2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 114

City of Hampton

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

							City of	Hampt	on								
Route		Length	AADT	QA	4Tire	Bus	2Axle :	Trı 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Hampton																	
~~				_	From:		WCL Ne						_			_	
60 Kecoughtan	Rd	1.18	6400	G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.523	6600	G	2002
~					To: From:		Powha	ıtan Pkwy	у	}							
60 Kecoughtan	Rd	1.03	7600	G	96%	2%	1%	0%	0%	0%	С	0.097	F	0.519	7900	G	2002
~					To: From:		Lasa	ille Ave									
60 Kecoughtan	Rd	1.04	8100	G	96%	2%	2%	0%	1%	0%	С	0.098	F	0.509	8500	G	2002
***					To		SR 143 V	liotorio E	Olvid								
60 Kecoughtan	Rd	0.26	NA		From:		SK 143 V	ictoria E	oivu			NA			NA		
60 Kecoughtan		0.20			To:		Settlers l	Landing	Rd								
					From:			ıghtan Ro									
60 Settlers Land	ding Rd	0.13	17000	G	95%	1%	2%	1%	0%	0%	С	0.086	F	0.518	18000	G	2002
→					To:		SR 134 At	rmistead	Ave	Į.							
60 Settlers Land	ding Rd	0.46	17000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	18000	G	2002
00)	Ü				т												
Cottlere Lene	dina Dd	0.67	20000		95%	1%	2%	ton St 1%	0%	00/		0.000	F	0.511	21000		2002
60) Settlers Land	ing Ru	0.67	20000	G	95% To:	1 70		1% [-64	U 7/0	0%	F	0.088	Г	0.511	21000	G	2002
					From:		US 60 SR		er St								
60) (64)		0.33			<u> </u>	S	ee I-64 for			ffic volur	ne est	imates fo	r this	seament			
	Combined		100000	G	94%	0%	2%	1%	3%	0%	F	0.085	F		100000	G	
	COMBINE	rianio.	100000	Ŭ	T	070					•	0.000	•		100000	Ŭ	
$\neg \neg \Box$		4.00			From:			Mallory				: £ £-	د: داد د				
60) (64)	0	4.00		_	0.40/		ee I-64 for							segment.	05000	_	
	Combined	I raffic:	95000	G	94%	0%	2%	1%	3%	0%	F	0.078	F		95000	G	
								Norfolk									
ast					From:		ECL Nev						_			_	
64)		1.97	74000	G	94%	0%	2%	1%	3%	0%	F	0.083	F		74000	G	2002
	Combined	Traffic:	149000	G	94%	0%	2%	1%	3%	0%	F	0.077	F	0.501	149000	G	
					To: From:	Ha	mpton Road	ls Center	Parkway								
ast of		1.33	66000	G	94%	0%	2%	1%	3%	0%	F	0.083	F		66000	G	2002
64	Combined			G	94%	0%	2%	1%	3%	0%	F	0.083	F		125000	G	2002
	Combined	Trailic.	125000	G	94%	U%	2%	170	3%	0%	Г	0.063	Г		125000	G	
ast					From:		SR 134 M	lagruder l	Blvd	-							
East 64		0.55	74000	G	94%	0%	2%	1%	3%	0%	F	0.087	F		74000	G	2002
0-7)	Combined	Traffic:	145000	G	94%	0%	2%	1%	3%	0%	F	0.087	F		145000	G	
	00			_	Tai	0,0					•	0.00.	•				
East					From:		US 258 M	1ercury E	Blvd								
64		0.30	61000	G	96%	0%	1%	0%	2%	0%	F	0.087	Ν		61000	G	2002
	Combined	Traffic:	136000	G	95%	0%	2%	1%	2%	0%	F	0.087	Ν		136000	G	
					To: From:	Ţ	S 258 SR 13	34 Merci	ırv Blvd								
East		0.00	70000	_						001	_	0.000	_		70000	_	0000
64)		0.86	70000	G	94%	0%	2%	1%	3%	0%	F -	0.089	F		70000	G	2002
	Combined	Traffic:	145000	G	94%	0%	2%	1%	3%	0%	F	0.089	F		145000	G	
- act					To: From:		I-	-664		<u></u>							
East 64		0.77	63000	G	94%	0%	2%	1%	3%	0%	F	0.082	F		63000	G	2002
04)	Combined			G	94%	0%	2%	1%	3%	0%	, F	0.082	F		122000	G	2002
		manic.	144000	G		U /0				U /0	I.	0.002	-		122000	J	
					From:		SR 167 I	LaSalle A	ive								
East							00/	1%	3%	0%	F	0.087	F		54000	G	2002
		2.51	54000	G	94%	0%	2%	1 /0									
	Combined			G G		0% 0%			3%	0%	F	0.087	F		100000	G	
	Combined				94%		2%	1%	3%	0%	F	0.087	F		100000		
64)	Combined				94% From:			1%	3%	0%	F	0.087	F		100000		
64)	Combined				94%		2%	1%	3%	0% 	F	0.087	F F		100000 53000		2002
64)	Combined	Traffic:	100000 53000	G	94% From:	0%	2% US 60 SR	1% 143 Tyle	3% er St							G	2002
