 45 | 3 4 | | | 12 | С | С | | | | | | | | | | | |
| NB | Independence thru | 45 45 | 3 | | | 12 12 | C | C CG | | | | | | Y | | | | | |
| NB NB | Independence thru (N. of 264) Independence thru/right (N. of 264) | 45 | 1 | | | 12 | С | CG | | | | | | Y | | | | | |
| NB | Independence left (N. of 264) | 45 | 2 | | | 11 | С | CG | | | 440 | | | Y | | | 555 | | |
| NB | Independence right (N. of 264) | 45 | 1 | | | 12 | С | CG | | | 740 | | | Y | | | 333 | | |
| SB | Independence to WB 264 ramp | 45 | 4 | | | 12 | С | 6 | | aux | | | | | | | | | |
| SB | Independence thru | 45 | 3 | | | 12 | С | 6 | | | | | | | | | | | |
| SB | Independence thru (S. of 264) | 45 | 3 | | | 12 | С | CG | | | | | | Y | | | 4=0 | | |
| SB | Independence left turn (S. of 264) | 45 | 1 | | | 11 | С | CG | | 115 | | | | Y | | | 170 | | |
| SB | Independence right turn (S. of 264) | 45 | 1 | | | 12 | С | CG | | 165 | | | | Y | | | 330 | | |
| | NE Loop Ramp | 25 | 2 | | | 16 | 2 | 8 | | | | | | | | | | | |
| | NE Loop Ramp | 25 | 1 | | | 21 | 2 | 19 | | | | Υ | | | | | | | |
| | SE Loop Ramp | 25 | 1 | | | 19 | 2 | 13 | | | | ., | | | | | | A seed for a day of a city | T-1-1-10-0 |
| | SW Loop Ramp NW Loop Ramp | 25 25 | 1 1 | | | 19 19 | 4 | 7 | | | | Y | | | | | | Accel lane too short Accel lane too short | Table 10-3 Table 10-3 |
| 36 | NW LOOP KAITIP | 23 | 1 | | | 19 | 4 | 0 | | | | | | | | | | Insufficient distance to first major | Road Design Manual App. |
| NB | WB 264 to NB Independence | 25 | 1 | | | 14 | 2 | 5 | | 275 | | | | | х | | | intersection | Fig. 2-9 |
| | NB Independence to EB 264 | 25 | 1 | | | 19 | 2 | 7 | | 2/3 | | Υ | | | | | | | 6. 2 3 |
| | EB 264 to SB Independence | 25 | 2 | | | 12 | 16 | 4 | | | | <u> </u> | | | | | | | |
| | EB 264 to SB Independence | 25 | 1 | | | 13 | 3 | 2 | | 250 | | | | | | | | | |
| | EB 264 to NB/SB Alicia Dr | N.P. | 1 | | | 18 | 4 | С | | 100 | | | | | | | | Speed Not Posted. | |
| WB | SB Independence to WB 264 | 25 | 2 | | | 12 | 2 | С | | | | | | | | | | | |
| WB | SB Independence to WB 264 | 25 | 1 | | | 21 | 7 | 6 | | 180 | | Y | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric Design of | of Highways a | and Streets" | 2011 6th | Edition has | been used a | ıs a design r | eference. | | | | | | | | | | | |
| | Approximate widths of lanes and should Superelevation rates and the effects of v | ers were mea | asured from | aerial ima | gery and d | o not consist | ently meet | | ard values. | | | | | | | | | | |
| | 4. Speed is the minimum value obtained from | | | | | | | dius. Posted | speed shown i | ınless othen | vise noted | 1 | | + + | | | | | |
| | | | - posted spe | | | | . J. July C 16 | | | | | | | | | | | | |
| | <u> </u> | | 1 | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | |

| | | | | | | 1 | | | 1 | | | | 1 | | 1 | 1 | 1 | , | |
|--------------------|--|------------|---------------|------------|------------|-----------|-------------|---------------|----------------------|---------------------------------|-------------|-------|---------------------------------|---------|---------------------|----------------------|-----------|--|-------------|
| I-264 Corri | dor Study | | | | | | | | | | | | | | | | | | |
| Existing Ge | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General Sit | te Location: | I-264 / F | Rosemont Ro | ad | | | | | | | | | | | | | | | |
| | | | | | | | | | 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 | | Posted | Number o | f HOV | Shldr | Avg Lane | Shoulder | Shoulder | Ramp/Ramp | Taper | Weave | | Major | Traffic | Access | Lane | Turn Lane | | Additional |
| Direction | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | Balance | Length | Design Compliance Comments | AASHTO Ref. |
| | | | | | | | | | | | | | | | | | | | |
| EB | 264 Mainline thru | 55 | 4 | Υ | | 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 | Υ | | 12 | 8 | 12 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| NB | Rosemont Rd thru | 35 | 2 | | | 11 | С | С | | 85 | | | | | | | | | |
