

IX. Lynnhaven Parkway Interchange

Figure IX.1 displays a summary of the existing roadway geometry at the Lynnhaven Parkway interchange. The Lynnhaven Parkway interchange is configured as a partial cloverleaf, with only the loop ramp in the southwest quadrant missing. Recently, in 2012, the Lynnhaven interchange was improved by the addition of ramps to Great Neck Road and London Bridge Road located immediately east of Lynnhaven Parkway.

Additional details on the existing conditions geometry at the Lynnhaven Parkway interchange can be found in the Technical Appendix.

Analysis of the Lynnhaven Parkway interchange was not included in this study because previous studies had developed a preferred alternative that had been accepted by both VDOT and FHWA. The first phase of the preferred alternative improvements have been implemented with the installation of ramps to and from Great Neck Road and London Bridge Road. The preferred alternative is shown in **Figure IX.2**.

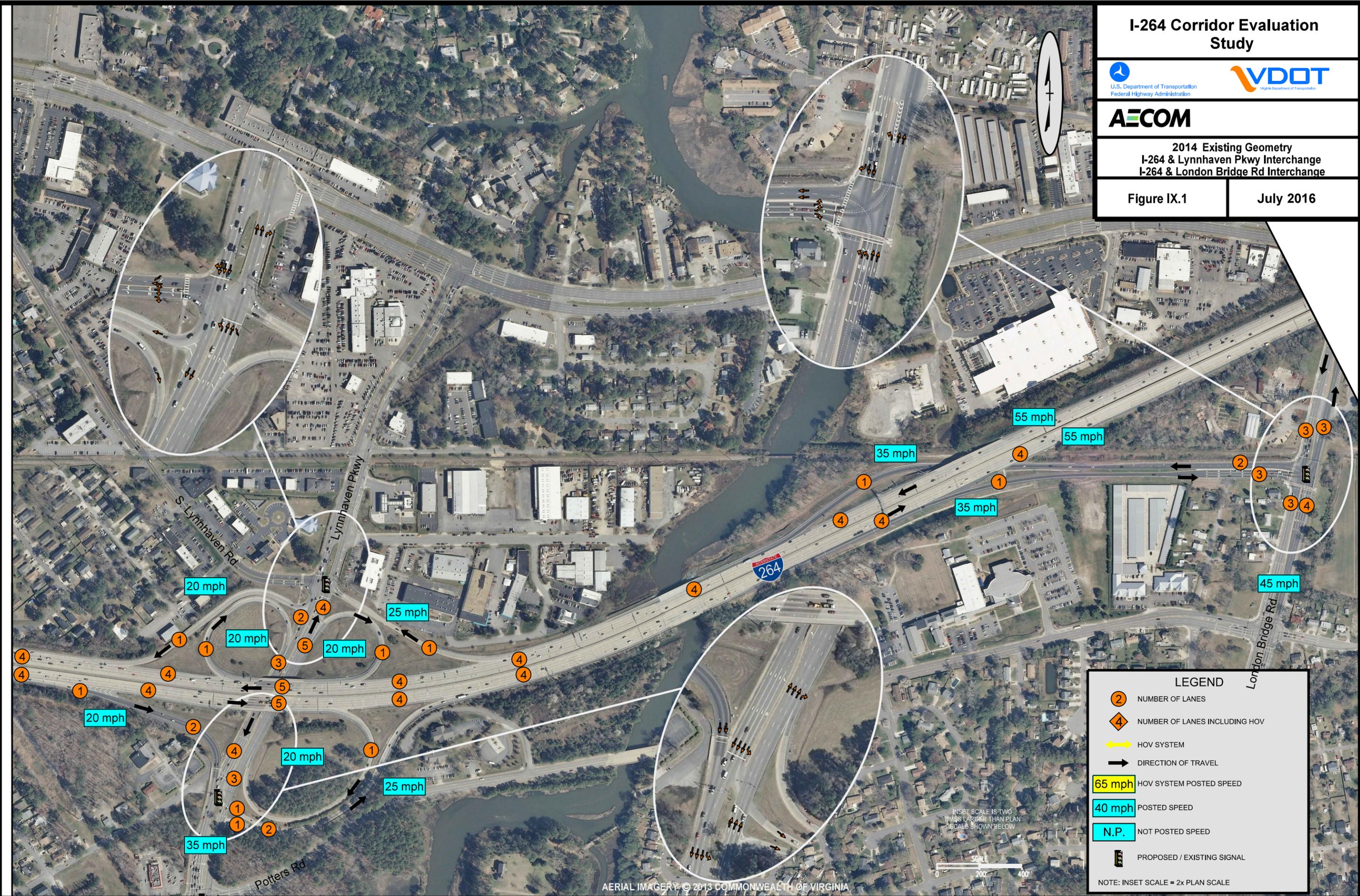
I-264 Corridor Evaluation Study



2014 Existing Geometry
I-264 & Lynnhaven Pkwy Interchange
I-264 & London Bridge Rd Interchange

Figure IX.1

July 2016



LEGEND

- 2 NUMBER OF LANES
- 4 NUMBER OF LANES INCLUDING HOV
- HOV SYSTEM
- DIRECTION OF TRAVEL
- 65 mph HOV SYSTEM POSTED SPEED
- 40 mph POSTED SPEED
- N.P. NOT POSTED SPEED
- 🚦 PROPOSED / EXISTING SIGNAL