64) East 64)		Traffic:	100000 53000	G G	94% From: 94% 94%	0%	2% US 60 SR 2% 2%	1% 143 Tyle 1% 1%	3% er St 3% 3%	0%	F	0.085	F		53000	G G	2002
64) East 64)		0.33 Traffic:	100000 53000 100000	G G G	94% From: 94% 94%	0% 0% 0%	2% US 60 SR 2% 2% SR 169	1% 143 Tyle 1% 1% 1% Mallory	3% er St 3% 3% St	0% 0%	F F	0.085 0.085	F F		53000 100000	G G G	
East 64	Combined	0.33 Traffic:	53000 100000 46000	G G G	94% 94% 94% 94% 94%	0% 0% 0%	2% US 60 SR 2% 2% SR 169 2%	1% 143 Tyle 1% 1% 1% Mallory 1%	3% er St 3% 3% St 3%	0% 0% 0%	F F	0.085 0.085 0.078	F F		53000 100000 46000	G G G	2002
East 64 East 64 East 64		0.33 Traffic:	53000 100000 46000	G G G	94% From: 94% 94%	0% 0% 0%	2% US 60 SR 2% 2% SR 169	1% 143 Tyle 1% 1% 1% Mallory	3% er St 3% 3% St	0% 0%	F F	0.085 0.085	F F		53000 100000	G G G	

							City o	f Hampt	on								
Route		Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton					From:		EGI N	. 3.7									
West		2.41	75000	G	94%	0%	2%	ewport Ne 1%	3%	0%	F	0.078	F		75000	G	2002
64													Г				2002
	Combined	i rattic:	149000	G	94%	0%	2%	1%	3%	0%	F	NA			149000	G	
West					From:	На	mpton Roa	ds Center	Parkway	-							
(64)		0.78	59000	G	94%	0%	2%	1%	3%	0%	F	0.077	F		59000	G	2002
04)	Combined	Traffic:	125000	G	94%	0%	2%	1%	3%	0%	F	NA			125000	G	
	000			_	та:	• 70					•				0000		
West					From:			Magruder l									
64)		0.65	71000	G	94%	0%	2%	1%	3%	0%	F	0.078	F		71000	G	2002
	Combined	Traffic:	145000	G	94%	0%	2%	1%	3%	0%	F	NA			145000	G	
147 1					To: From:		S 258 SR										
West		1.06	75000	G	94%	0%	S 258, SR 2%	134 Merci	3%	0%	F	0.083	F		75000	G	2002
64	Combined				95%	0%	2%	1%		0%						G	2002
	Combined	rame:	136000	G	95%	0%			2%	0%	F	0.087	N		136000	G	
West					From:			I-664									
64		1.05	59000	G	94%	0%	2%	1%	3%	0%	F	0.073	F		59000	G	2002
\bigcup_{i}	Combined	Traffic:	122000	G	94%	0%	2%	1%	3%	0%	F	NA			122000	G	
					To: From:		SR 167	LaSalle A	ve								
West		0.0-	4000	_		601				601	_	0.0=:	_		400	_	005-
64)		2.36	46000	G	94%	0%	2%	1%	3%	0%	F	0.071	F		46000	G	2002
	Combined	Traffic:	100000	G	94%	0%	2%	1%	3%	0%	F	NA			100000	G	
West					To: From:		US 60, S	R 143 Tyl	er St	-							
		0.38	47000	G	94%	0%	2%	1%	3%	0%	F	0.073	F		47000	G	2002
64	Combined			G	94%	0%	2%	1%	3%	0%	F	NA	•		100000	G	2002
	Combined	manic.	100000	G	94 /0	0 /0				0 76	•	INA			100000	G	
West					From:		SR 169	9 Mallory	St								
64)		3.93	48000	G	94%	0%	2%	1%	3%	0%	F	0.071	F		48000	G	2002
	Combined	Traffic:	95000	G	94%	0%	2%	1%	3%	0%	F	0.078	Ν		95000	G	
					To:		WC	L Norfolk									
					From:		York (County Lir	ne								
134 Magruder Blv	d	0.28	24000	G	97%	0%	2%	1%	1%	0%	С	0.096	F	0.682	25000	G	2002
					To:		Comn	le Farm R	d								
134 Magruder Blv	d	0.83	27000	G	97%	0%	2%	0%	0%	0%	F	0.09	F	0.643	28000	G	2002
134) Magradar Biv	.	0.00	2.000	•	- 70	070					•	0.00	•	0.010	20000	Ü	2002
Manuadan Dia		1.40	20000	_	From:	00/		heppard B		00/	_	0.000	_	0.505	20000		2002
134 Magruder Blv	u	1.46	29000	G	97%	0%	2%	0%	0%	0%	F	0.092	F	0.525	30000	G	2002
					To: From:		Iampton Ro										
(134) Magruder Blv	d	0.94	29000	G	97%	0%	2%	0%	0%	0%	F	0.088	F	0.514	30000	G	2002
$\overline{}$					To: From:		OD 1217	I-64	DI I								
104		0.55			. wiii.	0		Magruder I		ffic value	me cot	imatos fo	or thic	segment.			
134 64	Combined		145000	C	049/									segment.		C	
	Deniamo	rramc:	145000	G	94%	0%	2%	1%	3%	0%	F	0.087	F		145000	G	
					From:		S 258 SR										
134 64		0.30												segment.			
