## 2012

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

where available

# Jurisdiction Report 27

City of Hampton

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

## Virginia Department of Transportation Traffic Engineering 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 of the VDOT Traffic Engineering Division 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 Traffic Engineering Division 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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

## **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye 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.

		Elizabeth C	ity iviairitori	ancc	Aica							- 17		·		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ck		QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~	From:		L Newport Ne		000/	00/		00/	007	00/	_	0.005	_	0.500	<b>5</b> 400	_
60 Kecoughtan Rd	City of Hampi	ton 1.18	5100	G	96%	3%	1%	0%	0%	0%	С	0.095	F	0.530	5400	G
<u> </u>	To: From:	Po	owhatan Pkwy				<u></u> ⊢									
60 Kecoughtan Rd	City of Hamp	ton 1.03	5900	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.541	6300	G
<del>~</del>	To: From:		Lasalle Ave				$\neg$ $\vdash$									
60 Kecoughtan Rd	City of Hamp	ton 1.04	7900	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.552	8400	G
	To:	SR 1	43 Victoria Bl	lvd			$\neg$ $\sqsubseteq$									
60 (143) Kecoughtan Rd	From:L City of Hampi		10000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.522	11000	G
60) (143) 110000 3.11 110	то:		lers Landing F		0070	.,,	Ť	0,0	0,0	0,0	•	0.00.	•	0.022		
	From:		ecoughtan Rd													
60 (143) Settlers Landing Rd	City of Hampi	ton 0.13	15000	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.528	16000	G
$\mathcal{I}$	To:	SR 13	34 Armistead A	Ave			$\neg$ $\vdash$									
Settlers Landing Rd	City of Hamp		13000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.555	13000	G
3	тог		F . C.													
60 (143) Settlers Landing Rd	From:L City of Hampi	ton 0.67	Eaton St 16000	G	97%	1%	1%	0%	0%	0%		0.09	F	0.577	17000	G
60 143 Settlers Landing Rd	City of Hampi	1011 0.07	I-64	G	9176	170	170	0%	070	0%	Г	0.09	Г	0.577	17000	G
	From:	US 60	) SR 143 Tyle	r St												
60 $64$ Hampton Roads Beltv	vay City of Hampton (M				,	See I-64	for dire	ectional t	raffic vo	olume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	86000	G	96%	1%	1%	0%	3%	0%	F	0.067	F	0.541	88000	G
	To:		169 Mallory S													
60 (64) Hampton Roads Bridg	From: <b>L</b> ge Tunnel City of Hampton (M		109 Mailory S	) i	9	See I-64	1 for dire	ectional to	raffic vo	olume est	timate	s for this	seam	nent		
60) (64) Hampton Houde Bridg	Combined Traffic Estimates for 2 Parallel	,	86000	F	97%	1%	1%	0%	2%	0%	С	0.078	A	0.540	89000	F
	To:	,	VCL Norfolk	•	31 /0	1 /0		0 /0	270	070	C	0.076	^	0.540	03000	•
	From:		US 60-P I-64-	Wasa												
Ramp	L City of Hampton (M	·	8300 8300	<b>G</b>	A							0.084	F		8300	G
60 Ramp	To:	I-64-W FROM RT			SLANDI							0.004	'		0000	J
	From				D LI II (DI	•										
East 64)	City of Hampton (M		Newport New 76000	ws G	95%	0%	1%	1%	3%	0%	_	0.078	_		78000	G
64)	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%			· F	0.539	155000	G
	Combined Trainic Estimates for 2 Parallel	Roadways on this Route.	151000	G	95%	0%	1%	1%	3%	0%	Г	0.076	Г	0.539	155000	G
ast	To: From:	Hampton I	Roads Center	Parkwa	ıy											
64)	City of Hampton (M	Maint: 99) 1.33	68000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		70000	G
	Combined Traffic Estimates for 2 Parallel	,	134000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.547	137000	G
	To:		34 Magruder B													
ast	From:									_						
<u>54) (134<i>)</i></u>	City of Hampton (N	,	78000	G	95%	0%	1%	1%	3%	0%	F	0.087	В		81000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	156000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.553	162000	G
	To	US 258, S	SR 134 Mercu	ıry Blv	1		$\neg$									
ast	City of Hampton (M	Maint: 99) 1.19	74000	G	95%	0%	1%	10/	3%	09/	E	0.077	F		76000	G
64)	, , ,	,						1%		0%	г г		r -	0 577		
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.577	152000	G
	To:	I-664 Har	npton Roads I	Beltwa	y											

# 2012 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

										Tru	ıck			K		Dir		
	Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East		From:			I-664													
64	Hampton Roads Beltway	City of Hampton (	Maint: 99)	0.77	55000	G	96%	1%	1%	0%	2%	0%	F	0.074	F		58000	G
		Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	111000	G	96%	1%	1%	0%	3%	0%	F	0.071	F	0.511	115000	G
		To:		SR	167 LaSalle	Ave												
East 64		City of Hampton (	Maint: 99)	2.51	41000	G	96%	1%	1%	0%	2%	0%	F	0.073	F		43000	G
64		Combined Traffic Estimates for 2 Parallel	,			G	96%	1%	1%	0%	3%	0%	F	0.069	F	0.505	91000	G
		Tax	r roadways (	US 60, SR				170		070	070	070		0.000		0.000	31000	
East	<i></i>	From:		•								•••	_		_			
64	Hampton Roads Beltwa		,	0.33	42000	G	96%	1%	1%	0%	2%	0%	F	0.074	F		43000	G
_		Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:	86000	G	96%	1%	1%	0%	3%	0%	F	0.067	F	0.541	88000	G
East		To: From:		SR	169 Mallor	y St												
64	60 Hampton Roads Bridge	Tunnel City of Hampton (N	Maint: 99)	4.00	44000	F	96%	1%	1%	0%	2%	0%	С	0.083	Α		45000	F
		Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.540	89000	F
		То:		V	VCL Norfol	k												
East		From:		E TO HAMPTO		CENTER	PARKW.	AY										
64	Ramp	City of Hampton (	Maint: 99)	0.21	NA									NA			NA	
$\stackrel{\smile}{=}$		10:			6 FROM I-6													
East 64	Dame	From:		E TO HAMPTO! 0.33	N ROADS (	CENTER	PARKW.	AY						NA			NA	
(64	Ramp	City of Hampton (N	viaint: 99)		6 FROM I-0	M EAST								NA			NA	
=		From:																
East 64	(134)Ramp	City of Hampton (N	Maint: 00)	0.10	4-E TO RT NA	238								NA			NA	
64	(134) (Varip	Oity of Flampion (												INA			14/3	
East		From:		I-64-E263	BB TO RT 2	58 WES	Г											
East 64	Ramp	City of Hampton (I	Maint: 99)	0.13	NA				_					NA			NA	
$\subseteq$		To:		US 258 JB-99														
East		From		4-E TO RT 258 E		CURY E	OULEVA	R										
64	Ramp	City of Hampton (N	Maint: 99)	0.32	NA FROM I-6	4 EACT			<del></del> 1					NA			NA	
		10.		US 238		4 EAS 1												
East 64	Ramp	City of Hampton (I	Maint: 00)	0.24	I-64 East 6700	G								0.077	F		6700	G
64	ramp	To:	viairit. 55)		7035 Lasalle									0.011	•		0700	J
East		From:			TO RIP R		D		<u> </u>									
64	Ramp	City of Hampton (N	Maint: 99)	0.11	NA	. II NOA								NA			NA	
0-	· ·	То:	/		Gap FROM	I-64 EA	ST											
East		From:			I-64 East													
64	) Ramp	City of Hampton (	Maint: 99)	0.07	7600	G								0.097	F		7600	G
		To:		US 60 :	Settlers Lan	ding Rd												
East		From:			I-64 East													
East 64	Ramp	City of Hampton (	Maint: 99)	0.13	4700	G		-						0.12	F		4700	G
$\overline{}$		То:		114-	7057 Mallo	ry St												