| NB | Rosemont Rd left | 35 | 1 | | | 11 | С | | | | | | | | | | 100 | | |
| | | | | | | | | | | | | | | | | | | | |
| SB | Rosemont Rd thru | 35 | 2 | | | 11 | С | С | | 100 | | | | | | | | | |
| SB | Rosemont Rd right to EB on-ramp | 35 | 2 | | | 12 | | С | | | | | | | | | 55 | | |
| | NE Loop Ramp | 20 | 1 | | | 19 | 5 | 8 | | 100 | | | | | | | | Speed is not compliant. Radius onl 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 264 Ramp to Rosemont Rd | 25 | 1 | | | 16 | 5 | 10 | | 250 | | | | | | | | Speed is not compliant | Table 10-1 |
| | WB 264 Ramp to Rosemont Rd | 25 | 2 | | | 12 | 4 | 4 | | 150 | | | | | | | _ | Speed is not compliant | Table 10-1 |
| | WB 264 Ramp to NB Rosemont Rd | 25 | 2 | | | 12 | CG | CG | | | | | | Υ | | | | Speed is not compliant | Table 10-1 |
| WB | WB 264 Ramp to SB Rosemont Rd | 25 | 2 | | | 12 | CG | CG | | | | | | Υ | | | 85 | Speed is not compliant | Table 10-1 |
| | ND December 2 12 | | _ | | | 4.5 | | | | | | | | | ., | | | Entrances too close to on-ramp | T-1-1 40 1 |
| | NB Rosemont Rd Ramp to EB 264 | 25 | 1 | | | 16 | CG | 8 | | 250 | | | | | Х | | | Speed is not compliant | Table 10-1 |
| | EB 264 Ramp to Rosemont Rd | 25 | 1 | | | 16 | 4 | 8 | | 250 | | | | | | | | Speed is not compliant | Table 10-1 |
| | 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 |
| | | | | | | | | | | 2=2 | | | | | | | | Road too close to on-ramp | T 11 40 4 |
| | SB Rosemont Rd Ramp to WB 264 | 25 | 2 | | | 15 | 4 | 6 | | 350 | | | | Y | Х | | | Speed is not compliant | Table 10-1 |
| WB | SB Rosemont Rd Ramp to WB 264 | 25 | 1 | | 1 | 16 | 4 | 8 | | | | | | 1 | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | 1 | | | | | | | | | | | |
| | 1. AASHTO "A Policy on Geometric Do | | | | | | | | | | | | | | | | | | |
| | 2. Approximate widths of lanes and s | | | | | - | | | T standard valu | ies. | | | | | | | | | |
| | 3. Superelevation rates and the effect | | | | | | | | | | | 1 | | | | | | | |
| | 4. Speed is the minimum value obtain | ned from e | either the po | sted speed | or the min | nimum mea | sured 4% SE | curve radius. | . Posted speed | shown unless | otherwise r | noted | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

| 1.264.6 | idau Cando | | | | | | | | <u> </u> | <u> </u> | | | | | | | | | |
|------------|--|-------------|---------------|---------|---------------|--------------|--------------|--------------|----------------|---------------------|--------------|------|------------|---------|---------|------------|-----------|---------------------------------------|----------|
| | idor Study | | | | | | | | | | | - | | | | | | | |
| Existing G | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General S | ite Location: | I-264 / Ly | nnhaven Par | kway | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | AASHTO | | | AASHTO | | | | | | |
| | | | | | | | | | _ | Tables 10-3 | | | Fig. 10-75 | | AASHTO | | | | |
| | | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | | Fig. 10-50 | | | |
| Travel | | | Number of | HOV | Shldr | Avg Lane | | Shoulder | Ramp/Ramp | - | Weave | | - | Traffic | Access | Lane | Turn Lane | | litional |
| Direction | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | Balance | Length | Design Compliance Comments AAS | HTO 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 | | | | Υ | | | 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 | | | | Υ | | | 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 | |
| | | | | | | | | | | | | | | | | | | Road directly across from exit ramp | |
| NB | WB 264 Ramp to NB Lynnhaven Pkwy | | 2 | | | 11 | 6 | 6 | | | | | | Υ | Х | | | 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 | | | | | 1 | Υ | | | | Speed is not compliant | |
| | . , , | | | | | | | 1 | | | | | 1 | | | | | Road too close to on-ramp | |