\sim	Combined	Traffic:	136000	G	95%	0%	2%	1%	2%	0%	F	0.087	Ν		136000	G	
					To: From:	U	S 258 SR	134 Mercu I-64	ıry Blvd								
134)(258) Mercury	v Blvd	0.26	58000	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.538	58000	G	2002
134 258 Mercur	, 5144	0.20	00000	5	0070	U /U				0 /0	'	0.002	'	0.000	55000	J	2002
	DI 1	0.55	40555		From:	001		SEUM DI		001		0.001		0.510	40000		0000
134 258 Mercury	y Blvd	0.57	49000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.516	49000	G	2002
~ ~					To: From:		CUNNI	NGHAM	DR	}							
134) 258 Mercur	y Blvd	0.24	51000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.503	51000	G	2002
					To: From:		MERC	URY BLV	VD								
134 Armistead Av	е	0.24	19000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.54	19000	G	2002
104				-	To:			Chapel Ro			-		•			-	
								T									

						City of F										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton				P		n: at	15.1		i							
134 Armistead Ave	0.79	21000	G	97%	1%	Pine Ch	1%	1%	0%	С	0.084	F	0.559	22000	G	2002
134 Armistead Ave	0.70			To:	170			170		Ū	0.001	•	0.000	22000	Ū	2002
(134) Armistead Ave	0.51	17000	G	From: 97%	1%	Lasall	1%	1%	0%	F	0.088	F	0.684	18000	G	2002
(134)/	0.0.			To:	. , ,			. , ,		•	0.000	•	0.00	.0000		
134 Armistead Ave	0.38	14000	G	From: 97%	0%	Rip R 2%	ар ка 0%	0%	0%	F	0.09	F	0.592	14000	G	2002
134)				To		Pembro										
(134) Armistead Ave	0.27	15000	G	96%	1%	2%	1%	0%	0%	С	0.086	F	0.591	15000	G	2002
104)				To:		Settlers L		d								
				From:		US 258 Me	ercury Bl	vd								
(143) Mellen St	0.69	6200	G	97%	0%	2%	0%	0%	0%	С	0.115	F	0.823	6400	G	2002
				To: From:		SR 169 N										
(143)(169) Mallory St	0.07	9600	N	95%	1%	SR 143 N 2%	1%	0%	0%	N	0.079	N	0.604	10000	N	2002
143 169 Mallory St	0.07	3000	.,	To:	1 /0	SR 143 (070	11	0.073	14	0.004	10000	11	2002
				From:		SR 169 N	Aallory S	t								
(143) County St	0.59	4600	G	96%	1%	2%	0%	0%	0%	С	0.091	F	0.507	4800	G	2002
				To: From:		I- Tyle										
143) 60 Settlers Landing	0.67	20000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	21000	G	2002
1.40 (00)				To		Eato										
143) 60 Settlers Landing	0.46	17000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	18000	G	2002
143 60 Settlers Landing				To	.,,											
143) 60 Settlers Landing	0.13	17000	G	From: 95%	1%	SR 134 Am 2%	nistead A	0%	0%	С	0.086	F	0.518	18000	G	2002
143 60 Settlers Landing	0.10		3	To:	1 /0	Kecoug		U /U	5 /0	5	0.000	•	0.010	10000	5	2002
				From:		Settlers L		d								
(143) (60) Kecoughtan Rd	0.26	NA									NA			NA		
				To: From:		US 60 Kec	oughtan l	Rd	-							
(143) Victoria Blvd	0.54	4700	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.575	4900	G	2002
				To: From:		Lasall	e Ave									
(143) Victoria Blvd	1.25	10000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.576	11000	G	2002
				To: From:		Powhata	an Pkwy		1							
(143) Victoria Blvd	1.15	8200	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.576	8500	G	2002
				To:		ECL New	port New	VS								
				From:		ECL New										
152 Todds Ln	1.21	25000	G	97%	0%	1%	1%	1%	0%	С	0.1	F	0.558	26000	G	2002
				To: From:		Big Be	thel Rd									
152 Todds Ln	1.03	22000	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.609	23000	G	2002
				To: From:		Aberde	een Rd									
152 Todds Ln	0.59	26000	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.602	27000	G	2002
				To:			gham Dr									
(152) Cunningham Dr	0.61	19000	G	98%	0%	Todds	Lane 0%	0%	0%	F	0.089	F	0.547	20000	G	2002
152 Cunningham Dr	0.01	19000	J	30 70	070			U //0	U70	r	0.009	Г	0.547	20000	G	2002
Cuppingham Dr	0.77	14000		From:	00/	Colise		00/	00/		0.000		0.504	15000		2002
152 Cunningham Dr	0.77	14000	G	98% To:	0%	1% US 258 Me	0%	0%	0%	С	0.089	F	0.524	15000	G	2002
				From:					I							
169 Mallory St	0.07	9600	N	95%	1%	SR 143 N 2%	Mellen St 1%	0%	0%	N	0.079	N	0.604	10000	N	2002
109 14101101 9 51	0.07	5500		- F	1 /0					. •	0.010	. 4	0.004	10000	11	2002
Mallon, St	0.15	9600	G	From:	1%	SR 143 (2%	County St		∩0/	F	0.079	F	0.604	10000	G	2002
169 Mallory St	0.15	9000	G	95%	1 70			0%	0%	L.	0.079	۲	0.604	10000	G	2002
Maller: Ct	4.05	7000		From:	40/	US 258 Me			00/		0.000		0.000	7000		2000
169 Mallory St	1.95	7300	G	95% To:	1%	2% SR 351 E; Po	1%	0%	0%	С	0.088	F	0.636	7600	G	2002
				From:		PEMBRO										
(169)(351) Pembroke Ave	0.60	3100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.608	3200	G	2002
