### 2013

# 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.

1 Trail 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
- 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	ute
(F241)	Frontage Road (F	precedes frontage route number)

(600) Secondary Route

### Special Routes

Bus 29 ALT 220	Bus - Business Route Bypas - Bypass Route Truck - Truck Route ALT - Alternate Route Wye - Wye Route connector	
ALT	Truck - Truck Route ALT - Alternate Route	

- 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.

									Tru	ıck			K		Dir		
Route	Jurisdiction	nc	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
~	From	:	WCI	L Newport N	lews												
Kecoughtan Rd	City of Ham	pton	1.18	4700	F	96%	3%	1%	0%	0%	0%	С	0.106	F	0.508	5000	F
~	To From	i.	Po	whatan Pkw	vy												
60 Kecoughtan Rd	City of Ham	pton	1.03	5900	F	97%	1%	1%	0%	0%	0%	С	0.103	F	0.522	6300	F
~	To From	c		Lasalle Ave													
Kecoughtan Rd	City of Ham	pton	1.04	7800	F	97%	2%	1%	0%	0%	0%	С	0.1	F	0.505	8300	I
~	To From		SR 1	43 Victoria	Blvd												
(143) Kecoughtan Rd	City of Ham	pton	0.26	9600	F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.512	10000	ا
<del></del>	To	:		lers Landing													
60 (143) Settlers Landing Rd	City of Ham	nton	0.13	ecoughtan R 13000	.a <b>F</b>	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	
Settlers Landing Rd	Sity of Flam						1,70		170	0 70	0 70	Ü	0.000	•	0.020	1 1000	,
60 (143) Settlers Landing Rd	City of Ham	nton	0.46	34 Armistead 11000	I Ave F	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	
Settlers Landing Rd	Oity of Flam	Pion	0.40		•	37 70	1 /0	1 70	1 /0	0 70	0 70	•	0.000	•	0.527	12000	,
Settlers Landing Rd	City of Ham	t L	0.67	Eaton St 14000	F	97%	1%	1%	1%	0%	0%	F	0.100	F	0.591	15000	
So Settlers Landing Rd	City of Haili	plon	0.07	I-64	Г	9770	1 70	170	170	076	076	Г	0.100	Г	0.591	13000	
	From	-	US 60	) SR 143 Ty	ler St												
60 (64) Hampton Roads Beltway	City of Hampton (	Maint: 99)	0.33			Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	s for this	segi	ment.		
Combined	d Traffic Estimates for 2 Parallel	Roadways of	n this Route:	85000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	ا
	To.	i c	SR	169 Mallory	/ St												
60 (64) Hampton Roads Bridge Tunr	nel City of Hampton (	Maint: 99)	4.00			Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	s for this	segi	ment.		
Combined	d Traffic Estimates for 2 Parallel	Roadways of			F	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.540	88000	ı
	To	:	V	VCL Norfoll	ζ.												
~~	From	(14 1 1 22)	SR 143; 2	US 60-P I-6	4-W267	Α											
Ramp	City of Hampton (																(
	Tro	(Maint: 99)	0.17	8300	G	C L AND	r						NA			8300	`
-	To		64-W FROM RT	60 & 143SI	ETTLEF	RS LANDI	[						NA			8300	
ast	To:	i I-6	64-W FROM RT ECL	60 & 143SI Newport N	ETTLEF ews			1%	1%	3%	0%						
ast Combine	From: City of Hampton (	I-0 (Maint: 99)	64-W FROM RT ECI 1.97	60 & 143SI Newport N 77000	ews F	95%	0%	1%	1%	3%	0%	F	0.074	F	0.528	78000	
ast 64 Combined	To:	I-0 (Maint: 99)	64-W FROM RT  ECL  1.97  n this Route:	760 & 143SI Newport N 77000 153000	ews F F	95% 96%		1% 1%	1% 1%	3% 3%	0% 0%	F F		F F	0.528		
Combined	City of Hampton (d Traffic Estimates for 2 Parallel	I-d (Maint: 99) Roadways o	64-W FROM RT  ECL  1.97  n this Route:	60 & 143SI Newport N 77000	ews F F	95% 96%	0%					F F	0.074		0.528	78000	