| WB | SB Lynnhaven Pkwy Ramp to WB 264 | 20 | 1 | | | 17 | 4 | 9 | | | | | | | Х | | | Speed is not compliant | |
| | , , | | | | | | | 1 | | | | | 1 | | | | | · · · · · · · · · · · · · · · · · · · | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric Desig | n of Highwa | ays and Stree | ts" 20: | 11 6th Editio | n has been u | sed as a des | ign referenc | e. | | | | | | | | | | |
| | 2. Approximate widths of lanes and show | | • | | | | | - | | i. | | | | | | | | | |
| | 3. Superelevation rates and the effects of | | | | | | <u> </u> | _ | | | | | | | | | | | |
| | 4. Speed is the minimum value obtained | | | | | | | | osted speed sh | own unless oth | nerwise note | d | 1 | | | | | | |
| | | | c posteu | | 2. 4 | | ,. 3L car | | The speed on | 213.1. 0.11.033 011 | | | | 1 | | | | | |
| | 1 | | 1 | 1 | | 1 | 1 | 1 | - 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |

| 1 | | | | | | | | | | | | | | | | | | |
|-----------|---|----------------|------------------------|-------------|---|---------------|----------------|----------------|----------------|-------------|------|------------|---------|---------|-------------|-----------|-------------------------------|--------------|
| | ridor Study | | | | | | | | | | | | | | | | | |
| Existing | Geometric Conditions | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| General | Site Location: | I-264 / L | ondon Bridge Road | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | AASHTO | | | AASHTO | | | | | | |
| | | | | | | | | AASHTO Fig. | | | | Fig. 10-75 | | | O AASHTO | | | |
| | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | | 2 Fig. 10-5 | | | |
| Travel | | | Number of HOV | Shldr | Avg Lane | | Shoulder | Ramp/Ramp | | Weave | | Major | Traffic | | | Turn Lane | | Additional |
| Direction | Ramp/ Roadway Description | Speed | Lanes Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | Balance | Lengths | Design Compliance Comments | 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 | | | 2247 | UK | | | | | | shoulder is carried this gore | |
| LD | 204 Mannine thru | 33 | 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 |
| **** | 20 1 1113111111112 | | | | | | | | | 7.007 | | | | | | | Tamp spasmig is not compilate | 1.84.0 10.01 |
| NB | London Bridge thru | 45 | 2 | | 12 | CG | CG | | | | | | Υ | | | | | |
| NB | London Bridge left to WB 264 | 45 | 2 | | 12 | CG | CG | | 300 | | | | Υ | | | 193 | | |
| | | | | | | | | | | | | | | | | | | |
| SB | London Bridge thru | 45 | 3 | | 12 | CG | CG | | 162 | | | | Υ | | | | | |
| SB | London Bridge right | 45 | 1 | | 12 | CG | CG | | | | | | Υ | | | 263 | | |
| SB | London Bridge thru | 45 | 2 | | 12 | CG | CG | | | | | | Υ | | | | | |
| SB | London Bridge left | 45 | 1 | | 12 | CG | CG | | | | | | Υ | | | 263 | | |
| | | | | | | | | | | | | | | | | | | |
| EB | Ramp to London Bridge Rd | 40 | 1 | | 15 | 8/CG | 8/CG | | | | | | | | | | | |
| NB | Ramp left turn | 40 | 2 | | 12 | CG | CG | | 205 | | | | Υ | | | 385 | | |
| SB | Ramp right turn | 40 | 1 | | 12 | CG | CG | | 205 | | | | Υ | | | 385 | | |
| | | | | | | | | | | | | | | | | | | |
| WB | Ramp to WB 264 | | 2 | | 12 | CG | CG | | | | | | Υ | | | | | |
| WB | Ramp to WB 264 | | 1 | | 16 | 4 | 10 | | 300 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
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| <u> </u> | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| NOTES: | 1 AASHTO "A Policy on Goometric F | ocian of His | abways and Stroots" 30 | 11 6th Edit | tion has been | n usod as a d | ocian refere | 200 | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric D | | | | | | | | 26 | | | | | | | | | |
| | 2. Approximate widths of lanes and3. Superelevation rates and the effe | | | | | | | Stanuard value | zs. | | | | | | | | | |
| | 4. Speed is the minimum value obta | | | | | | | Posted speed s | hown unless o | therwise no | ted. | | | | | | | |