				To:		PEMBRO	KE AVI	Е								

							Tru	ماد			Dools		Dir			
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton				From:		CD 251 W	Dombrole	A ***	ī							
169 Old Buckroe Rd	1.37	6900	G	97%	1%	SR 351 W	0%	0%	0%	С	0.099	F	0.739	7200	G	2002
109) 514 24511156 114				To	. , ,		Hill Rd	0,0			0.000	•	000			
				From:		Old E	Buckroe Rd									
(169) Fox Hill Rd	1.08	13000	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.615	14000	G	2002
				To: From:		Wood	dland Road		-							
(169) Fox Hill Rd	0.88	21000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.566	22000	G	2002
				To: From:		Clem	wood Pkwy	7	-							
(169) Fox Hill Rd	0.95	27000	G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.751	28000	G	2002
				To:		US 258;	Mercury B	lvd								
				From:		SR 134 N	Magruder B	lvd								
(172) Cmdr Sheppard Blvd	0.61	9300	G	97%	0%	2%	1%	1%	0%	F	0.129	F	0.784	9700	G	2002
				To:		Armi	istead Ave									
(172) Cmdr Sheppard Blvd	0.42	18000	G	97%	0%	2%	1%	1%	0%	С	0.102	F	0.544	19000	G	2002
				To			Main Gate									
172 N. Armistead Ave	0.85	14000	G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.716	14000	G	2002
112	0.00			z —	0,0						0.000	•			•	
Wytho Crook Bd	1.02	17000	C	From: 97%	0%		le Farm Rd	1%	Ω0/	Е	0.100	Е	N 905	17000	G	2002
172 Wythe Creek Rd	1.03	17000	G	97%	U%	1%	0% Poquoson	170	0%	F	0.100	F	0.885	17000	G	2002
				From:												
Moroupy Plyd	0.74	46000	G	98%	0%	1%	ewport Nev 1%	1%	0%	F	0.084	F	0.552	46000	G	2002
258 Mercury Blvd	0.74	40000	G	90 /0	0 70				0 /0	•	0.004	•	0.552	40000	G	2002
				From:			hestnut Av									
258 Mercury Blvd	0.52	50000	Α	98%	0%	1%	1%	1%	0%	В	0.096	Α	0.502	50000	Α	2002
~				From:		14-7021 E	Big Bethel I	Road								
258 Mercury Blvd	0.80	50000	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.502	50000	G	2002
<u> </u>				To: From:		Aber	deen Road		ŀ							
(258) Mercury Blvd	0.43	56000	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.542	56000	G	2002
				To:		SR 415	Queen Stre	et								
258 Mercury Blvd	0.34	60000	G	98%	0%	1%	1%	1%	0%	F	0.080	F	0.505	60000	G	2002
230)				To:												
258 Mercury Blvd	0.26	58000	G	From: 98%	0%	1%	I-64 1%	1%	0%	F	0.082	F	0.538	58000	G	2002
258 Welculy Diva	0.20	30000	G	30 70	0 70			1 /0	0 70		0.002	•	0.550	30000	U	2002
~~~~ Bi i	0.55	40000	_	From:	00/		eum Drive	40/			0.004	_	0.540	10000		2000
258 Mercury Blvd	0.57	49000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.516	49000	G	2002
~~~				From:		SR 152 Cu										
(258) Mercury Blvd	0.24	51000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.503	51000	G	2002
<u>~</u>				From:		SR 134 Ar	mistead Av	/enue								
258 Mercury Blvd	0.63	52000	G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.533	54000	G	2002
<u></u>				To:		Lasal	le Avenue		1							
258 Mercury Blvd	0.89	54000	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.55	56000	G	2002
				To	-											
258 Mercury Blvd	1.12	27000	G	97%	1%	1%	King Stree	1%	0%	С	0.089	F	0.515	28000	G	2002
(208) MOIOUTY DIVO	1.14	2,000	5	J1 /0	1 /0			1 /0	J /0	J	0.000	•	0.010	20000	J	2002
Moreum Divel	0.55	47000		From:	40/		rews Blvd	40/	00/		0.000	_	0.505	10000		2000
258 Mercury Blvd	0.55	17000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.505	18000	G	2002
~~.				From:			Pembroke A									
(258) Mercury Blvd	0.94	11000	G	97%	1%	1%	0%	1%	0%	С	0.098	F	0.613	11000	G	2002
				To: From:		SR 1691	Mallory Str	eet								
258 Mercury Blvd	0.80	6000	G	97%	1%	1%	0%	1%	0%	F	0.125	F	0.883	6300	G	2002
				To:		SR 143	Mellen Str	eet								
				From:		US 258	Mercury B	lvd								
(278) King Street North	0.10	20000	M								NA			NA		2002
				To:		114-7047	Old Fox Hi	ll Rd	<u> </u>							
(278) King St	0.85	20000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.604	21000	G	2002
				To:	-		ington Rd									
						Lam	ington Rd									

						<u> </u>	Папри									
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton																
278 King St	0.69	9600	G	98%	1%	Lamii 1%	ngton Rd 0%	0%	0%	С	0.093	F	0.672	10000	G	2002
278 King St	0.09	3000	G	70 /0	1 /0		ir Force B		0 /0	C	0.093		0.072	10000	G	2002
				From:			wport New		1							
351) Pembroke Ave	1.53	8800	G	96%	0%	2%	1%	1%	0%	F	0.090	F	0.546	9200	G	2002
351). 6				T						•	0.000	•	0.0.0	0200		
351) Pembroke Ave	1.52	11000	G	From: 96%	1%	Powha 2%	atan Pkwy 1%	1%	0%	С	0.090	F	0.588	12000	G	2002