Combined ast $4$	City of Hampton ( d Traffic Estimates for 2 Parallel  From: City of Hampton (	Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33	77000 153000 Roads Cente	ews F F r Parkw	95% 96% ay 95%	0% 0%	1% 1%	1% 1%	3%	0%	F	0.074 0.076		0.528	78000 156000 69000	
Combined ast $4$	City of Hampton (d Traffic Estimates for 2 Parallel	Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33	77000 153000 Roads Cente	ews F F r Parkw	95% 96% <sub>ay</sub>	0% 0%	1%	1%	3%	0%	F F F	0.074 0.076		0.528	78000 156000	
Combined  Sast Combined	City of Hampton ( d Traffic Estimates for 2 Parallel  From: City of Hampton (	Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:	77000 153000 Roads Cente	ews F F r Parkw G G	95% 96% ay 95%	0% 0%	1% 1%	1% 1%	3%	0%	F	0.074 0.076		0.528	78000 156000 69000	
Combined  ast  Combined	City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( City of Hampton ( d Traffic Estimates for 2 Parallel	Maint: 99) Roadways of Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:	77000 153000 Roads Cente 67000 136000	ews F F r Parkw G G	95% 96% ay 95%	0% 0%	1% 1%	1% 1%	3%	0%	F	0.074 0.076		0.528	78000 156000 69000	(
Combined  ast  Combined  ast  134  134	City of Hampton ( d Traffic Estimates for 2 Parallel  From: City of Hampton (	Maint: 99) Roadways of Maint: 99) Roadways of Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:  SR 13 0.52	Newport N 77000 153000 Roads Cente 67000 136000 4 Magruder 81000	ews F F r Parkw G G Blvd	95% 96% ay 95% 96%	0% 0% 0% 0%	1% 1% 1%	1% 1% 1%	3% 3% 3%	0% 0% 0%	F	0.074 0.076 NA NA	F	0.528	78000 156000 69000 139000	(
Combined  ast  Combined  ast  134  Combined	City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( City of Hampton ( d Traffic Estimates for 2 Parallel  To Traffic Estimates for 2 Parallel  City of Hampton (	Maint: 99) Roadways of Maint: 99) Roadways of Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:  SR 13 0.52 n this Route:	60 & 143SI Newport N 77000 153000 Roads Cente 67000 136000 34 Magruder 81000 162000	ews F F r Parkw G G Blvd F F	95% 96% av 95% 96% 95% 96%	0% 0% 0% 0%	1% 1% 1% 1%	1% 1% 1%	3% 3% 3%	0% 0% 0%	F F	0.074 0.076 NA NA	F		78000 156000 69000 139000 83000	(
Combined  East 64  Combined  Combined  East 64  Combined	City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( d Traffic Estimates for 2 Parallel	Maint: 99) Roadways of Maint: 99) Roadways of Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:  SR 13 0.52 n this Route: US 258,5	Newport N 77000 153000 Roads Cente 67000 136000 84 Magruder 81000 162000 SR 134 Merc	ews F F r Parkw G G Blvd F F	95% 96% ay 95% 96% 95%	0% 0% 0% 0% 0%	1% 1% 1% 1% 1%	1% 1% 1%	3% 3% 3% 3%	0% 0% 0% 0%	F F	0.074 0.076 NA NA 0.076 0.078	F		78000 156000 69000 139000 83000 165000	) ( ( (
Combined  East 64  Combined  Combined	City of Hampton ( d Traffic Estimates for 2 Parallel  City of Hampton ( City of Hampton ( d Traffic Estimates for 2 Parallel  To Traffic Estimates for 2 Parallel  City of Hampton (	Maint: 99) Roadways of Maint: 99) Roadways of Maint: 99) Roadways of Maint: 99) Roadways of	64-W FROM RT  ECI 1.97 n this Route:  Hampton I 1.33 n this Route:  SR 13 0.52 n this Route: US 258, \$ 1.19	Newport N 77000 153000 Roads Cente 67000 136000 84 Magruder 81000 162000 6R 134 Merc 73000	ews F F r Parkw G G Blvd F F	95% 96% av 95% 96% 95% 96%	0% 0% 0% 0%	1% 1% 1% 1%	1% 1% 1%	3% 3% 3%	0% 0% 0%	F F	0.074 0.076 NA NA	F		78000 156000 69000 139000 83000	() () () () () () ()