						4.77	_		Trι	uck		00	K	014	Dir	4.414/D.T	0147
Route	Jurisdictio	on	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64-E TO IN	ISPECTIO	N STAT	ON											
(64) Ramp	City of Hampton (I	Maint: 99)	0.04	NA									NA			NA	
	To:		114-7057- T INS	PECTION	ВООТН	AREA											
East (64) Ramp	City of Hampton (I	Maint: 00)	0.04	NA									NA			NA	
64 Ramp	To:	viairit. 99)		- A TO RT	64 EAST	,							INA			INA	
Most	From:	<u> </u>		Newport N													
West 64	City of Hampton (I	Maint: 99)	2.41	75000	G	96%	1%	1%	1%	3%	0%	F	0.082	F		76000	G
64)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.539	155000	G
	To:	r roadmayo c	Hampton F				070		170	070	070	•	0.070	•	0.000	100000	Ū
West	From:		*			•											
(64)	City of Hampton (I	,	0.78	66000	G	96%	1%	1%	1%	3%	0%	F	0.083	F		68000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	134000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.547	137000	G
West	To: From:		SR 13	4 Magrude	Blvd												
(64) (134)	City of Hampton (I	Maint: 99)	0.79	79000	G	96%	1%	1%	1%	3%	0%	F	0.085	F		81000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	156000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.553	162000	G
	Too	<u> </u>		R 134 Mer	curv Blve												
West	From:	M-'-1 00\	*				40/	40/	40/	00/	00/	_	0.000	_		70000	_
64	City of Hampton (I	,	0.92	74000	G	96%	1%	1%	1%	3%	0%	F	0.089	F	0.533	76000	G
	Combined Traffic Estimates for 2 Paralle	ei Roadways d		npton Road	G Reltwee	95%	0%	1%	1%	3%	0%	F	0.073	F	0.577	152000	G
West	From:		1-004 Hall	I-664	S Deliwa	y											
(64) Hampton Roads Beltway	City of Hampton (I	Maint: 99)	1.05	56000	G	96%	1%	1%	1%	3%	0%	F	0.072	F		57000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	111000	G	96%	1%	1%	0%	3%	0%	F	0.071	F	0.511	115000	G
	To		SR 1	67 LaSalle	Ave			$\neg$									
West  64 Hampton Roads Beltway	City of Hampton (I	Maint: 00)	2.36	47000	G	96%	1%	1%	1%	3%	0%	_	0.074	F		48000	G
64 Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel	,			G	96%	1%	1%	0%	3%	0%	F	0.074	F	0.505	91000	G
	Combined Traine Estimates for 21 draine	- Noauways C					1 /0	1 /0	070	370	076	'	0.003	'	0.303	31000	G
West	From:		US 60, SR 1	43 Settlers	Landing	Rd											
(64) $(60)$ Hampton Roads Beltwa	ay City of Hampton (I	Maint: 99)	0.38	44000	G	96%	1%	1%	1%	3%	0%	F	0.072	F		45000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways o	on this Route:	86000	G	96%	1%	1%	0%	3%	0%	F	0.067	F	0.541	88000	G
West	To: From:		SR	169 Mallor	y St			$\Box$ $\vdash$									
(64) (60) Hampton Roads Bridge	e Tunnel City of Hampton (I	Maint: 99)	3.93	42000	Α	97%	0%	1%	0%	2%	0%	С	0.131	Α		44000	Α
(3.) (33)	Combined Traffic Estimates for 2 Parallel	,			F	97%	1%	1%	0%	2%	0%	C	NA	-		89000	F
	To:			/CL Norfol			.,.	Ĭ.		,							
West	From:	I-64-V	W TO HAMPTON	N ROADS	CENTER	PARKW.	AY										
(64) Ramp	City of Hampton (I	Maint: 99)	0.28	NA									NA			NA	
	To		114-7026	FROM I-6	4 WEST												
West	From:			I-64 W													
(64) Ramp	City of Hampton (I	Maint: 99)	0.23	NA									NA			NA	
$\smile$	To:		US 2:	58 Mecury	Blvd												

Route	Jurisdiction		Length		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West Ramp	City of Hampton (Ma	aint: 99)	0.17	I-64 West <b>6500</b> US 258	G								0.091	F		6500	G
West 64 Ramp	From: City of Hampton (Ma To:	aint: 99)	0.46	NTO I-664 NA FROM I-64									NA			NA	
West 64 Ramp	City of Hampton (Ma		0.17	NA									NA			NA	
West Ramp	City of Hampton (Ma	aint: 99)	0.09 114-7035	NA FROM RT									NA			NA	
West 64 Ramp	City of Hampton (Ma		I-64-W TO RT 13 0.19 SR 134	34-ARMIST <b>NA</b> FROM I-64		VENUE							NA			NA	
West 64 Ramp	From: City of Hampton (Ma To:	aint: 99)	0.11	I-64 West <b>4800</b> 143 County	<b>G</b>	96%	1%	1%	1%	3%	0%	F	0.095	F		4900	G
West 64 Ramp	From: City of Hampton (Ma	aint: 99)	I-64-W TO 0.15 114-7057; 114-	NA									NA			NA	
134 Magruder Blvd	City of Hampto	on	0.28	rk County L 23000 mple Farm l	G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.714	25000	G
134 Magruder Blvd	City of Hampto	on	0.83	25000 Cmdr Shepa	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.644	26000	G
134 Magruder Blvd	From:L City of Hampto	on	1.46	33000 Roads Cen	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	35000	G
Magruder Blvd	City of Hampto	on	0.29	32000 I-64 Par; Hardy 0	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.505	33000	G
Ramp to I-64 EB	City of Hampto Combined Traffic Estimates for 2 Parallel I		0.65	<b>32000</b> <b>46000</b> I-64 WB	N N	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	N N	0.085 NA	N	0.505	33000 47000	N N
134 (134) Ramp	City of Hampton (Ma	aint: 99)		I-64 ROM RT 13			ee VA 1	34 for	directiona	l traffic	volume 6	estima	tes for th	is seg	ment.		
134 64	City of Hampton (Ma Combined Traffic Estimates for 2 Parallel I	,	0.52 on this Route:		G	95%	See I-64 0%	1 for di 1%	rectional t 1%	raffic vo	olume es 0%		s for this 0.074	_		162000	G
134 64 Ramp	Tar From: City of Hampton (Ma	aint: 99)	0.10	SR 134 Mer			See I-64	for di	rectional t	raffic v	olume es	timate	s for this	segm	nent.		

# 2012 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

-						_		Tru	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	I-64-E TO RT 258 E	EAST-MERO	CURY B	OULEVA	AR										
(134) (64) Ramp	City of Hampton (Maint: 99)	0.32				See I-6	4 for dire	ectional t	traffic vo	olume es	timate	s for this	segm	ient.		
	To:	US 258	FROM I-64	1 EAST												
Manager Dhad	City of House to a	0.20	I-64		99%	00/		00/	40/	00/	F	NA			40000	
134 258 Mercury Blvd	City of Hampton	0.36	47000	G	99%	0%	0%	0%	1%	0%	г	NA			48000	G
	To: From:		Coliseum Dr													
134) (258) Mercury Blvd	City of Hampton	0.42	42000	G	99%	0%	0%	0%	1%	0%	F	NA			43000	G
	To- From:	SR 15	52 Cunningha	am Dr												
134) 258 Mercury Blvd	City of Hampton	0.24	48000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.527	49000	G
	To:		8; Arminstea													
	From:		258 Mercury										_			_
Armistead Ave	City of Hampton	0.24	18000	G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.535	20000	G
<u> </u>	To: From:	P	ine Chapel R	Rd												
134) Armistead Ave	City of Hampton	0.89	20000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.528	21000	G
$\smile$	To:	I-6	64; Lasalle A	ve												
	From:		I-64		200/	407		00/	00/	00/	_	0.000	_	0.705	47000	_
Armistead Ave	City of Hampton	0.41	16000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.705	17000	G
	To: From:	,	Rip Rap Rd													
134) Armistead Ave	City of Hampton	0.38	14000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.61	15000	G
$\smile$	To	SR 3	51 Pembroke	e Ave												
134) Armistead Ave	City of Hampton	0.27	13000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.58	13000	G
	To		O Ct													
134)Armistead Ave	City of Hampton	0.10	Queen St 13000	N	98%	1%	1%	0%	0%	0%	N	0.095	N	0.58	13000	N
134 Amisteau Ave	City of Hampton		Settlers Land		90 /0	1 /0	1/0	0 /6	076	0 /6	IN	0.093	IN	0.56	13000	IN
D	City of Homenton (Mainty CO)		34 Armisteac									0.000	_		45000	_
134)Ramp	City of Hampton (Maint: 99)	0.22	<b>15000</b> I-64 West	G								0.086	F		15000	G
	100															
East	From:		amp to Cunn			00/		407	00/	00/	_	0.404	_		40000	_
Ramp	City of Hampton (Maint: 99)	0.10	10000	G	95%	0%	1%	1%	3%	0%	F	0.104	В		12000	G
	10.		I-64 East													
	From:	SR 134; Hardy									_		_			_
134)Ramp from I 64 W to SR 134 W	City of Hampton	0.52	14000	G	98%	1%	0%	0%	0%	0%	F	0.096	F		14000	G
Combined 1	Traffic Estimates for 2 Parallel Roadwa	ys on this Route:		N	98%	0%	1%	0%	0%	0%	N	NA			47000	N
	10:		I-64 West													
	From:		258 Mercury													
143) Ingalls Rd	City of Hampton (Maint: US)	0.28	4500	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.915	4800	G
<u> </u>	To: From:	Begin	State Mainte	enance												
143 Mellen St	City of Hampton	0.41	4500	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.915	4800	G
	To	CD	169 Mallory	, St												
		SR											_			
(143) County St	City of Hampton	0.59	4300	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.670	4600	G