351 Pembroke Ave	1.52	11000	G	90 /6	1 /0				0 /0	C	0.090		0.500	12000	G	2002
	0.11	40000	_	From:	40/		Landing R				0.000	_	0.540	44000		0000
351 Pembroke Ave	0.14	10000	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.542	11000	G	2002
				From:			alle Ave									
351 Pembroke Ave	0.73	9500	G	94%	2%	3%	1%	0%	0%	С	0.102	F	0.611	9900	G	2002
<u> </u>				From:		SR 134 A	.rmistead A	ve	-							
351) Pembroke Ave	1.41	10000	G	96%	2%	2%	0%	0%	0%	С	0.102	F	0.673	11000	G	2002
				To: From:		US 258 N	Mercury Bl	vd								
351) Pembroke Ave	0.20	13000	G	96%	2%	2%	0%	0%	0%	F	0.097	F	0.650	13000	G	2002
				To:		Woo	dland Rd									
351) Pembroke Ave	1.10	14000	G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.605	14000	G	2002
331). 3.115/3/3/40	1.10		•	T						9	3.00	•	5.550	. 1000	_	2002
Dombroko Avo	0.60	2400		From:			Old Buckro				0.000	г	0.600	2200		2002
351 Pembroke Ave	0.60	3100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.608	3200	G	2002
				From:			; Mallory									
351)Pembroke Ave	0.07	3100	N	97%	1%	1%	0%	1%	0%	N	0.099	N	0.608	3200	N	2002
				To:			cond St		J							
			_	From:			Mercury Bl			_		_			_	
Queen St West	0.72	11000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.546	12000	G	2002
				To: From:		Pine C	Chapel Rd									
415) Queen St West	0.47	17000	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.516	17000	G	2002
				To: From:		Brian	rfield Rd		-							
415) Queen St	0.84	11000	G	95%	3%	2%	1%	0%	0%	С	0.084	F	0.519	11000	G	2002
$\overline{}$				To		Micl	higan Dr									
415 Settlers Landing R	d 0.56	11000	G	95%	3%	2%	1%	0%	0%	F	0.085	F	0.523	11000	G	2002
413)				To:			embroke A									
East				From:			I-64									
664	1.13	38000	G	93%	0%	2%	1%	4%	0%	F	0.09	F		40000	G	2002
	bined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	F	0.090	F	0.556	73000	G	
				To:			an Parkway									
East				From:												
664)	1.21	37000	G	93%	0%	2%	1%	4%	0%	F	0.107	F		39000	G	2002
Con	bined Traffic:	74000	G	93%	0%	2%	1%	4%	0%	F	0.095	F	0.635	78000	G	
East				From:		Aberd	leen Road									
664)	0.66	35000	G	93%	0%	2%	1%	4%	0%	F	0.113	F		36000	G	2002
	bined Traffic:		G	93%	0%	2%	1%	4%	0%	F	0.113	F		72000	G	
	- "			То			wport Nev									
Vest				From:			I-64									
664)	1.66	31000	G	92%	0%	2%	1%	4%	0%	F	0.111	F		33000	G	2002
	bined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	F	NA			73000	G	
				To: From:			an Parkway		L							
West		0500	_		601				- CO:	_	0.45:	_			_	
664	1.27	37000	G	92%	0%	2%	1%	4%	0%	F	0.121	F		39000	G	2002
Con	bined Traffic:	74000	G	93%	0%	2%	1%	4%	0%	F	NA			78000	G	
				To: From:		Aberd	leen Road									
Nest					00/	00/	401	40/	00/	_	0.405	_		26000	G	2002
	0.28	34000	G	92%	U%	2%	1%	4%	U%		0.125	-		ადიიი	G	
West 664	0.28 bined Traffic:	34000 69000	G G	92% 93%	0% 0%	2% 2%	1% 1%	4% 4%	0% 0%	F F	0.125 NA	F		36000 72000	G	2002

						City of Hamp									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton															
7006 Shell Rd	1.21	5500	G	97%	1%	Powhatan Pkw 1% 0%	0%	0%	С	0.088	F	0.574	5700	G	2002
7006) Shell Rd	0.33	1600	G	97%	1%	Lasalle Ave 1% 0% Newport News	0% Ave	0%	F	0.097	F	0.558	1700	G	2002
7006 Newport News Ave	0.20	1900	G	From: 97% To:	1%	Shell Rd 1% 0% Back River R	0%	0%	F	0.091	F	0.517	1900	G	2002
7008) Nickerson Blvd	0.43	9200	G	From: 98%	1%	SR 169; Fox Hill 1% 0%		0%	F	0.094	F	0.574	9200	G	2002
7008) Nickerson Blvd	0.69	5400	G	To: From: 98% To:	1%	Andrews Blv	0%	0%	С	0.088	F	0.530	5700	G	2002
7011) Orcutt Ave	0.18	3200	G	From: 95%	1%	SR 169; Old Buck SECL Newport N 4% 0%		0%	С	0.105	F	0.509	3300	G	2002
7011) Orcutt Ave	1.37	10000	G	From: 95%	1%	Mercury Blvd	d 0%	0%	F	0.096	F	0.575	11000	G	2002
				To:		Todds Lane SECL Newport N									
7012) Briarfield Rd	0.39	10000	G	97%	0%	2% 1% Big bethel Ro		0%	С	0.092	F	0.502	10000	G	2002
7012) Briarfield Rd	0.48	13000	G	97%	0%	2% 1% Aberdeen Ro	1% I	0%	F	0.087	F	0.550	14000	G	2002
7 ₀₁₂ Briarfield Rd	0.99	13000	G	97% Ta:	0%	2% 1% Queen St	1%	0%	F	0.093	F	0.527	14000	G	2002
7015) New Market Dr	0.13	7600	G	From:		SWCL Newport I				0.085	F	0.577	8000	G	2002
7017) Roanoke Ave	0.17	4600	G	98%	1%	SWCL Newport I	News 0%	0%	F	0.106	F	0.594	4800	G	2002
7017) Whealton Rd	1.30	3800	G	98% _{To}	1%	Mercury Blvd 1% 0% Todds Ln	d 0%	0%	С	0.106	F	0.585	3900	G	2002
7019 Chestnut Ave	0.19	5500	G	99% To:	0%	SWCL Newport I	0%	0%	С	0.088	F	0.625	5700	G	2002