NOTE: INSET SCALE = 2x PLAN SCALE

I-264 Corridor Evaluation Study

U.S. Department of Transportation
Federal Highway Administration

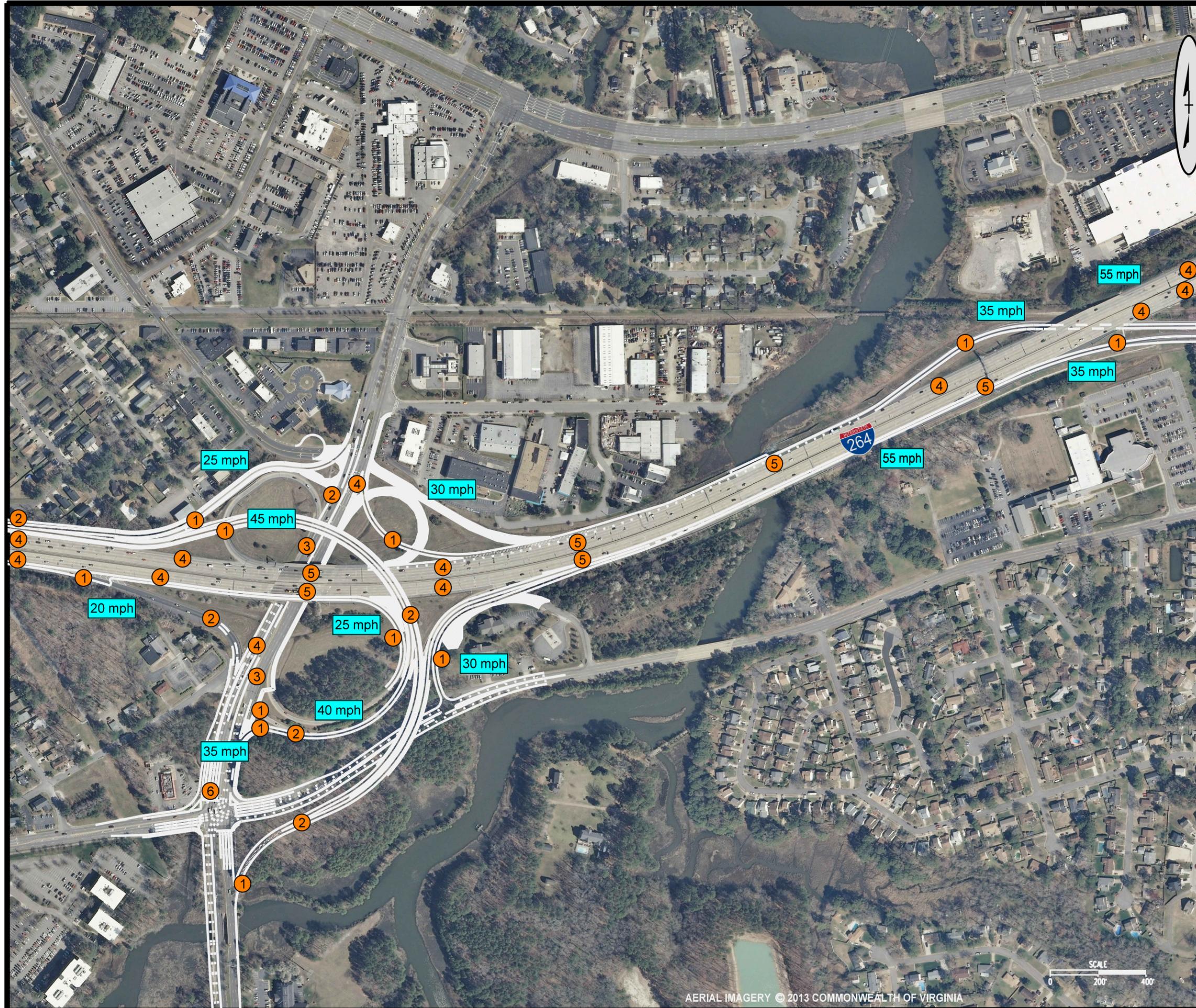
VDOT
Virginia Department of Transportation

AECOM

2040 Build Alternative
I-264 & Lynnhaven Pkwy Interchange

Figure IX.2

July 2016



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LEGEND

- NUMBER OF LANES
- NUMBER OF LANES INCLUDING HOV
- HOV SYSTEM
- DIRECTION OF TRAVEL
- HOV SYSTEM POSTED SPEED
- POSTED SPEED
- NOT POSTED SPEED
- PROPOSED / EXISTING SIGNAL

NOTE: INSET SCALE = 2x PLAN SCALE