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								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Tyler St													
143) (60) Settlers Landing Rd	City of Hampton	0.67	16000	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.577	17000	G
	To- From:		Eaton St				$\neg$ $\vdash$									
143) 60 Settlers Landing Rd	City of Hampton	0.46	13000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.555	13000	C
	To	SR 13	34 Armistea	d Ave			$\neg$ —									
143) (60) Settlers Landing Rd	City of Hampton	0.13	15000	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.528	16000	(
	To:		ecoughtan F													
	From:		lers Landing		2001	407	40/	00/	00/	001	_	0.007	_	0.500	44000	
143) 60) Kecoughtan Rd	City of Hampton	0.26	10000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.522	11000	(
	To: From:	US 6	0 Kecoughta	an Rd												
143)Victoria Blvd	City of Hampton	0.54	3200	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.566	3400	(
<u> </u>	To: From:		Lasalle Ave	;			$\neg$ $\vdash$									
143)Victoria Blvd	City of Hampton	1.25	6200	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.532	6600	(
$\smile$	To:	Po	owhatan Pky	vv												
143)Victoria Blvd	City of Hampton	1.15	6400	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.769	6800	(
1-0	To:	ECL	Newport N	lews												
	From:		Newport N													
152)Todds Lane	City of Hampton	1.21	17000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.534	18000	(
102)	To:	n	Big Bethel R	d												
152)Todds Lane	City of Hampton	1.03	16000	G G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.576	17000	(
152) Todds Earle	Oity of Flampion				3370	070	070	070	070	070	•	0.000	'	0.570	17000	`
	From		Aberdeen Ro										_			
Todds Lane	City of Hampton	0.61	20000	G	99%	1%	0%	0%	0%	0%	С	0.090	F	0.544	21000	(
<u> </u>	To: From:	Mag-Cui	nningham C	onnector												
152 Cunningham Dr	City of Hampton	0.59	20000	G	100%	0%	0%	0%	0%	0%	F	0.097	F	0.508	21000	(
<u> </u>	To:	(	Coliseum D	r			$\neg$ —									
152 Cunningham Dr	City of Hampton	0.77	9700	G	100%	0%	0%	0%	0%	0%	С	0.095	F	0.552	10000	(
	To:	US 258, S	SR 134 Mer	cury Blv	1											
	From:	SR	143 Meller	ı St												
169)Mallory St	City of Hampton	0.07	8400	N	98%	1%	1%	0%	0%	0%	Ν	0.083	Ν	0.754	8900	1
	To:	CD	143 County	, C+												
169) Mallory St	City of Hampton	0.15	8400	G G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.754	8900	(
169)	ony of Flampton				0070	170		070	070	070	•	0.000	•	0.701	0000	
M-HQ	From		58 Mercury		000/	40/		00/	00/	00/	_	0.007	_	0.000	0700	
Mallory St	City of Hampton	1.95	6300	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.628	6700	(
	To- From:		E, Pembro													
169 351 Pembroke Ave	City of Hampton	0.60	4300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.591	4600	(
	To Econol	SR 351	W, Pembro	oke Ave												
169) Old Buckroe Rd	City of Hampton	1.37	6200	G	99%	1%	0%	0%	0%	0%	С	0.091	F	0.59	6600	(
	To		Fox Hill Rd													

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		Elizabeth City Main	tenance	Area											
				4.77	_		Tru	ıck			K	014	Dir	4.4VA/DT	0)4/
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
-	From:	Old Buckro	e Rd												
(169) Fox Hill Rd	City of Hampton	1.08 <b>1300</b> 0	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.588	14000	G
	To:	Woodland	Rd												
(169) Fox Hill Rd	City of Hampton	0.88 <b>2000</b> 0		98%	1%	1%	0%	0%	0%	С	0.095	F	0.584	21000	G
109	Te				.,.				-,-	_					
(169) Fox Hill Rd	City of Hampton	O.95 <b>2400</b> 0		98%	1%	1%	0%	0%	0%	F	0.088	F	0.61	26000	G
169/1 02 1 1111 1 1 1	To:	US 258; Mercu		30 70	1 /0		070	070	070	'	0.000	'	0.01	20000	G
	From														
(172)Cmdr Shepard Blvd	City of Hampton	SR 134 Magrud 0.61 <b>6800</b>	G G	98%	1%	0%	0%	0%	0%	F	NA			7400	G
172 Ciridi Shepard Bivd	City of Hampton			30 70	1 /0	<u> </u>	070	070	070	'	INA			7400	G
O see de Obrese end Bleed	From	Armistead		000/	40/		00/	00/	00/	_	0.400	_	0.504	04000	
Cmdr Shepard Blvd	City of Hampton	0.42 <b>2000</b> 0	G	98%	1%	0%	0%	0%	0%	С	0.102	F	0.594	21000	G
	To: From:	NASA Main													
(172) Armistead Ave	City of Hampton	0.85 <b>1800</b> 0	G	98%	0%	0%	0%	0%	0%	С	0.101	F	0.727	19000	G
	To: From:	Semple Fari	n Rd			$ \vdash$									
(172) Wythe Creek Rd	City of Hampton	1.03 <b>16000</b>	G	98%	0%	0%	0%	0%	0%	F	0.100	F	0.74	17000	G
	To:	SCL Poque	son												
-	From:	ECL Newport	News												
(258) Mercury Blvd	City of Hampton	0.74 <b>4500</b> 0	G	99%	0%	0%	0%	1%	0%	F	NA			46000	G
	To:	114-7019 Ches	nut Ave												
258 Mercury Blvd	City of Hampton	0.52 49000		99%	0%	0%	0%	1%	0%	С	0.1	Α	0.514	50000	Α
,	To	114-7021 Big B													
258 Mercury Blvd	City of Hampton	0.80 <b>5200</b> 0		99%	0%	0%	0%	1%	0%	F	NA			53000	G
238 Marcary 2.11a	- Transferr			0070	070		070	170	070	•				00000	Ū
Manager Blood	From:	Aberdeen		000/	00/		00/	40/	00/	F	NIA			E4000	
258 Mercury Blvd	City of Hampton	0.43 <b>5300</b> 0	G	99%	0%	0%	0%	1%	0%	г	NA			54000	G
~~~	To: From:	SR 415 Power P													
(258) Mercury Blvd	City of Hampton	0.39 <b>59000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			60000	G
	To: From:	I-64													
(258) (134) Mercury Blvd	City of Hampton	0.36 47000	G	99%	0%	0%	0%	1%	0%	F	NA			48000	G
	To:	Coliseum	Dr												
(258) (134) Mercury Blvd	City of Hampton	0.42 <b>4200</b> 0		99%	0%	0%	0%	1%	0%	F	NA			43000	G
	To:	SR 152 Cunnin													
(258) (134) Mercury Blvd	City of Hampton	0.24 <b>4800</b> 0		99%	0%	0%	0%	1%	0%	F	0.085	F	0.527	49000	G
(258) (134) Wordary Biva				0070	070		070	170	070	•	0.000	•	0.027	40000	Ü
Maraum Dhad	Too! From:	SR 134 Armist									N.1.0			F0000	
258 Mercury Blvd	City of Hampton	0.63 <b>5100</b> 0	G								NA			56000	G
~~~	To: From:	Lasalle A													
(258) Mercury Blvd	City of Hampton	0.89 <b>56000</b>	G								0.084	F	0.518	60000	G
	To: From:	SR 278 Kir	g St												
258 Mercury Blvd	City of Hampton	1.12 <b>2800</b> 0	G	99%	1%	0%	0%	0%	0%	С	0.091	F	0.584	30000	G
<u> </u>	To:	Andrews E	lvd												