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

		Elizabetii C	, , , , , , , , , , , , , , , , , , ,	J. 141.100				Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	r.	I-664				ZANIC	JTANE	TTTAIL	ZIIali		i actor		1 actor		
Hampton Roads Beltway	y City of Hampton (	(Maint: 99) 0.77	56000	F	96%	1%	1%	0%	2%	0%	F	0.072	F		58000	F
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	116000	F
	To		167 LaSalle													
East	From															
(64) Hampton Roads Beltway		,	47000	F	96%	1%	1%	0%	2%	0%	F	0.078	F		49000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	96000	F	96%	1%	1%	0%	2%	0%	F	NA			98000	F
East		r r	Rip Rap Ro	d												
East (64) Hampton Roads Beltway	y City of Hampton (	(Maint: 99) 1.83	40000	F	96%	1%	1%	0%	2%	0%	F	0.075	F		41000	F
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	3%	0%	F	NA			90000	F
	Tree Tree Tree Tree Tree Tree Tree Tree					. , 0		0 / 0	0,0	0,0	•				00000	•
East	From		143 Settlers													
(64) (60) Hampton Roads E		'	40000	F	96%	1%	1%	0%	2%	0%	F	0.075	F		41000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	85000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	F
East	To From	SI	R 169 Mallor	ry St												
64 60 Hampton Roads E	Bridge Tunnel City of Hampton (	(Maint: 99) 4.00	43000	F	96%	1%	1%	0%	2%	0%	С	0.083	Α		45000	F
04) (00) 13pto 15000 2	Combined Traffic Estimates for 2 Parallel	,		F	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.540	88000	F
	To	x	WCL Norfo		0.70	. , 0		0 / 0	_,,	0,0	Ū	0.07.0		0.0.0	00000	•
East	From	r.	I-64 East													
(64) Ramp	City of Hampton (	(Maint: 99) 0.21	5500	F								0.107	F		5500	F
	Te	` <u> </u>	, Hampton	Rds Ctr I	Pkwy											
East	From	r.	I-64 East													
(64) Ramp	City of Hampton (	(Maint: 99) 0.33	9500	F								0.119	F		9500	F
	To	114-7026 F	E, Hampton I	Rds Ctr F	kwy											
East	From	K.	I-64 East													
(64) (134) Ramp	City of Hampton (	(Maint: 99) 0.10	17000	F								0.102	F		17000	F
	To	I-6	4 East Exit 2	263B												
East	City of Hampton (	1:	8500	F								0.100	F		8500	F
64 Ramp	City of Hampton (		58 W, Mercu									0.100	Г		6300	Г
	From						 									
East (64) (134) Ramp	City of Hampton (		4 East Exit 2 8900	<b>F</b>								0.11	F		8900	F
64 (134) Ramp	To Tampion		58 E, Mercu									0.11	•		0300	'
Eggt	From	E .	I-64 East	-, Da			i									
East (64) Ramp	City of Hampton (	(Maint: 99) 0.24	6300	F								0.101	F		6300	F
04)	To To		-7035 Lasall									0.701	•		5500	•
East	From	r.	I-64 East				1									
(64) Ramp	City of Hampton (	(Maint: 99) 0.11	8100	F								0.116	F		8100	F
0 <del>1</del>	To	х	Rip Rap Ro													
East	From	r.	I-64 East				i									
(64) Ramp	City of Hampton (	(Maint: 99) 0.07	6600	F								0.113	F		6600	F
'	To		Settlers Lar	nding Rd												
				•			•									