7021) Big Bethel Rd	1.11	9900	G	From: 98%	0%	Mercury Blve Briarfield Ro 1% 0%		0%	F	0.093	F	0.555	10000	G	2002
7021) Big Bethel Rd	0.94	15000	G	From:	0%	Mercury Blvd	d 0%	0%	С	0.09	F	0.608	15000	G	2002
(7021) Big Bethel Rd	1.31	30000	G	To: From: 98%	0%	Todds Ln Todds Lane 1% 0%	0%	0%	F	0.102	F	0.538	31000	G	2002
7021) Big Bethel Rd	0.48	27000	G	To: From: 98%	0%	ampton Roads Cent 1% 0%	0%	0%	F	0.092	F	0.622	28000	G	2002
7021) Big Bethel Rd	1.41	21000	G	98%	0%	Thomas Nelson	0%	0%	F	0.103	F	0.604	21000	G	2002
7021) Big Bethel Rd	0.34	11000	G	From: 98% To:	0%	Semple Farm I 1% 0% York County L	0%	0%	F	0.098	F	0.567	12000	G	2002
7022) Pine Chapel Rd		11000	G	From: 98%	0%	Queen St 1% 0%	0%	0%	С	0.09	F	0.513	12000	G	2002

							City of Hampt									
Ro	ute	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of H	ampton															
7025) Ab	perdeen Rd	0.40	NA		From:		SWCL Newport N	ews			NA			NA		
					From:		Pembroke Ave I-664									
7025) Abo	erdeen Rd	1.10	20000	G	96%	1%	2% 1%	1%	0%	F	0.088	F	0.525	20000	G	2002
025) Abo	erdeen Rd	1.32	15000	G	96%	1%	Briarfield Rd 2% 1%	1%	0%	С	0.089	F	0.577	16000	G	2002
7025) Abo	erdeen Rd	0.19	11000	G	From: 96% To:	1%	Mercury Blvd 2% 1%	1%	0%	F	0.091	F	0.533	11000	G	2002
							Todds Lane									
026) Ha	mpton Roads Center	1.20	NA		From:		Dead End				NA			NA		
					From:		Big Bethel Rd		-							
₀₂₆ Ha	mpton Roads Center	0.26	40000	G	98%	0%	1% 0% I-64	0%	0%	F	0.092	F	0.663	44000	G	2002
026 Ha	mpton Roads Center	1.02	41000	A	98%	0%	1% 0%	0%	0%	Α	0.118	Α	0.620	45000	Α	2002
7 ₀₂₆ Ha	mpton Roads Center	0.65	32000	G	98%	0%	Magruder Blvd	0%	0%	F	0.101	F	0.599	35000	G	2002
<u> </u>		0.40	0=000	_	From:	00/	Coliseum Dr	00/			0.404	_	0.004	00000	_	0000
₇₀₂₆ Ha	mpton Roads Center	0.40	27000	G	98% To:	0%	1% 0% Armistead Ave	0%	0%	F	0.101	F	0.601	30000	G	2002
					From:		Armistead Ave					_			_	
₀₂₈) Tid	de Mill La	0.83	7400	G	98%	1%	1% 0%	0%	0%	С	0.109	F	0.724	7700	G	2002
					To:		Lasalle Ave									
\sim					From:		Mercury Blvd									
₇₀₃₃) Arr	mistead Ave	0.72	23000	G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.520	23000	G	2002
					To: From:		Tide Mill La									
Δrr	mistead Avenue	0.53	29000	В	98%	0%	Tidemill Lane 1% 0%	0%	0%	В	0.12	Α	0.529	31000	В	2002
7033) Arr	mistead Avenue	0.55	23000		To:		mpton Roads Center		070		0.12		0.020	31000		2002
					From:		Iampton Roads Center									
7033) Arr	mistead Ave	1.52	18000	G	98%	0%	1% 0%	0%	0%	F	0.099	F	0.584	18000	G	2002
9					To:		Cmdr Shepard Bl	vd								
					From:		ECL Newport Ne	ws								
₀₃₄ Sa	unders Rd	0.72	13000	G	97%	1%	2% 0%	0%	0%	F	0.106	F	0.583	14000	G	2002
7034) Sei	mple Farm Rd	2.07	4400	G	97%	1%	Big Bethel Rd 2% 0%	0%	0%	С	0.096	F	0.810	4600	G	2002
$\overline{}$					From:		Magruder Blvd									
₇₀₃₄) Sei	mple Farm Rd	0.19	19000	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.53	19000	G	2002
					To:		Wythe Creek Ro	1								
\bigcirc					From:		SECL Newport No									
₇₀₃₅) Ch	esapeake Ave	1.17	1900	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.555	1900	G	2002
_					To: From:		Powhatan Pkwy	,								
7035) Ch	esapeake Ave	0.72	1700	G	98%	1%	1% 0%	0%	0%	F	0.107	F	0.59	1700	G	2002
\mathcal{I}					To:		Lasalle Ave									
<u> </u>		0.0-	4000	_	From:	401	Chesapeake Av		001	_	0.00-	_		4600	•	
₇₀₃₅) Las	salle Ave	0.37	1800	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.57	1900	G	2002
					To: From:		Kecoughton Ro									
₇₀₃₅ Las	salle Ave	0.57	6100	G	98%	1%	1% 0%	0%	0%	F	0.090	F	0.57	6300	G	2002
_	aalla Ava	0.66	16000	_	From:	10/	Victoria Blvd	Ω0/	00/	_	0.00	г	0.544	17000	C	2000
	salle Ave	0.66	16000	G	98%	1%	1% 0%	0%	0%	F	0.08	F	0.544	17000	G	2002
₇₀₃₅ Las					10.											
7035) Las					To: From:		Settlers Landing B Settlers Landing									
	salle Ave	0.12	17000	G		1%	Settlers Landing B Settlers Landing B 1% 0%		0%	F	0.082	F	0.55	18000	G	2002

						City of Hampt	JII								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Hampton															
<u> </u>			_	From:		Pembroke Ave			_		_			_	
₇₀₃₅) Lasalle Ave	0.27	20000	G	98%	1%	1% 0%	0%	0%	F	0.084	F	0.564	21000	G	2002
				To: From:		Michigan Dr									
₀₃₅₎ Lasalle Ave	0.24	23000	G	97%	1%	1% 0%	1%	0%	F	0.089	F	0.587	24000	G	2002
				To:		Armistead Ave									
7035) Lasalle Ave	0.50	14000	G	97%	1%	1% 0%	1%	0%	С	0.083	F	0.561	15000	G	2002