# 2012 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
~	From:	Andrews B		000/	40/	00/	00/	00/	00/	_	0.005	_	0.50	40000	_
Mercury Blvd	City of Hampton	0.55 <b>18000</b>		99%	1%	0%	0%	0%	0%	F	0.095	F	0.52	19000	(
258 Mercury Blvd	City of Llamonton	SR 351 Pembro 0.94 <b>11000</b>		000/	10/	10/	0%	00/	00/	С	0.122	F	0.72	12000	(
258 Mercury Biva	City of Hampton			98%	1%	1%	0%	0%	0%	C	0.122	Г	0.73	12000	•
Morouny Phyd	City of Homoton	SR 169 Mallo 0.80 <b>3900</b>	ory St <b>G</b>	98%	1%	1%	00/	0%	00/	F	0.193	F	0.92	4200	(
Mercury Blvd	City of Hampton	SR 143 Ingal		96%	1%	1%	0%	0%	0%	Г	0.193	Г	0.92	4200	,
	From:	US 258 W0				<u> </u>									
Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b>	USD								NA			NA	
350	To:	I-64-W													
ast	From:	US 258 TO R	TE 64												
58 58	City of Hampton (Maint: 99)	0.05 <b>NA</b>									NA			NA	
	To:	US 258-E063B TO R	TE 64 WI	EST											
ast	City of Hampton (Maint: 99)	0.14 <b>NA</b>									NA			NA	
ast 58	City of Hampton (Maint. 99)	I-64-E FROM RTE	258 F A S	T							INA			INA	
	From:	US 258 TO I-64		, ,											
ast 58 Ramp	City of Hampton (Maint: 99)	0.56 <b>NA</b>	+ WESI								NA			NA	
98). (211)		-64-W FROM RT 258 EAST-	MERCUI	RY BOULE	EV									107	
est	From:	US 258 TO I-64	4 EAST												
Ramp	City of Hampton (Maint: 99)	0.18 <b>NA</b>				•					NA			NA	
	То:	-64-E FROM RT 258 WEST-	MERCUI	RY BOULE	EV										
est	From:	US 258 TO I-64 WESTRT	134 P EN	DS 64 OV											
58 Ramp	City of Hampton (Maint: 99)	0.26 <b>NA</b>									NA			NA	
~ <u></u>	То:	-64-W FROM RT 258 WEST-	MERCU	RY BOULE	EV										
$\overline{}$	From:	US 258 Mercu													
King Street North	City of Hampton	0.10 <b>24000</b>	G	100%	0%	0%	0%	0%	0%	F	0.094	F	0.605	25000	(
	To: From:	114-7047 Old Fo	x Hill Rd												
King St	City of Hampton	0.85 <b>17000</b>	G	100%	0%	0%	0%	0%	0%	F	0.088	F	0.552	19000	(
<u></u>	To: From:	Lamington	Rd												
King St	City of Hampton	0.69 <b>7300</b>	G	100%	0%	0%	0%	0%	0%	С	0.089	F	0.689	7800	
	To:	Langley Air For	ce Base												
	From:	ECL Newport													
Pembroke Ave	City of Hampton	1.53 <b>9000</b>	G	97%	1%	1%	1%	0%	0%	F	0.096	F	0.573	9500	(
<u></u>	Ta: From:	Powhatan P	kwy												
Pembroke Ave	City of Hampton	1.52 <b>10000</b>	G	96%	1%	1%	1%	1%	0%	С	0.094	F	0.641	11000	(
	To: From:	Settlers Landi	ng Rd												
Pembroke Ave	City of Hampton	0.14 <b>11000</b>	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.645	11000	(
	Ta:	Lasalle A	ve												
Pembroke Ave	City of Hampton	0.73 11000		96%	1%	1%	1%	0%	0%	С	0.098	F	0.656	12000	(
	To:	SR 134 Armiste													

Davida	Lordon Markan	Lawadh	AADT		4	<b>D</b>		Tru	ıck		00	K	014	Dir	4 4 1 4 / D.T.	0)4/
Route	Jurisdiction .	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
Davida A. a	From:		34 Armistea		070/	40/	40/	00/	00/	00/	0	0.000	_	0.007	40000	_
351 Pembroke Ave	City of Hampton	1.41	9700	G	97%	1%	1%	0%	0%	0%	С	0.092	F	0.687	10000	G
	To: From:		58 Mercury													_
351 Pembroke Ave	City of Hampton	0.20	12000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.658	12000	G
	To: From:		Voodland R		000/	407		201	201			2 222	_		10000	_
351 Pembroke Ave	City of Hampton	1.10	11000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.6	12000	G
	To: From:		W, Old Buc										_			
351 169 Pembroke Ave	City of Hampton	0.60	4300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.591	4600	G
$\overline{}$	To: From:		69 E, Mallo	-												
351 Pembroke Ave	City of Hampton	0.07	4300	N	98%	1%	1%	0%	0%	0%	Ν	0.093	Ν	0.591	4600	N
<u> </u>	To:		Second St													
Dawn Black Black	From:		58 Mercury		000/	00/	40/	00/	00/	00/	_	0.000	_	0.544	47000	_
Power Plant Pkwy	City of Hampton	0.72	16000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.544	17000	G
	To: From:		ne Chapel F													
415 Power Plant Pkwy	City of Hampton	0.47	19000	G	99%	0%	1%	0%	0%	0%	С	0.085	F	0.531	21000	G
	To- From:		Briarfield Ro													
415) Queen St	City of Hampton	0.84	11000	G	97%	2%	1%	0%	0%	0%	С	0.088	F	0.507	12000	G
<u>~</u>	To: From:	1	Michigan D	r												
415) Settlers Landing Rd	City of Hampton	0.56	9700	G	97%	2%	1%	0%	0%	0%	F	0.084	F	0.526	10000	G
	To:	SR 35	1 Pembrok	e Ave												
East	From:		I-64								_		_			_
664 Hampton Roads Beltway	City of Hampton (Maint:	•	41000	G	94%	0%	1%	1%	4%	0%	F	0.096	F		44000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	•		G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.608	88000	G
		East I-664 is	signed as	s Souti	1 I-664											
East	To: From:	Pov	vhatan Park	way												
664 Hampton Roads Beltway	City of Hampton (Maint:	99) 1.21	39000	G	94%	0%	1%	1%	4%	0%	F	0.1	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	81000	G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.632	88000	G
		East I-664 is	signed as	s Soutl	ı I-664											
_	To:	A	berdeen Roa	ad			$\neg$ $\vdash$									
East Hampton Boods Boltway	City of Hampton (Maint:	99) 0.66	37000	G	94%	0%	1%	1%	4%	0%	F	0.107	F		40000	G
664 Hampton Roads Beltway	City of Hampton (Maint.  Combined Traffic Estimates for 2 Parallel Roa	,		G	94%	0%	1%	1%	4% 4%	0%	F	NA	Г		80000	G
	Combined Hamic Estimates for 2 Farallel Roa	East I-664 is				076	170	170	470	0%	Г	INA			80000	G
	To:		Newport N		11001											
East	From:	I-664-E TO	POWHAT	'AN PKV	VY											
Ramp	City of Hampton (Maint:		NA	. 11 1 1 1 1 1 1	, 1							NA			NA	
'	То:	114-7059; 114		ΓO RT 6	54 FR											
East	From:		I-664 East	-					-							
(664) Ramp	City of Hampton (Maint:		5900	G			•					0.084	F		5900	G
$\smile$	Tor	114-7	025 Aberde	en Rd												

# 2012 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		I-64				ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
West (664) Hampton Roads Beltway	City of Hampton (Maint: 99)	1.66	40000	G	94%	0%	1%	1%	4%	0%	F	0.102	F		43000	G
664 Hampton Roads Beitway	• • • • • • •			_		0%							F	0.000		_
	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	0%	1%	1%	4%	0%	F	0.084	г	0.608	88000	G
		West I-664 is	s signea a	s ivorti	1 1-664											
West	To: From:	Pov	vhatan Parkv	way												
(664) Hampton Roads Beltway	City of Hampton (Maint: 99)	1.27	42000	G	94%	0%	1%	1%	4%	0%	F	0.105	F		45000	G
004)	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.632	88000	G
	Combined Traine Estimates for 21 arailer Noadway	West I-664 is				070	1 /0	1 /0	470	070	'	0.007	'	0.002	00000	J
					11-004											
West	To: From:	A	berdeen Roa	ad												
(664) Hampton Roads Beltway	City of Hampton (Maint: 99)	0.28	37000	G	94%	0%	1%	1%	4%	0%	F	0.122	F		39000	G
,	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route	74000	G	94%	0%	1%	1%	4%	0%	F	NA			80000	G
	Jennes Traine Zeamaiee iei Zir arane Treadinay	West I-664 is				0,0	.,0	.,0	.,0	0,70	•				00000	•
	To:		Newport N													
100	From:															
West (664) Ramp			W TO I-64									NA			12000	G
664 Ramp	City of Hampton (Maint: 99)	0.22	FROM I-664	G								INA			12000	G
	105															
West	From:	I-664-W TO P		N PARK	WAY											
664 Ramp	City of Hampton (Maint: 99)	0.13	NA									NA			NA	
$\overline{}$	To	114-7059; 114	-7059- 1A F	R RT 60	4 TO											
West	From:	I-664-W T	O ABERDE	EN ROA	ΔD											
(664) Ramp	City of Hampton (Maint: 99)	0.16	NA									NA			NA	
	To:	114-7025; 114-7	7025- A FRO	OM & T	O ROU											
	From:										-					
I-64 HRBT WB Filler Link	City of Hampton (Maint: 99)		43000	F								0.078	В		45000	F
	To:			-								0.0.0	_		.0000	•