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

Route	Jurisdictic	on Length	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	From	J. Longin		<u>u</u> n			2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	<u> </u>	Factor	,,,,,,,	<u> </u>
East 64) Ramp	City of Hampton (	Maint: 99) 0.13	I-64 East 3000	F								0.091	F		3000	F
04)	To		7057 Mallo	ry St												
East	From:	I-64-E TO I	SPECTIO	N STAT	ION											
64 Ramp	City of Hampton (	Maint: 99) 0.04	NA									NA			NA	
East	Tor From:	114-7057- T INS	SPECTION	BOOTI	I AREA											
64) Ramp	City of Hampton (		NA									NA			NA	
$\smile$	To:	114-7057	- A TO RT	64 EAS	T											
Vest	From		Newport N		202/	10/		201	201	00/	_		_		70000	_
64	City of Hampton (	,	76000	F	96%	1%	1%	0%	3%	0%	F	0.083	F	0.500	78000	F
	Combined Traffic Estimates for 2 Parallel			F	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	156000	F
Vest	To: From:	•	Roads Cente	er Parkw	ay											
64)	City of Hampton (		68000	F	96%	1%	1%	0%	3%	0%	F	0.082	F		69000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	136000	G	96%	0%	1%	1%	3%	0%	F	NA			139000	G
Vest		SR 13	4 Magrude	r Blvd												
64 (134)	City of Hampton (	Maint: 99) 0.79	81000	F	96%	1%	1%	0%	3%	0%	F	0.082	F		82000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	162000	F	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	165000	F
	To	US 258, S	R 134 Mer	cury Blv	'd		_									
West 64)	City of Hampton (	Maint: 99) 0.92	72000	F	96%	1%	1%	0%	3%	0%	F	0.092	F		74000	F
04)	Combined Traffic Estimates for 2 Parallel	•		F	96%	0%	1%	1%	3%	0%	F	0.079	F	0.578	148000	F
	To:		npton Road	s Beltwa												
Vest	From:	Maint 00) 1.05	I-664		000/	10/	10/	00/	00/	00/	_	0.074	_		F0000	_
64 Hampton Roads Beltway	City of Hampton ( Combined Traffic Estimates for 2 Parallel	,	57000	F F	96% 96%	1% 1%	1%	0% 0%	3% 2%	0% 0%	F	0.074	F	0.524	58000 116000	
	Combined Trainic Estimates for 2 Parallel				90%	170	1%	0%	2%	0%	Г	0.070	Г	0.524	116000	Г
Vest	To: From:		67 LaSalle	Ave												
64) Hampton Roads Beltway			48000	F	96%	1%	1%	0%	3%	0%	F	0.071	F		49000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	F	96%	1%	1%	0%	3%	0%	F	NA			90000	F
Vest	To: From:	US 60, SR	43 Settlers	Landing	Rd											
$\frac{1}{64}$ $\frac{1}{60}$ Hampton Roads B	Seltway City of Hampton (	Maint: 99) 0.38	45000	F	96%	1%	1%	0%	3%	0%	F	0.075	F		46000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	F
M	Tro-	SR	169 Mallor	y St			<u> </u>									
$\frac{\text{Nest}}{64}$ $\frac{60}{60}$ Hampton Roads B	Bridge Tunnel City of Hampton (	Maint: 99) 3.93	43000	A	97%	0%	1%	0%	2%	0%	С	0.13	Α		44000	Α
04) (00)	Combined Traffic Estimates for 2 Parallel	•		F	97%	1%	1%	0%	2%	0%	C	0.078	Α	0.540	88000	F
	To		VCL Norfol	-							-					
Vest	From:	:	I-64 West													
64) Ramp	City of Hampton (		6300	F								0.114	F		6300	F
$\smile$	To:	114-7026 W,	Hampton F	Rds Ctr I	Pkwy											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
West	From:		I-64 West				2AXI6	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	City of Hampton (Maint: 99	) 0.23	6200	F								0.094	F		6200	F
'	To:		58 Mecury	Blvd												
/est	From:		I-64 West													
Ramp	City of Hampton (Maint: 99)		6500	F								0.123	F		6500	F
	To:	US 2:	58 Mercury	Blvd												
/est	From:	I-64-W	7 TO I-664 I	EAST												
Ramp	City of Hampton (Maint: 99)	) 0.46	14000	F								0.143	F		14000	F
<u> </u>	Tα	I-664-E	FROM I-64	WEST												
Vest	From:		I-64 West													
Ramp	City of Hampton (Maint: 99)		1400	F								0.090	F		1400	F
<u> </u>	To:	SR 134 Armistea														
Vest	City of Hometon (Moints 00)	SR 134 CONNEC		M RT 6	4 WEST							NIA			NA	
Ramp	City of Hampton (Maint: 99)	,	NA FROM RT (	CA WIEC	T							NA			INA	
				04 WES	01											
/est	City of Homester (Mainty CC)		I-64 West									0.000	F		0100	F
Ramp	City of Hampton (Maint: 99)		3100	F			_					0.086	г		3100	F
	100	SR 13	4 Armisteac	1 Ave												
Vest	Prom:	\ 0.11	I-64 West		000/	10/	10/	00/	00/	00/	_	0.1	_		4000	_
Ramp	City of Hampton (Maint: 99)		4700	F	96%	1%	1%	0%	3%	0%	F	0.1	F		4800	F
	100		143 County	St												
/est	From:		I-64 West									0.007	_		0.400	_
Ramp	City of Hampton (Maint: 99)		3400	F								0.097	F		3400	F
	10.		7057 Mallor													
	From:		rk County L		2221						_		_			_
34 Magruder Blvd	City of Hampton	0.28	22000	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.739	24000	F
	To: From:	Sea	mple Farm F	Rd												
34) Magruder Blvd	City of Hampton	0.83	25000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.673	26000	F
<u> </u>	To	SR 172	Cmdr Shepa	rd Blvd												
34) Magruder Blvd	City of Hampton	1.46	28000	F	95%	0%	2%	1%	1%	0%	С	0.091	F	0.526	29000	F
	To	Hampton	Roads Cent	tor Dlaw	.,											
34) Magruder Blvd	City of Hampton	0.29	32000	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.544	33000	F
34) Magrader Biva	To:		ardy Cash D		0070	0 70		1 70	1 /0	0 70	J	0.004	•	0.044	00000	
	From:		ardy Cash R													
34)Ramp	City of Hampton	0.65	32000	N	96%	0%	1%	1%	1%	0%	Ν	0.094	Ν	0.544	33000	Ν
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	44000	N	96%	0%	1%	1%	1%	0%	Ν	NA			47000	Ν
	To:		to Cunningh	am Dr												
	From:		I-64													
34)(134)Ramp	City of Hampton (Maint: 99)					VA 13	4 for d	irectional	traffic	volume e	estima	ates for th	nis se	gment.		
$\sim$	To:	I-64-E FI	ROM RT 13	4 EAST	Γ											