| | Speed is the millimum value obta | inieu iroini e | itile posteu speeu | or the mill | 111111111111111111111111111111111111111 | u Eu 4/0 JE (| ui ve i auius. | Sieu speeu s | HOWIT UITESS (| THE WISE HO | icu. | | | | | | | |
| L | _1 | | | | | 1 | | | | 1 | 1 | | | | | | 1 | |

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|------------|--|-------------|---------------|-----------|--------------|--------------|--------------|---------------|---------------|---------------------------------|----------|------|---------------------------------|----------|---------|----------------------|-----------|-------------------------------|-------------|
| | idor Study | | | | | | | | | | | | | | | | | | |
| Existing G | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General S | te Location: | I-264 / La | skin Road | | | | | | | | | | | | | | | | |
| | | | | | | | | | AASHTO Fig. | AASHTO Tables 10-3 & 10-5 | | | AASHTO Fig. 10-75 & 10-76 | i | | AASHTO Fig. 10-50 | | | |
| Travel | | | Number of | HOV | Shldr | Avg Lane | Shoulder | Shoulder | Ramp/Ramp | | Weave | | Major | Traffic | Access | Lane | Turn Lane | | Additional |
| | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | | Width - Rt | | Length | Distance | Gore | Forks | Signal | | Balance | Lengths | Design Compliance Comments | AASHTO Ref. |
| Direction | namp, nodaway bescription | эрсси | Laries | Lunc | Lanc | Width | Width Lt | Width itt | эристь | Length | Distance | GOIC | TOTAS | Jigitai | Control | Dalance | Lengths | Design compliance comments | AASITO KEI |
| 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 | 1 | 8 | | 800 | | | | | | | | | |
| WB | Laskin Road/Virginia Beach Blvd Ramp to WB 264 | 45 | 1 | | | 16 | 4 | 8 | | 800 | | | | | | | | | |
| WB | Luskiii Roddy Viigiiid Bedeii Biva Ramp to VVB 204 | 73 | | | | 10 | - | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric Design of Highway | s and Stree | ts" 2011 6th | Edition h | as been use | d as a desig | n reference. | | | | | | | | | | | | |
| | 2. Approximate widths of lanes and shoulders were m | neasured fr | om aerial ima | agery and | do not con | sistently me | et VDOT sta | ndard values. | | | | | | | | | | | |
| | 3. Superelevation rates and the effects of vertical gra- | des on tape | rs have not b | een eval | uated with t | this study. | | | | | | | | | | | | | |
| | 4. Speed is the minimum value obtained from either t | he posted | speed or the | minimun | n measured | 4% SE curve | radius. Pos | ted speed sho | wn unless oth | erwise noted. | | | | | | | | | |
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| | ridor Study | | | | | | | | | | | | | | | | | | |
|--------------|--|------------|-----------------|--------------|-----------|----------------|----------------|----------------|-----------------|------------------|--------------|------|------------|---------|-----------|------------|-----------|--|-------------|
| | Geometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General | Site Location: | I-264 / F | irst Colonial R | Road | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | AASHTO | | | AASHTO | | | | | | |
| | | | | | | | | | AASHTO Fig. | Tables 10-3 | | | Fig. 10-75 | | AASHTO | AASHTO | | | |
| | | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | Fig. 10-2 | Fig. 10-50 |) | | |
| Travel | | | Number of | HOV | Shldr | Avg Lane | Shoulder | Shoulder | Ramp/Ramp | Taper | Weave | | Major | Traffic | Access | Lane | Turn Lane | | Additional |
| Direction | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | Balance | Lengths | Design Compliance Comments | 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 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | Wisconson Rd has two way traffic on it | |
| EB | Wisconson Ave to EB on-ramp | N.P. | 1 | | | 12 | CG | CG | | 500 | | | | | Х | | 275 | Speed is not posted | |