							/ Mairiteria									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton																
Chall Dd	4.04	From	<u> </u>	000/	10/		hatan Pkwy		00/		0.000	_	0.547	4200	0	2012
7006 Shell Rd	1.21	4000	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.547	4200	G	2012
O 01 11 D 1		From					salle Ave									
7006 114 Shell Rd	0.33	1300	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.502	1400	G	2012
		From					ort News Av Shell Rd	ve								
7006 Newport News Ave	0.20	1600	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.536	1700	G	2012
Newport News Ave		To	:			Bac	k River Rd									
		From				SR 169	; Fox Hill	Rd								
7008 Nickerson Blvd	0.43	8100	G			333333	,				0.096	F	0.584	8600	G	2012
(7008) Nickerson Blvd		To				A	1 D11				_					
Nickerson Blvd	0.69	4700	G			And	drews Blvd				NA			5100	G	2012
Nickerson Blvd	0.09	4700 To				CD 160:	Old Buckro	o Dd			INA			3100	G	2012
			! :								1					
O	0.40	From		000/	<b>50</b> /		Newport Ne		00/	_	0.404	_	0.547	0700	0	0046
7011 Orcutt Ave	0.18	2600	G	92%	5%	3%	0%	0%	0%	С	0.104	F	0.517	2700	G	2012
<u> </u>		From					Mercury B									
7011 Orcutt Ave	1.37	10000	G	92%	5%	3%	0%	0%	0%	F	0.099	F	0.546	11000	G	2012
<u> </u>		То	1			SR 15	2 Todds La	ne								
		From		_		SECL 1	Newport Ne	ws								
7012 114 Briarfield Rd	0.39	8100	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.517	8700	G	2012
· · · ·		To	-			Bio	Bethel Rd									
7012 Briarfield Rd	0.48	11000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.507	12000	G	2012
7012) Briarfield Rd										-		•			_	
Delantial Del	0.00	From	<u> </u>	000/	40/		erdeen Rd	00/	00/		0.004		0.550	40000		2040
7012 Briarfield Rd	0.99	11000 <sub>To</sub>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.556	12000	G	2012
							Queen St									
		From				SWCL	Newport Ne	ws							_	
7015 New Market Dr	0.13	6900	G								0.089	F	0.536	7400	G	2012
		То				US 258	Mercury B	lvd								
_		From				SWCL	Newport Ne	ews								
7017 Roanoke Ave	0.17	3800	G	99%	1%	0%	0%	0%	0%	F	0.106	F	0.575	4000	G	2012
(114)		To				US 258	Mercury B	lvd								
(7017) Whealton Rd	1.30	3900	G	99%	1%	0%	0%	0%	0%	С	0.106	F	0.652	4200	G	2012
(7017) Whealton Rd		To					2 Todds La									
		From	:			SWCL	Newport Ne	· W/S								
(7019) Chestnut Ave	0.19	4800	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.603	5100	G	2012
114		To					Mercury B									
		From	:				iarfield Rd				1					
7021) Big Bethel Rd	1.11	9200	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.536	9800	G	2012
(7021) Big Bethel Rd	1.11	3200		JU /0	1 /0				0 /0	'	0.032	'	0.000	5500	J	2012
D: 5 / 15 /	22.	From	<u> </u>	0001	401		Mercury B		001				0.5:=	40000		0015
7021 Big Bethel Rd	0.94	11000	G	98%	1%	0%	0%	0%	0%	С	0.097	F	0.547	12000	G	2012
		From				SR 15	2 Todds La	ne								
7021 Big Bethel Rd	1.31	23000	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.517	24000	G	2012
114/		To	_		п	amnton D	loads Center	r Pkww								
(7021) Big Bethel Rd	0.48	25000 From	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.602	26000	G	2012
(7021) Big Bethel Rd	0.10			5576	. 70					•		•	0.502	_5000	•	_0.2
Dia Dath at Dat	4 44	From	<u> </u>	000/	407		as Nelson D		00/	_	0.000		0.007	40000		0040
(7021) Big Bethel Rd	1.41	17000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.607	19000	G	2012
		To From				Sem	ple Farm Ro	l								
7021 Big Bethel Rd	0.34	10000	G	98%	1%	0%	0%	0%	0%	F	0.105	F	0.57	11000	G	2012
114/		To				York	County Lin	e								
		From	:			SR 415 P	ower Plant I	Pkwy								
7022 114 Pine Chapel Rd	0.53	10000	G	99%	1%	0%	0%	0%	0%	С	0.091	F	0.581	11000	G	2012
114		т.									— <u>1</u>					
Pina Chanal Pd	0.64	From	G	000/	10/		oliseum Dr	Ω0/	09/	F	0.090	F	0 F 9 7	5400	C	2012
7022 Pine Chapel Rd	0.64	5000 To		99%	1%	0%	0%	0%	0%	Г	0.089	F	0.587	5400	G	2012
_		To	1			SR 134	Armistead A	ave								

					LIIZal	eth City Ma	annen	alice Ai	Са							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton		_														
(7025) Aberdeen Rd	0.40	From: 10000	G	95%	1%	SWCL Nev	vport Ne 1%	2%	0%	F	0.085	F	0.583	11000	G	2012
Aberdeen Rd	0.40	10000		95%	170			270	0%	Г	0.065	Г	0.565	11000	G	2012
<u> </u>	4.40	From:	<u> </u>	050/	40/	I-6		00/					0.500	40000		0040
7025 Aberdeen Rd	1.10	18000	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.523	19000	G	2012
<u>~</u>		From:				Briarfi										
7025 Aberdeen Rd	1.32	15000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.58	16000	G	2012
<u> </u>		To:				US 258 Me	ercury B	lvd								
7025 Aberdeen Rd	0.19	11000	G	98%	1%		0%	0%	0%	F	0.091	F	0.544	11000	G	2012
		To:				SR 152 To	odds Lar	ne								
		From:		]	114-7025	I-664-W003A	A FROM	1 & TO R	OUT							
7 <sub>025</sub> Ramp	0.14	NA									NA NA			NA		
		To			I-664-	W FROM AI	BERDE	EN ROA	D							
_		From:			114-7025	I-664-E003A	A FROM	& TOR	OUT							
7025) Ramp	0.17	NA									NA			NA		
		To:			I-664	E FROM AE	BERDEI	EN ROAI	D							
$\overline{}$		From:				ECL Newport		121-6						,		
7026 Hampton Rds Ctr Pkwy	1.20	21000	Α	99%	0%	0%	1%	0%	0%	С	0.114	Α	0.557	23000	Α	2012
<u></u>		To:				Big Bet	thel Rd									
7026 Hampton Rds Ctr Pkwy	0.26	43000	G	99%	0%		1%	0%	0%	F	0.097	F	0.667	47000	G	2012
114		To:				I-6	c 1				_					
7026) Hampton Rds Ctr Pkwy	1.02	43000	G	99%	0%		1%	0%	0%	F	0.099	F	0.658	48000	G	2012
Hampton Rds Ctr Pkwy	1.02	43000		3370	070				070		<u>0.000</u>	'	0.000	40000	O	2012
		From:				SR 134 Mag					<u> </u>	_				
7026 Hampton Rds Ctr Pkwy	0.65	31000	G	99%	0%	0%	1%	0%	0%	F	0.107	F	0.640	34000	G	2012
		To- From:				Colise	um Dr									
7026 Hampton Rds Ctr Pkwy	0.40	25000	G	99%	0%	0%	1%	0%	0%	F	0.098	F	0.596	27000	G	2012
114		To:				Armiste	ead Ave									
East		From:			114	-7026 Hampto	on Rds (	Ctr Pkwy								
7026 Ramp	0.42	7200	G								0.089	F		7200	G	2012
114/		To:				I-64	East									
East		From:				114-7026 TO	I-64 W	EST								
7026 Ramp	0.18	NA									NA			NA		
114)		To:		I-64-W	V FROM	HAMPTON I	ROADS	CENTE	R PARKV	V						
West		From:				114-7026 TO	I-64 W	EST								
7026) Ramp	0.38	NA									NA			NA		
114/		To:		I-64-W	V FROM	HAMPTON I	ROADS	CENTE	R PARKV	V						
		From:				Armiste	ead Ave									
7028 Tide Mill Lane	0.83	7300	G	99%	1%	0%	0%	0%	0%	С	0.101	F	0.66	7700	G	2012
114/		To:				Lasalle	e Ave									
		From:				US 258 Me	ercury B	lvd								
7033) Armistead Ave	0.72	24000	G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.546	26000	G	2012
114/		To:				Tide Mi										
		From:				Tidemi										
7033 Armistead Ave	0.53	23000	Α	99%	1%	0%	0%	0%	0%	С	0.107	Α	0.592	26000	Α	2012
		To: From:				Hampton Ro	ds Ctr Pl	cwy								
7033) Armistead Ave	1.52	18000	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.660	19000	G	2012
114/		To				Cmdr She	pard Blv	⁄d								
		From				ECL New	port Nev	VS								
7034) Saunders Rd	0.72	9900	G	98%	1%		0%	0%	0%	F	0.098	F	0.547	11000	G	2012
7034 Saunders Rd		To														
7034) Semple Farm Rd	2.07	3900 From:	G	98%	1%	Big Bet 0%	0%	0%	0%	С	0.097	F	0.581	4200	G	2012
7034) Semple Farm Rd	2.01	5500		5570	1 /0				0 /0		0.007	•	0.001	7200	5	2012
0 10 15:	0.10	From:	<u> </u>	0001	401	SR 134 Mag			061				0.000	00000		001-
7034 114 Cmdr Shepard Blvd	0.19	22000	G	98%	1%		0%	0%	0%	F	0.09	F	0.636	23000	G	2012
$\sim$		To:	1			Wythe C	reek Rd	l								