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
	City of Hampton (Ma		34 Magrude	r Blvd	9	oo I-64	for direc	tional t	raffic vo	duma as	timate	es for this	coar	mont		
134 64	Combined Traffic Estimates for 2 Parallel Ro		162000	F	96%	0%	1%	1%	3%	0%		0.078	_	0.537	165000	F
	To: From:		SR 134 Mer	cury Blv			$\Box$ $\vdash$				_					
134) (64) Ramp	City of Hampton (Ma					ee I-64	for direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
<u> </u>	To: From:	I-64-E263 I-64-E TO RT 258 F	BB TO RT 2			\ D										
134) (64) Ramp	City of Hampton (Ma		AST-MER	COKII			for direc	tional t	raffic vo	lume es	timate	es for this	sear	ment.		
134) (64) 13411	To:		FROM I-64	4 EAST									9.			
	From:		I-64													
134)(258)Mercury Blvd	City of Hampto	on 0.36	58000	F	95%	0%	1%	2%	2%	0%	С	0.084	F	0.558	60000	F
	To		Coliseum D	r												
134 258 Mercury Blvd	City of Hampto	on 0.42	42000	F	95%	0%	1%	2%	2%	0%	С	0.081	F	0.555	43000	F
	To	CD 14	2 Cunningh	am Dr												
134)(258) Mercury Blvd	From: L City of Hampto		50000	F	99%	0%	0%	0%	1%	0%	F	0.085	F	0.542	51000	F
134/(238)	To:		8; Arminste		0070	0,0		0,70	. , 0	0,0	•	0.000	•	0.0.2	0.000	•
	From:		58 Mercury													
134) Armistead Ave	City of Hampto	on 0.24	18000	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.522	19000	F
$\smile$	To:	P	ine Chapel F	Rd			<b>—</b> —									
134) Armistead Ave	City of Hampto		19000	F	98%	1%	1%	0%	0%	0%	С	0.099	F	0.514	21000	F
	To:	I-6	4; Lasalle A	Ave												
	From:		I-64								_		_			_
134 Armistead Ave	City of Hampto	on 0.41	14000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.667	14000	F
<u> </u>	To- From:		Rip Rap Rd													
134) Armistead Ave	City of Hampto	on 0.38	11000	F	96%	1%	1%	1%	1%	0%	С	0.099	F	0.573	12000	F
<u> </u>	To:	SR 3	51 Pembrok	e Ave			<b>—</b> —									
134) Armistead Ave	City of Hampto		11000	F	99%	1%	0%	0%	0%	0%	С	0.095	F	0.576	12000	F
	To		Queen St													
134) Armistead Ave	From: City of Hampto	on 0.10	11000	N	99%	1%	0%	0%	0%	0%	N	0.095	N	0.576	12000	N
134)/	To:		Settlers Lan		0070	1 70		0 / 0	0 70	070		0.000		0.070	12000	.,
	From:		34 Armistea													
Ramp	L City of Hampton (Ma		15000	G								NA			15000	G
134)	To:	00)	I-64 West												10000	ŭ
	From	n		D.												
East 134)Ramp	City of Hampton (Ma		to Cunningh	G G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
134	Trac	0.10	I-64 East	<u> </u>	33 /6	0 /6		1 /0	J /6	0 /6		INA			12000	u
	Fa	OD 101 Y			DI		<u> </u>									
Ramp from L64 W to SD	134 W City of Hampto	SR 134; Hardy on 0.52	Cash Dr; E	nterprize <b>F</b>	98%	1%	0%	0%	0%	0%	E	0.092	F		13000	F
Ramp from I 64 W to SR	Combined Troffic Estimates for 2 Parallal Da										L N		1-			-
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	44000	N	96%	0%	1%	1%	1%	0%	Ν	NA			47000	Ν