7035	0.00	1-000	Ŭ	01 70	170		170	070	Ü	0.000	•	0.001	10000	Ü	2002
<u> </u>				From:		Mercury Blvd									
₂₀₃₅ Lasalle Ave	1.24	13000	G	97%	1%	1% 0%	1%	0%	F	0.098	F	0.568	14000	G	2002
				From:		Tide Mill La									
₀₃₅ Lasalle Ave	0.31	13000	G	97%	1%	1% 0%	1%	0%	F	0.119	F	0.899	14000	G	2002
				To:		Langley Gate									
				From:		Newport News A	Ve	1							
Back River Rd	0.19	1700	G	95%	2%	3% 1%	0%	0%	F	0.098	F	0.553	1800	G	2002
037) 2001 11101 110	0.10								•	0.000	•	0.000	1000	Ū	2002
<u> </u>				From:	201	Settlers Landing		201							
Back River Rd	0.31	1900	G	95%	2%	3% 1%	0%	0%	С	0.099	F	0.526	2000	G	2002
<u> </u>				To: From:		Pembroke Ave		-							
7037) Back River Rd	0.29	1900	G	95%	2%	3% 1%	0%	0%	F	0.091	F	0.515	2000	G	2002
				To:		Rip Rap Rd									
				From:		Back River Rd									
₇₀₃₇) Rip Rap Rd	0.66	13000	G	96%	1%	2% 0%	1%	0%	С	0.099	F	0.794	14000	G	2002
				To:		King St									
				From:		Pembroke Ave									
V ₀₃₉ King St	0.70	9300	G	96%	1%	2% 0%	1%	0%	F	0.085	F	0.6	9700	G	2002
				т											
	0.00	40000	_	From:	40/	Rip Rap Rd	40/		_	0.007		0.74	40000		
King St	0.20	18000	G	96% To:	1%	2% 0%	1%	0%	F	0.097	F	0.74	19000	G	2002
						Mercury Blvd									
				From:		Fox Hill Rd									
Clemwood Pkwy	0.79	4200	G	96 <u>%</u>	2%	1% 0%	0%	0%	С	0.109	F	0.713	4400	G	2002
<u> </u>				To:		Little Back River	Rd								
				From:		King St									
7045) Little Back River Rd	0.78	14000	G	97%	1%	2% 0%	0%	0%	F	0.106	F	0.742	15000	G	2002
				To:		Clauser d Diag									
Little Back River Rd	0.34	8600	G	97%	1%	Clemwood Pkw 2% 0%	0%	0%	С	0.104	F	0.688	9000	G	2002
Little Back River Rd	0.54	0000	G	91 /0	1 /0	270 070	0 70	0 70	C	0.104	ı	0.000	9000	G	2002
				From:		Rockwell Rd									
Little Back River Rd	0.84	6200	G	97 <u>%</u>	1%	2% 0%	0%	0%	F	0.107	F	0.687	6500	G	2002
				To:		Harris Creek Ro	i								
				From:		Fox Hill Rd									
7047) Beach Rd	2.76	5900	G	96%	1%	2% 0%	0%	0%	С	0.126	F	0.649	6200	G	2002
				To:		Lighthouse Dr									
				From:		County St									
7049) Woodland Rd	0.35	18000	G	96%	1%	2% 1%	1%	0%	С	0.088	F	0.702	19000	G	2002
7049) 77 33 diana 1 ta	0.00	10000		0070	1 70		170	070	Ū	0.000	•	0.702	10000	Ū	2002
	0.45	45000	_	From:	40/	Mercury Blvd	00/		_	0.000		0.700	45000		
Woodland Rd	0.45	15000	G	97%	1%	1% 0%	0%	0%	F	0.088	F	0.729	15000	G	2002
<u> </u>				To: From:		Pembroke Ave		-							
Woodland Rd	0.62	9900	G	97%	1%	1% 0%	0%	0%	F	0.088	F	0.632	10000	G	2002
<u> </u>				To		Andrews Blvd									
Woodland Rd	1 20	10000	G	From: 97%	1%	1% 0%	0%	0%		0.007	Е	0.623	10000	G	2002
Woodland Rd	1.20	10000	G	97% To:	1 70		0%	U%	С	0.097	F	0.023	10000	G	2002
				-		Fox Hill Rd									
				From:		Mercury Blvd								_	
<u> </u>															2002
Old Buckroe Rd	1.50	3500	G	98%	1%	1% 0%	0%	0%	С	0.1	F	0.575	3700	G	2002
Old Buckroe Rd	1.50	3500	G	98% Ta:	1%	1% 0% Pembroke Ave		0%	С	0.1	F	0.575	3700		
	1.50	3500	G		1%			0% 	С	0.1	F	0.575	3700	G 	
Old Buckroe Rd	0.53	3500 12000	G G	To:	1%	Pembroke Ave		0%	С —	0.1	F F	0.575	3700 12000	G G	2002

						City of Har	npton								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hampton															
Anadrassa Disad	4.00	E400	_	From:	20/	Woodland		00/		0.005	_	0.570	F200	0	2002
7053) Andrews Blvd	1.38	5100	G	96%	3%			0%	С	0.095	F	0.573	5300	G	2002
						Old Buckro									
Orania Orania Dal	0.00	2000	_	From:	40/	Fox Hill		00/		0.400	_	0.700	2400	0	2000
7055 Harris Creek Rd	0.82	3000	G	96%	1%	2% 0%	6 0%	0%	С	0.133	F	0.766	3100	G	2002
				To: From:		Little Back R	iver Rd								
7055) Harris Creek Rd	0.42	2500	G	96%	1%	2% 09	6 0%	0%	F	0.115	F	0.803	2600	G	2002
				To:		Farmhouse	Ln								
				From:		I-64-E Ra	mp								
Mallory Street	0.36	NA							, i	NA			NA		
				To:		SR 143	1								
				From:		Chesapeake	Ave								
Powhatan Pkwy	0.33	710	G	99%	0%	1% 0%		0%	С	0.100	F	0.565	740	G	2002
7039	0.00				0,0					000	•	0.000		•	
<u> </u>				From:	201	Kecoughta			_					_	
Powhatan Pkwy	0.24	4300	G	99%	0%	1% 09	6 0%	0%	F	0.088	F	0.602	4500	G	2002
				To- From:		Victoria E	lvd								
7059) Powhatan Pkwy	0.56	8600	G	97%	2%	1% 09	6 0%	0%	С	0.081	F	0.54	9000	G	2002
				To:		Pembroke	Λνο								
Powhatan Pkwy	0.16	21000	G	97%	2%	1% 0%		0%	F	0.081	F	0.555	21000	G	2002
Powhatan Pkwy	0.10	21000	G	91 /0	2 /0	170 07	0 070	0 70		0.001	•	0.555	21000	G	2002
				From:		I-664									
₂₀₅₉) Powhatan Pkwy	0.76	12000	G							0.088	F	0.531	12000	G	2002