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton		From	i							- 1					
Chasanaska Ava	1 12			000/	00/		lewport News	00/		0.103	_	0.517	1400	C	2012
Chesapeake Ave	1.13	1300	G	99%	0%	0%	0% 0%	0%	С	0.103	F	0.517	1400	G	2012
		To From				Powl	natan Pkwy								
Chesapeake Ave	0.83	1200	G	99%	0%	0%	0% 0%	0%	F	0.108	F	0.524	1300	G	2012
1147		To					salle Ave								
O Leastle Are	0.07	From	<u> </u>	000/	00/		apeake Ave	00/		0.000	_	0.54	4700	_	0040
Lasalle Ave	0.37	1600	G	99%	0%	0%	0% 0%	0%	F	0.093	F	0.51	1700	G	2012
		From	:				Lecoughtan Rd Lecoughton Rd								
7035 Lasalle Ave	0.57	5500	G	99%	0%	0%	0% 0%	0%	F	0.09	F	0.595	5900	G	2012
T <sub>7035</sub> Lasalle Ave		_							-		-				
	0.00	From	<u> </u>	000/	00/		Victoria Blvd	00/		0.000	_	0.500	40000		0046
Lasalle Ave	0.66	17000	G	99%	0%	0%	0% 0%	0%	F	0.080	F	0.568	18000	G	2012
		To From				Settler	Landing Rd								
T <sub>035</sub> Lasalle Ave	0.12	16000	G	99%	0%	0%	0% 0%	0%	F	0.078	F	0.571	17000	G	2012
114)		To				SD 3511	Pembroke Ave								
Lasalle Ave	0.27	20000 From	G	99%	0%	0%	0% 0%	0%	F	0.078	F	0.569	21000	G	2012
Lasalle Ave	J.21	_5500		0070	370			. 070	•		•	0.000	2.000	_	2012
<u> </u>		From	<u> </u>				chigan Dr			_	_				
Lasalle Ave	0.24	26000	G	97%	1%	1%	0% 0%	0%	F	0.078	F	0.589	28000	G	2012
<u> </u>		To From	:			SR 134	Armistead Ave								
7035) Lasalle Ave	0.50	14000	G	97%	1%	1%	0% 0%	0%	С	0.087	F	0.591	15000	G	2012
Tasalle Ave		To				110 250	M Dl1								
Lecolle Ave	1 24	13000	G	97%	1%		Mercury Blvd	00/	F	0.095	F	0.612	14000	G	2012
Lasalle Ave	1.24	13000	<u> </u>	9170	170	1%	0% 0%	0%	Г	0.095	Г	0.613	14000	G	2012
		From				Tide	Mill Lane								
Lasalle Ave	0.31	12000	G	97%	1%	1%	0% 0%	0%	F	0.106	F	0.782	13000	G	2012
1149		To	:			Lan	gley Gate								
East		From	:			114-7035	TO I-64 EAST								
7035 Ramp	0.12	NA								NA			NA		
114)		To	:		I-64-	E FROM I	ASALLE AVE	IUE							
Vest		From				114-7035	TO I-64 EAST			i					
$\bigcirc$ -	0.40					111 / 000				NA			NIA		
7033)	0.19	NA											NA		
· · ·	0.19	NA To	:		I-64-	E FROM I	ASALLE AVE	IUE					NA		
	0.19	To	:		I-64-		ASALLE AVEN	IUE					NA		
		To		07%		Newpo	nt News Ave			0,000		0.636			2013
	0.19	To	G	97%	I-64- 2%				F	0.099	F	0.636	1200	G	2012
7037) Back River Rd	0.19	To	G		2%	Newpo	nt News Ave 1% 0% s Landing Rd	0%	F		F	0.636		G	
7037) Back River Rd		From 1100	G	97%		Newpo	nt News Ave 1% 0%	0%	F	0.099	F	0.636		G G	
7037) Back River Rd	0.19	1100 From 1100 From 1400			2%	Newpo 0% Settler 0% SR 351	nt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave	0%					1200		
Back River Rd  7037 Back River Rd	0.19	To From 1400 To From From From From From From From Fro	G	97%	2%	Newpo 0% Settler 0% SR 3511	nt News Ave 1% 0% S Landing Rd 1% 0% Pembroke Ave broke Ave	0%	С	0.097	F	0.509	1200 1500	G	2012
Back River Rd  7037 Back River Rd	0.19	1100 From 1100 From 1400			2%	Newpo 0% Settler 0% SR 3511 Pem 0%	tt News Ave 1% 0% S Landing Rd 1% 0% Pembroke Ave broke Ave 1% 0%	0%					1200		2012
Pograpius Back River Rd	0.19	1100 1100 To From 1400 To T	G	97%	2%	Newpo 0% Settler 0% SR 3511 Pem 0% Rij	rt News Ave  1% 0% s Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% p Rap Rd	0%	С	0.097	F	0.509	1200 1500	G	2012
Back River Rd  7037 Back River Rd  7037 Back River Rd  7037 Back River Rd	0.19 0.31 0.29	To From 1100 To From 1800 To From 1800	G	97%	2%	Newpo 0% Settler 0% SR 3511 Pem 0% Rij Bacl	s Landing Rd  1% 0% S Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% D Rap Rd K River Rd	0%	C F	0.097	F	0.509	1200 1500 1900	G G	2012
Back River Rd  7037 Back River Rd  7037 Back River Rd	0.19	1100 1100 To From 1400 To T	G	97%	2%	Newpo 0% Settler 0% SR 3511 Pem 0% Rij	rt News Ave  1% 0% s Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% p Rap Rd	0%	С	0.097	F	0.509	1200 1500	G	2012
Back River Rd  TO37 Back River Rd  TO37 Back River Rd  TO37 Back River Rd  TO37 Rip Rap Rd	0.19 0.31 0.29 0.18	To From 1100 To From 1400 To From 1800 To From T	G G N	97%	2% 2% 2%	Newpc 0% Settler 0% SR 3511 Perm 0% Rip Back 0%	tt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  D Rap Rd  River Rd  1% 0%  I-64	0%	C F N	0.097 0.108 0.108	F F N	0.509 0.521 0.521	1200 1500 1900	G G N	2012
Back River Rd  Pin Rap Rd  River Rd  River Rd  River Rd  River Rd  River Rd	0.19 0.31 0.29	To From 1100 To From 1800 To From 1800	G	97%	2%	Newpc 0% Settler 0% SR 351 Pem 0% Ri Bacl 0%	tt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  D Rap Rd  E River Rd  1% 0%  I-64  0% 0%	0%	C F	0.097	F	0.509	1200 1500 1900	G G	2012
Back River Rd  TO37 Back River Rd  TO37 Back River Rd  TO37 Back River Rd  TO37 Rip Rap Rd	0.19 0.31 0.29 0.18	To From 1100 To From 1400 To From 1800 To From T	G G N	97%	2% 2% 2%	Newpc 0% Settler 0% SR 351 Pem 0% Ri Bacl 0%	tt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  D Rap Rd  River Rd  1% 0%  I-64	0%	C F N	0.097 0.108 0.108	F F N	0.509 0.521 0.521	1200 1500 1900	G G N	2012
Back River Rd  Pin Rap Rd  River Rd  River Rd  River Rd  River Rd  River Rd	0.19 0.31 0.29 0.18	To From 1100 To From 1400 To From 1800 To From T	G G N	97%	2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Ri Bacl 0%	tt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  D Rap Rd  E River Rd  1% 0%  I-64  0% 0%	0%	C F N	0.097 0.108 0.108	F F N	0.509 0.521 0.521	1200 1500 1900	G G N	2012
Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Rip Rap Rd  TO37  Rip Rap Rd	0.19 0.31 0.29 0.18	To From 1100 To From 1400 To From 1800 To From T	G G N	97%	2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Ri Bacl 0%	rt News Ave  1% 0% S Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% O Rap Rd K River Rd  1% 0%  1-64 0% 0% King St	0%	C F N	0.097 0.108 0.108	F F N	0.509 0.521 0.521	1200 1500 1900	G G N	2012 2012 2012 2012
Back River Rd  7037  Back River Rd  7037  Back River Rd  7037  Back River Rd  7037  Rip Rap Rd  7037  Rip Rap Rd	0.19 0.31 0.29 0.18 0.48	To From 1100 To From 1800 To From 11000 To From To	G G G	97% 97% 97%	2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rij Bacl 0% 1% INSR 3511	rt News Ave  1% 0% S Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% D Rap Rd E River Rd  1% 0%  I-64  0% 0%  King St  Pembroke Ave  0% 0%	0%	C F N C	0.097 0.108 0.108 0.105	F F N	0.509 0.521 0.521 0.785	1200 1500 1900 1900 12000	G G N G	2012 2012 2012 2012
Back River Rd  7037 Back River Rd  7037 Back River Rd  7037 Back River Rd  7037 Rip Rap Rd  7037 Rip Rap Rd  7037 Rip Rap Rd	0.19 0.31 0.29 0.18 0.48	1100 1400 1400 To From 1800 1800 11000 To From 17600	G G G G	97% 97% 97% 97%	2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rij Bacl 0% 1% 1% SR 3511 1% Rij	rt News Ave  1% 0% S Landing Rd  1% 0% Pembroke Ave broke Ave  1% 0% D Rap Rd E River Rd  1% 0%  I-64  0% 0% King St  Pembroke Ave  0% 0% D Rap Rd	0%	C F	0.097 0.108 0.108 0.105	F N F	0.509 0.521 0.521 0.785	1200 1500 1900 1900 12000	G G N G G	2012 2012 2012 2012 2012
Back River Rd  Page 17 Page 18	0.19 0.31 0.29 0.18 0.48	To From 1100 To From 1800 To From 11000 To From To	G G G	97% 97% 97%	2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rij Bacl 0% 1% I SR 3511 SR 3511	1% 0% S Landing Rd 1% 0% S Landing Rd 1% 0% Pembroke Ave broke Ave 1% 0% D Rap Rd E River Rd 1% 0% I-64 0% 0% King St Pembroke Ave 0% 0% D Rap Rd C River Rd 0% 0% D Rap Rd C River Rd 0% 0% D Rap Rd 0% 0% D Rap Rd 0% 0%	0%	C F N C	0.097 0.108 0.108 0.105	F F N	0.509 0.521 0.521 0.785	1200 1500 1900 1900 12000	G G N G	2012 2012 2012 2012 2012
Back River Rd  7037 Back River Rd  7037 Back River Rd  7037 Back River Rd  7037 Rip Rap Rd  7037 Rip Rap Rd  7037 Rip Rap Rd	0.19 0.31 0.29 0.18 0.48	To From 1100 To From 1800 To From 11000 To From 16000 To To To From 16000 To To To From 16000 To	G G G G	97% 97% 97% 97%	2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rig Back 0% 1% I SR 3511 1% Rig 1% US 258	1 News Ave	0%	C F	0.097 0.108 0.108 0.105	F N F	0.509 0.521 0.521 0.785	1200 1500 1900 1900 12000	G G N G G	2012 2012 2012 2012 2012
Back River Rd  Page 17 Page 18	0.19 0.31 0.29 0.18 0.48 0.70 0.20	To From 1100 To From 1800 To From 16000 To F	G G G	97% 97% 97% 97%	2% 2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rig Back 0% 1% I SR 3511 1% Rig 1% US 258 SR 169	rt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  O Rap Rd  E River Rd  1% 0%  I-64  0% 0%  Cing St  Pembroke Ave  0% 0%  O Rap Rd  Company	0%	C F F	0.097 0.108 0.108 0.105 0.088	F F R F F	0.509  0.521  0.521  0.785  0.552  0.718	1200 1500 1900 1900 12000 8100	G G N G G G	2012 2012 2012 2012 2012
Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Rip Rap Rd  TO37  Rip Rap Rd  TO39  King St  TO39  King St	0.19 0.31 0.29 0.18 0.48	To From 1100 To From 1800 To From 11000 To From 16000 To To To From 16000 To To To From 16000 To	G G G G	97% 97% 97% 97%	2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rig Back 0%  1% I SR 3511 1%  Rig 1% SR 3512 2%	Example 1	0%	C F	0.097 0.108 0.108 0.105	F N F	0.509 0.521 0.521 0.785	1200 1500 1900 1900 12000	G G N G G	2012 2012 2012 2012 2012
Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Rip Rap Rd  TO37  Rip Rap Rd  TO39  King St  TO39  King St	0.19 0.31 0.29 0.18 0.48 0.70 0.20	To From 1100 To From 1800 To From 16000 To F	G G G	97% 97% 97% 97%	2% 2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rig Back 0%  1% I SR 3511 1%  Rig 1% SR 3512 2%	rt News Ave  1% 0%  S Landing Rd  1% 0%  Pembroke Ave  broke Ave  1% 0%  O Rap Rd  E River Rd  1% 0%  I-64  0% 0%  Cing St  Pembroke Ave  0% 0%  O Rap Rd  Company	0%	C F F	0.097 0.108 0.108 0.105 0.088	F F R F F	0.509  0.521  0.521  0.785  0.552  0.718	1200 1500 1900 1900 12000 8100	G G N G G G	2012 2012 2012 2012 2012
Back River Rd  Page 17 Page 18	0.19 0.31 0.29 0.18 0.48 0.70 0.20	To From 1100 To From 1800 To From 16000 To F	G G G	97% 97% 97% 97%	2% 2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rip Back 0% 1% SR 3511 1% Cus 258 SR 169 2% Little B	rt News Ave  1% 0% S Landing Rd  1% 0% Sembroke Ave broke Ave  1% 0% D Rap Rd 1% 0% Cing St Dembroke Ave 0% 0% D Rap Rd 0% D R	0%	C F F	0.097 0.108 0.108 0.105 0.088	F F F F	0.509  0.521  0.521  0.785  0.552  0.718	1200 1500 1900 1900 12000 8100	G G N G G G	2012 2012 2012 2012 2012 2012
Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Back River Rd  TO37  Rip Rap Rd  TO37  Rip Rap Rd  TO39  King St  TO39  King St	0.19 0.31 0.29 0.18 0.48 0.70 0.20	To From 1100 To From 1800 To From 16000 To From 2900 To To To From 2900 To To To From 2900 To	G G G	97% 97% 97% 97%	2% 2% 2% 2% 2% 2%	Newpc 0% Settler 0% SR 3511 Pem 0% Rip Back 0% 1% SR 3511 1% Cus 258 SR 169 2% Little B	Example 1	0%	C F F	0.097 0.108 0.108 0.105 0.088	F F F F	0.509  0.521  0.521  0.785  0.552  0.718	1200 1500 1900 1900 12000 8100	G G N G G G	2012 2012 2012 2012 2012 2012 2012

