

**AGENDA ITEM #18: I-264 CORRIDOR EVALUATION STUDY UPDATE**  
*Eric Stringfield, VDOT, & Chris Lawrence, AECOM*

The Virginia Department of Transportation contracted the services of AECOM to conduct a corridor evaluation study for the I-264 corridor. The purpose of this effort was to conduct a corridor evaluation study that includes existing traffic data collection, current and future operation analysis, access management analysis for compliance with current State and FHWA policy for interstates, identification of current interstate deficiencies geometrically and otherwise, with the focus on interchange and main line improvements assessed at the a proposed level to maintain adequate Levels of Service (LOS) and also to evaluate the policy points listed in the VDOT/FHWA policy for an Interstate Justification Report (IJR) at the various interchanges in the study area.

A one-page summary of the purpose and conclusion of the study is attached.

**Mr. Eric Stringfield, VDOT Hampton Roads District Transportation Planning Director and Mr. Chris Lawrence, Senior Transportation Engineer/Planner with AECOM, will brief the TTAC on study development and study findings.**

Attachment 18

**RECOMMENDED ACTION:**

For discussion and informational purposes.

# I-264 Corridor Evaluation Study

## Study Purpose

*...to identify appropriate improvements to the facility to adequately accommodate forecasted mainline freeway traffic volumes. Once adopted, the plan for improvements to the I-264 freeway lanes will serve as a guide in the design of improvements to the interstate.*

## Study Conclusion

*...the analysis is a planning level evaluation, and a more detailed analysis of all proposed interchange improvements (specifically, interchange modification reports and environmental documents) must be completed before design can begin. Moreover, this study does not address the relative priorities among the interchange improvements. Setting such priorities will be completed as part of the regional transportation planning and programming process.*

## Summary

Interchange	Preferred Alternative (Figure)	2015 Cost (\$million)
Military Highway	Partial Cloverleaf (Figure III.6)	\$ 152.6
I-64	Modified Conventional (Figures IV.6 & IV.7)	466.9
Newtown Road	Modified Folded Diamond (Figure V.5)	229.6
Witchduck Road	Folded Diamond (Figure VI.4)	361.4
Independence Boulevard	Partial Cloverleaf with Braided Directional Ramps (Figure VII.5)	465.6
Rosemont Road	Tight Diverging Diamond (Figure VIII.6)	459.1
Lynnhaven Parkway	Partial Cloverleaf with Directional Ramp (Figure IX.4)	N/A
Laskin Road	Existing Interchange Geometry (Figure X.4)	0.0
First Colonial Road	Single Point Urban Interchange (Figure XI.4)	75.2
Birdneck Road	Existing Interchange Geometry (Figure XII.4)	0.0
Parks Avenue	Existing Intersection Geometries (Figure XIII.4)	0.0
<b>Sub-Total Interchanges</b>		<b>\$2,210.4</b>
Mainline Freeway	Widening between Independence Boulevard and Rosemont Road (Figure II.1)	276.8
<b>TOTAL: ALL CORRIDOR IMPROVEMENTS</b>		<b>\$ 2,487.2</b>