| NB | First Colonial thru | 35 | 3 | | | 11 | CG | CG | | | | | | Υ | | | | | |
| NB | First Colonial to WB on-ramp | 35 | 1 | | | 11 | CG | CG | | | | | | Υ | | | 240 | | |
| - | 5 | | | | | 4.4 | | | | | | | | ., | | | | | |
| SB | First Colonial thru | 35 | 2 | | | 11 | CG | CG | | | | | | Y | | | 250 | | |
| SB | First Colonial Rd to EB on-ramp | 35 | 1 | | | 11 | CG | CG | | | | | | Y | | | 350 | | |
| W/D | W/D 264 Demon to First Calastial Dd | 25 | 4 | | | 1.0 | A | 0 | | 220 | | | | | | | | Conned in mot namedia at | |
| WB | WB 264 Ramp to First Colonial Rd | 25 | 1 | | | 16 | 4 | 8 | | 330 | | | | V | | | 275 | 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 | |
| W/B | First Colonial Rd to WB 264 | N.P. | 1 | | | 16 | 4 | 10 | | | | | | Υ | | | | Entrance too close to on-ramp | |
| WB | EB 264 Ramp to NB First Colonial Rd | N.P. 25 | 1 1 | | | 16 16 | 4 | 10 8 | | 312 | | | | Y | X | | | Speed is not posted | |
| NB SB | EB 264 Ramp to SB First Colonial Rd | N.P. | 1 | - | | 1 | 4 | _ | | 288 | | | | Υ | | | | Speed is not compliant Speed is not posted | |
| SB | LB 204 Namp to 3B First Colonial Ka | IN.P. | 1 | - | | 16 | 4 | 8 | | 200 | | | | Ť | | | | speed is not posted | |
| | | | | + | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric Design | of Highwa | ave and Stroct | :c" 2011 6+4 | n Edition | has been !! | sed as a dosi | an reference | | | | | | | | | | | |
| INUTES. | Approximate widths of lanes and should | | | | | | | | | | | | | | | | | | |
| | 3. Superelevation rates and the effects of | | | | | | | | andara values. | | | | | | | | | | |
| | 4. Speed is the minimum value obtained f | | | | | | | | ted speed show | wn unless oth | erwise not | ed | | | | | | | |
| 1 | Speed is the minimum value obtained i | Tom Citien | The posted sp | | u | iiii iiicasule | .u =/0 JL CUIT | c radius, r'us | secu specu silo | Wil dilicas Offi | CI WISC HOLE | Lu | | | | | | | |

| I-264 Cori | idor Study | | | | | | | | | | | | | | | | | | |
|------------|-------------------------------------|-------------|----------------------|--------------------------|----------------|----------------|------------------|---------------------------------|----------------|-------|---------------------------------|---------|-----------|------------------|------|-------------------|-----------|------------------------------------|-------------|
| | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General S | ite Location: | I-264 / N | I. Birdneck Road | | | | | | | | | | | | | | | | |
| | | | | | | | AASHTO Fig. | AASHTO Tables 10-3 & 10-5 | | | AASHTO Fig. 10-75 & 10-76 | 5 | | AASHT Fig. 10 | | ASHTO g. 10-50 | | | |
| Travel | | | Number of HOV | Shidr Avg Lane | Shoulder | Shoulder | Ramp/Ramp | Taper | Weave | | Major | Traffic | Ped/ Bike | Access | s La | ne | Turn Lane | | Additional |
| Direction | Ramp/ Roadway Description | Speed | Lanes Lane | | | Width - Rt | | Length | Distance | Gore | Forks | Signal | Access | Contro | | lance | Lengths | Design Compliance Comments | 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 | | | | | | | | Х | | | | Side Street too close to ramp | |
| | | | | | | | | | | | | | | | | | | | |
| WB | NB Loop Ramp to WB 264 | 20 | 1 | 16 | 8 | 10 | | | | | | | | | | | | Speed is not compliant | |
| | | | | | | | | | | | | | | | | | | | |
| | | | _ | | | _ | | | | | | | | | | | | Does not meet 2 lane ramp criteria | |
| EB | Ramp to N Birdneck Rd | 25 | 2 | 11 | 11 | 8 | | 317 | | | | ., | | | | | 450 | Speed is not compliant | |
| EB | Ramp left turn | 25 | 2 | 11 | С | 1 | | 132 | | | | Υ | | | | | 150 | Speed is not compliant | |
| EB | Ramp right turn | 25 | 1 | 12 | 4 | 4 | | | | | | | | | | | 150 | Speed is not compliant | |
| | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| NOTES: | 1. AASHTO "A Policy on Geometric | Design of U | ghways and Stroots | " 2011 6th Edition has h | een used as | a design rofo | rence | | | | | | | | | | | | |