					Elizab	eth City	Maintena	nce Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton		From	.1			Clam	wood Pkwy				-					
C7045 Little Back River Rd	0.34	9700	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.683	10000	G	2012
7045) Little Back River Rd	0.84	6100	G	98%	1%	0%	ckwell Rd 0%	0%	0%	F	0.102	F	0.608	6500	G	2012
Little Back River Rd	0.04	To	Ť	3070	170		is Creek Rd	070	070		7	•	0.000	0000	Ü	2012
		From	:			SR 169	9 Fox Hill R	d			Ī					
7047 Beach Rd	2.76	5700 <sub>To</sub>	G	98%	1%	1%	0% hthouse Dr	0%	0%	С	0.113	F	0.648	6000	G	2012
		From	1			Cour	nty St West				1					
7049 Woodland Rd	0.35	17000	G	98%	1%	1%	1%	0%	0%	С	0.085	F	0.559	18000	G	2012
7049 Woodland Rd	0.45	12000	G	98%	1%	0%	Mercury Bl 0%	0%	0%	F	0.072	F	0.611	13000	G	2012
7049) Woodland Rd	00	To	· -	0070	.,,		Pembroke A		0,0	•		•	0.0	.0000	•	
		From				SR 35 F	Pembroke A	ve								
7049 Woodland Rd	0.62	8600 <sub>To</sub>	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.559	9200	G	2012
7049) Woodland Rd	1.20	8500 From	- G	98%	1%	0%	lrews Blvd 0%	0%	0%	С	0.105	F	0.539	9100	G	2012
Woodland Rd	1.20	To		3070	. 70		9 Fox Hill R		3,0		7	•	2.000	3.30	•	_012
		From	-				Mercury Bl				Ī					
7051) Old Buckroe Rd	1.50	3400	G	98%	1%	0%	0%	0%	0%	С	0.104	F	0.605	3700	G	2012
Old Buckroe Rd		То	Ē		.,,		Pembroke A					_				
		From	:				Mercury Bl				i					
7053) Andrews Blvd	0.53	11000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.622	11000	G	2012
<u> </u>		From	<u> </u>				odland Rd				<del></del>					
Andrews Blvd	1.38	5000	G	97%	2%	1%	0%	0%	0%	С	0.101	F	0.540	5300	G	2012
		10	<u> </u>				Old Buckroe									
Outlands Outlands But	0.00	From	<u> </u>	000/	40/		9 Fox Hill R		00/			_	0.740	0000	_	0046
Harris Creek Rd	0.82	2800	G	98%	1%	0%	0%	0%	0%	С	0.104	F	0.710	3000	G	2012
		From					Back River F									
7055 Harris Creek Rd	0.42	2400	G	98%	1%	0%	0%	0%	0%	F	0.103	F	0.55	2600	G	2012
		To	:			Farm	house Lane									
		From	:			I-64	4-E Ramp									
7057 Mallory St	0.36	12000	G	98%	1%	1%	1%	0%	0%	F	0.086	F	0.534	13000	G	2012
<u> </u>		То				SR 14	43 Mellen St	i .								
<u> </u>		From		-	114-7057	I-64-E26	8A MALLC	RY STR	EET							
7057 Ramp	0.04	NA									NA			NA		
<u> </u>		To From			114-70	57- T TO	INSPECTIO	ON BOO	TH							
7057) Ramp	0.08	NA									NA			NA		
···		To From	:		I	64-E268N	I TO RT 64	EAST			<u> </u>					
7057) Ramp	0.04	NA From									NA			NA		
114/		To		I-64	1-E FRON	M MALLC	ORY ST & I	NSPEC.	TION ST							
		From	-			114-70	57 Mallory	St								
(7057) Ramp	0.21	6400	G		_						0.119	F		6400	G	2012
114/		То	:			I-	64 West									
	<u> </u>	From	-		114-70:	57- A TO	INSPECTION	ON BOO	TH							
7057) Ramp	0.04	NA									NA			NA		
114/		То	:		I-64-E26	8M INSP	ECTION BO	ООТН А	REA							
		From	-			Ches	apeake Ave									
7059 Powhatan Pkwy	0.33	610	G	98%	1%	1%	0%	0%	0%	С	0.110	F	0.5	650	G	2012
7059 Powhatan Pkwy		To														
7059) Powhatan Pkwy	0.24	4400 From	G	98%	1%	1%	Xecoughtan 1	0%	0%	F	0.09	F	0.557	4600	G	2012
7059 Pownatan Pkwy	0.24	7700		JU /0	1 /0				0 /0	'	0.09	'	0.001	7000	9	2012
	2.52	From	<u> </u>	0001	401		Victoria Bl		001			_	0.555	40000		001
7059 Powhatan Pkwy	0.56	9500	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.536	10000	G	2012
		To	]			SR 351	Pembroke A	ve								