				To-		Briarfield	Rd								
				From:		Pembroke	Ave								
2nd St		650	G							0.095	F		680	G	2002
				To:		Buckroe A	Ave								
				From:		SWCL Newpo	rt News								
Aberdeen Rd		10000	G	<u> </u>		5 W CE I W WPC	10110115			0.079	F		11000	G	2002
									ı						
AL 1 D.		40000	_	From:		Pembroke	Ave			0.000	_		47000		0000
Aberdeen Rd		16000	G						Ì	0.082	F		17000	G	2002
				To:		I-664									
				From:		Victoria E	lvd								
Armistead Ave		2100	G	-						0.080	F		2200	G	2002
				To:		Settlers Land	ing Rd								
				From:		Todds I	n								
Bellwood Rd		1100	G						,	0.102	F		1200	G	2002
				To:		WCL Ham	pton								
				From:		Accent									
Brightwood Avenue		NA		<u> </u>		2 MONTH			l	NA			NA		
g				To:		Lauderdale	Ave								
				From:											
Catachy lance Dr		260	_	1 IOIII.		Worden A	ive			0.007	_		200	C	2000
Catesby Jones Dr		360	G	To:		Paul (Avia		1	0.087	F		380	G	2002
						Eggleston									
				From:		Pine Chape	l Rd								
Coliseum Dr		6400	G							0.084	F	0.516	6700	G	2002
				To:		Mercury F	lvd	\neg							
Coliseum Dr		19000	G	From:					l I	0.091	F	0.544	20000	G	2002
						<i>c</i>	ъ		1					-	
0-15		47000		From:		Cunningha	n Dr			0.000	_	0.500	40000		0000
Coliseum Dr		17000	G							0.090	F	0.502	18000	G	2002
				From:		Marcella	Rd								
Coliseum Dr		15000	G		_					0.095	F	0.526	15000	G	2002
				To:		.40 Mi N Of Ma	rcella Rd	1	<u></u>						
				From:	.4 N	Ii N of Marcella)r							
Coliseum Dr		13000	G							0.09	F	0.530	14000	G	2002
				To:	На	mpton Roads Ce	nter Parkway								
·															

					on trampton								
Route	Length AADT	QA	4Tire	Rue	Truck Axle 3+Axle 1Trail		OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Elizabeth Lake	2000	G	From:		Eltham Ct			0.075	F		2100	G	2002
			To:		Club Run								
			From:		Woodlawn Dr								
Farmington Blvd	3000	G	To:		Templewood Dr		[0.089	F		3100	G	200
			From:		Hurst Dr								
Grimes Road	NA							NA			NA		
			To:		Canavan Dr								
Hall Rd	580	G			Beach Rd			0.111	F		600	G	200
			To:		Emma Dr								
Hall Road	NA		From:		Oldenburg Lane			NA			NA		
Hall Noau	IVA		To:		Edmonds Cove			INA			INA		
			From:	I	Harris Landing Rd								
Harris Creek Rd	790	G	To:		Pacer Point			0.091	F		820	G	200
			From:		Somerset La								
Ivy Home Rd	2100	G	To:	_			· I	0.100	F		2200	G	200
			From:		Pratt St Pembroke Ave								
Kingsway	9100	G			Temoroke 71ve			0.08	F		9500	G	200
			To:		Lincoln St								
Lassiter St	2900	G	From:		Martha Lee Dr			0.086	F		3000	G	200
			To:		Freda Ct								
Lewis Drive	NA		From:		Aspenwood Dr			NA			NA		
Lewis Drive	NA		To:		Hickory Hill Dr			INA			NA		
			From:		North King St								
Lincoln St	7000	G	To:		Franklin ST			0.090	F		7300	G	200
			From:		Florence Dr								
Macon Rd	1100	G					1	0.092	F		1200	G	200
			From:		Roberta Dr Roberta Dr								
Martha Lee Dr	1700	G	<u></u>		Roberta Di			0.090	F		1800	G	200
			To:		Pecan Rd								
Michaels Wood Drive	NA		From:		Rollingwood Rd			NA			NA		
			To:		Jimmy Ct								
Newton D4	=00	_	From:		Rawood Dr			0.000	_	0.001	000		000
Newton Rd	760	G	To:		Gurley Ct			0.088	F	0.691	800	G	200
			From:		Armistead Ave								
Queen St	1400	G	To:		Steward St		Ī	0.106	F		1500	G	200
			From:		Queen St								
Salters Creek Rd	1100	G			-		ı	0.086	F		1200	G	200
			To: From:		Powhatan Pkwy								
Seward Dr	1400	G	97%	2%	Beall Dr 1% 0% 0%	0%	С	0.174	F		1400	G	200
			To:		Winfree Rd								
Shell Rd	720	G	From:		WCL Hampton			0.088	F		750	G	200
			To		Maple Ave			0.000			7.50		

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Silver Isle Blvd		4200	G	From:			evere Dr	TTTGII			0.095	F	1 40101	4300	G	2002
Cirvel Iole Bive		.200		То:		Glen	nhaven Dr				0.000					
Stockton St		400	G	From:		Na	athan St				0.134	F	0.554	410	G	200:
Stockton St		400		To:		Fairf	field Blvd				0.134	ļ	0.554	410		200
Warner Rd		220	G	From:		То	odds Ln				0.120	F		240	G	200
vvaillei Ku		230	<u> </u>	To		.20 Mi S	Of Todds	Ln			0.130	Г		240	<u> </u>	200
				From:			more Place					_		.=0		
Westbrooke Drive		470	F	99% To:	0%	1% Armst	0% tead Ave N	0%	0%	С	0.11	F	0.692	470	F	200
				From:		Willow	v Oaks Blv	d								
Wilderness Road		NA		To		Rap	oidan Rd				NA			NA		
				From:		Но	ward St									
Willard Ave S		950	G	To:		Me	ellon St				0.117	F	0.613	990	G	200
				From:		Missio	nary Bridg	ge .								
Willow Oaks Blvd		2400	G								0.094	F		2500	G	200