| INOTES. | Approximate widths of lanes and | | | | | | | alues | | | | | | | | | | | |
| | 3. Superelevation rates and the eff | | | | | | Standard Va | arucs. | | | | | | | | | | | |
| | 4. Speed is the minimum value obt | | | | | | I Posted snee | d shown unle | ss otherwise | noted | | | | | | | | | |
| | Speed is the minimum value obt | anica noni | Title the posted spi | cea or the minimum me | .4341 C4 4/0 3 | L cui ve raulu | is. I osteu spee | a showin unit | .55 Other Wise | noteu | | | | | | | | | |
| 1 | | 1 | | | 1 | 1 | 1 | 1 | 1 | | 1 | | | 1 | | | 1 | | |

| 1.264 Com | idou Ctd., | | | T | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------|----------|-----------------|--------------|---------------|--------------|---|-------------|---------------|-------|------------|---------|---------|-------------|----------|------------------------------------|-------------|
| I-264 Corr | - | | | | | | | | | | | | | | | | | | |
| Existing G | eometric Conditions | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| General S | te Location: | I-264 / F | Parks Avenue | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | AASHTO | _ | | AASHTO | | | _ | | | |
| | | | | | | | | | AASHTO Fig. | | 3 | | Fig. 10-75 | | | O AASHTO | | | |
| | | | | | | | | | 10-68 | & 10-5 | | | & 10-76 | | | 2 Fig. 10-5 | | | |
| Travel | | | Number of | HOV | Shldr | - | | Shoulder | Ramp/Ramp | - | Weave | | Major | Traffic | | | Turn Lan | | Additional |
| Direction | Ramp/ Roadway Description | Speed | Lanes | Lane | Lane | Width | Width - Lt | Width - Rt | Spacing | Length | Distance | Gore | Forks | Signal | Control | l Balance | Length | Design Compliance Comments | AASHTO Ref. |
| | | | | | | | | | | | | | | | | | | | |
| EB | 264 Mainline thru | 45 | 3 | | | 12 | 8 | 10 | | | | | | | | | | | |
| EB | 264 Mainline to 21st St | 35 | 4 | | | 12 | 8 | 10 | | 375 | | | | Υ | | | | | |
| EB | 264 Mainline left turn | 35 | 1 | | | 12 | 8 | 10 | | 290 | | | | Υ | | | 460 | | |
| | | | | \perp | | | | | | | | | | | | | | | |
| WB | 264 Mainline from 22nd St | 35 | 3 | | | 12 | 8 | 10 | | | | | | Υ | | | | | |
| 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 | | | | | | Υ | | | 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 | | | | | | Υ | | | 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 | | | | | | Υ | Х | | | Entrance too close to intersection | |
| | | | | | | | | | | | | | | | | | | | |
| WB | 22nd St thru | 25 | 2 | | | 12 | CG | CG | | | | | | Υ | | | | | |
| | 22nd St left/thru | 25 | 1 | | | 12 | CG | CG | | | | | | Υ | | | 125 | | |
| | 22nd St Right turn | 25 | 1 | | | 12 | CG | CG | | | | | | Υ | | | 125 | | |
| | 3 | | | | | | | | | | | | | | | | | | |
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| NOTES: | 1. AASHTO "A Policy on Geometric De | esign of Hi | ghways and St | reets" 2 | 011 6th Edit | ion has been | n used as a d | esign refere | nce. | | | | | | | | | | |
| | 2. Approximate widths of lanes and s | | | | | | | | | !S. | | | | | | | | | |
| | 3. Superelevation rates and the effect | | | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | - | | | | | | | | | |
| | 4. Speed is the minimum value obtain | | | | | | | | Posted speed st | nown unless | otherwise no | oted. | | | | | | | |
| | opeca is the minimum value obtain | | the post | Ja spece | 2 31 616 111111 | a mease | | | . 55104 50004 31 | ainess | Janes Wide He | 1 | | | | | | | |
| L | | | | 1 | | | | 1 | | | | | | | | | | | |

| | Vertical Clearance | |
|---|------------------------------|--|
| Overpass/ Bridge Location | Warning Sign | |
| Overpassy bridge Location | waitiiig sigii | |
| 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 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) |
| | | |
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| | | |