							-	iance Ai								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Hampton		From:	1			GD 251	D 1 1									
Powhatan Pkwy	0.16	21000	G	98%	1%	1%	Pembroke 0%	Ave 0%	0%	F	0.084	F	0.572	22000	G	2012
Powhatan Pkwy	0.10	Z1000		3070	170	170		070	070		- 0.00 ·	•	0.072	22000	Ü	2012
Dog Power Plant Pkwy	0.76	14000	G				I-664				NA			15000	G	2012
Power Plant Pkwy	0.70	To	Ť			Bı	iarfield Rd	l			$\exists$			10000	Ü	2012
		From:	1		114-705	59 I-664- <b>'</b>	W002A FR	RT 664 T	OR		Ī					
059 Ramp	0.16	NA									NA			NA		
14/		To			I-664-W	FROM F	OWHATA	AN PARKV	VAY							
		From:			114-70	59 I-664-	E002A TO	RT 664 FI	RR							
<sub>059</sub> Ramp	0.13	NA									NA			NA		
		To:			I-664		I POWHA		Y							
On d Ot		From:	<u> </u>			SR 351	Pembroke	Ave			0.000	_	0.505	F40	_	204
2nd St		500 To-	G			P.	ickroe Ave				0.092	F	0.505	540	G	201
		From:	l								1					
Aberdeen Rd		18000	G			SK 331	Pembroke	Ave			NA			20000	G	201
		To:	Ŭ				I-664				<b>□</b> "`				_	
		From:	Ī			SR 14	3 Victoria I	Blvd								
Armistead Ave		2400	G								0.096	F	0.552	2500	G	201
		To:				Settle	rs Landing	Rd								
		From:				SR 15	52 Todds L	ane								
Bellwood Rd		1400	G								0.096	F	0.546	1500	G	201
		To:				ECL I	Newport No	ews								
D:14 14		From:	Ļ			I	Fairfax Dr				٠,,			770	_	004
Brightwood Ave		770	G			Lau	dandala Av				NA			770	G	201
		From:	l				derdale Av				1					
Catesby Jones Dr		510	G			W	orden Ave				0.098	F	0.509	540	G	201
Catcaby dones bi		To:	Ť			Eg	gleston Ave	e			0.000	•	0.505	340	J	201
		From					e Chapel R									
Coliseum Dr		7600	G			1111	с спарет к	u			0.083	F	0.596	8100	G	201
		To:				115 25	8 Mercury	Rlvd								
Coliseum Dr		21000	G			03 23	5 Wicicury	DIVU			NA			22000	G	201
		To-	-			QD 150	Cunningha	ım De								
Coliseum Dr		20000	G			SK 132	Cumingha	un DI			NA			22000	G	201
		To:				3. 4	[araalla D 4									
Coliseum Dr		21000	G			N	larcella Rd				NA		_	23000	G	201
			<u> </u>			0.403.0	LOGN	11. D.1							_	
Coliseum Dr		17000	G			0.40 MN	V Of Marce	на ка			NA			19000	G	201
5555diii 51		To-	Ť			Hampto	on Rds Ctr	Pkwy			¬```			.0000	_	_01
		From:					Eltham Ct	•			l					
Elizabeth Lake Dr		2100	G								0.111	F	0.568	2300	G	201
		To:				Clu	ıb Run Blv	d								
		From				W	oodlawn D	r								
Farmington Blvd		3500	G								0.084	F	0.574	3700	G	201
		To:					nplewood I				<u> </u>					
		From				Old	Buckroe R	d							_	
Fox Grove Dr		780	G			_					NA			780	G	201
			<u> </u>				Revere Dr				+					
Grimes Rd		From:	<u> </u>				Hurst Dr							1000	0	204
Giiiies Ku		1800 <sub>To</sub> -	G				anavan Dr				NA T			1800	G	201
		From:	 								<del></del>					
Hall Rd		730	G				Beach Rd				0.098	F	0.596	780	G	201
			_													

				LIIZGO	eth City Maintena	and And	,a							
Route	Length AADT	QA 4	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Hampton	From:				011 1 1									
Hall Rd	640	G			Oldenburg Lane				NA			640	G	2012
Tidii Nd	To	Ť			Edmonds Cove				Τ΄`			040	Ü	2012
	From:				Farmhouse Lane									
Harris Creek Rd	810	G							0.089	F	0.591	870	G	2012
	To				Pacer Point									
	From:				Somerset Lane									
Ivy Home Rd	2700 <sub>то:</sub>	G			D G.				0.099	F	0.54	2900	G	2012
	From				Pratt St									
Kingsway	4000	G			SR 351 Pembroke A	Ave			NA			4400	G	2012
Milgoway	To:	Ť			Lincoln St				Τ΄``			4400	Ü	2012
	From:				Martha Lee Dr									
Lassiter St	2800	G							0.089	F	0.569	2900	G	2012
	To:				Freda Ct									
	From:				Aspenwood Dr									
Lewis Dr	1200	G							NA			1200	G	2012
	To:				Hickory Hill Rd									
L'acada Or	From	Ļ			North King St				0.407	_	0.550	5000	_	004
Lincoln St	<b>5500</b>	G			Franklin St				0.107	F	0.558	5900	G	2012
	From:								+					
Macon Rd	760	G			Florence Dr				0.096	F	0.513	810	G	2012
	To:				Roberta Dr									
	From				Roberta Dr									
Martha Lee Dr	1300	G							0.1	F	0.653	1400	G	201
	To				Pecan Rd									
	From:				Rollingwood Rd									
Michaels Wood Dr	<b>5200</b>	G			r. C				NA			5200	G	201
	From	<u> </u>			Jimmy Ct									
Newton Rd	750	G			Rawood Dr				0.079	F	0.515	800	G	201:
Newton Na	To:	_			Gurley Ct				0.073	'	0.515	000	G	201
	From:				Armistead Ave									
Queen St	1000	G							0.098	F	0.521	1100	G	201
	To:				Stewart St									
	From:				Queen St									
Salters Creek Rd	1900	G							0.103	F	0.627	2000	G	201
	To	<u> </u>			Powhatan Pkwy									
0 15	From:				Beall Dr					_	0.750	0.40	•	004
Seward Dr	890 To:	G			Winfree Rd				0.114	F	0.752	940	G	2012
	From								+					
Shell Rd	630	G			WCL Hampton				0.108	F	0.536	670	G	201
0.10.1.14	To:				Maple Ave					•	0.000	0.0		
	From				Revere Dr									
Silver Isle Blvd	4400	G							0.095	F	0.638	4700	G	2012
	To:	匚			Glenhaven Dr				1					
	From:				Pembroke Ave				J					
Smiley Rd	630	G							NA			630	G	201
	To	<u> </u>			Fordham Lane				<u> </u>					
Stockton St	From:	<u></u>	069/	20/	Nathan St	00/	00/	С	0.132	_	0.540	260	_	204
Stockton St	340 <sub>то:</sub>	G	96%	3%	1% 0% Fairfield Blvd	0%	0%	C	0.132	F	0.542	360	G	2012
	From:				Todds Lane									
Warner Rd	200	G			1 odus Lane				0.12	F	0.5	220	G	2012
	To:				0.20 MS of Todds L				¬ -	-			-	

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Hampton			_			ZAXIE 3+AXIE IITAII ZITAII		racion		Factor			
		From:				Blackmore Place							
Westbrook Dr		490	G					NA			490	G	201
		To				Armistead Ave N							
		From:				Willow Oaks Blvd							
Wilderness Rd		420	G					NA			420	G	201
		To				Rapidan Rd							
		From				Howard St							
Willard Ave S		490	G					0.097	F	0.547	520	G	201
		To				Mellon St							
		From				Missionary Bridge							
Willow Oaks Blvd		3100	G	•			•	0.104	F	0.550	3300	G	201
		To:				Beauregard Hgts							