_							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	US 258	8 Mercury Blvd												
143) Ingalls Rd	City of Hampton (Maint: US)	0.28	4600 G	99%	0%	0%	0%	0%	0%	С	NA			4900	(
<u> </u>	To: From:	Begin S	tate Maintenance												
143 Mellen St	City of Hampton	0.41	4600 G	99%	0%	0%	0%	0%	0%	С	NA			4900	
	To: From:	SR 1	69 Mallory St			$\neg$ $\vdash$									
(143) County St	City of Hampton	0.59	3200 F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.738	3400	
$\smile$	То		I-64												
O a Marca I a malfra sa Dal	From:		Tyler St	070/	40/	40/	40/	00/	00/	_	0.400	_	0.504	45000	
143 60 Settlers Landing Rd	City of Hampton	0.67	14000 F	97%	1%	1%	1%	0%	0%	F	0.100	F	0.591	15000	
	To- From:		Eaton St												
143) 60 Settlers Landing Rd	City of Hampton	0.46	11000 F	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	
	To: From:	SR 134	4 Armistead Ave			$\neg$ $\vdash$									
143) 60 Settlers Landing Rd	City of Hampton	0.13	13000 F	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	
	To:	Ked	coughtan Rd												
	From:		ers Landing Rd							_		_			
143 (60) Kecoughtan Rd	City of Hampton	0.26	9600 F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.512	10000	
<u> </u>	To: From:	US 60	Kecoughtan Rd												
143) Victoria Blvd	City of Hampton	0.54	3200 G	98%	1%	1%	0%	0%	0%	F	NA			3500	
$\smile$	To	T.	asalle Ave												
143) Victoria Blvd	City of Hampton	1.25	5800 F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.535	6200	
140	To		1 . 101												
143) Victoria Blvd	City of Hampton	1.15	whatan Pkwy <b>5400 F</b>	98%	1%	1%	0%	0%	0%	С	0.095	F	0.513	5700	
143) VICIONA BIVO	Trac		Newport News	30 70	1 /0		0 /0	0 70	0 70	O	0.000	'	0.515	3700	
	Prom														
152)Todds Lane	City of Hampton		Newport News 19000 F	99%	1%	0%	0%	0%	0%	С	0.093	F	0.519	20000	
152) Todds Lane	Oity of Flampton	1.21	19000 F	99 /6	1 /0	0 /0	0 /6	0 /6	0 /6	C	0.033	'	0.519	20000	
	To: From:		g Bethel Rd												
Todds Lane	City of Hampton	1.03	15000 F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.576	16000	
	To: From:		berdeen Rd												
152 Todds Lane	City of Hampton	0.61	21000 F	99%	1%	0%	0%	0%	0%	С	0.099	F	0.508	23000	
<u> </u>	To	Mag-Cunr	ningham Connecto	r											
152)Cunningham Dr	City of Hampton		21000 F	99%	1%	0%	0%	0%	0%	F	0.098	F	0.510	22000	
	To	C	oliseum Dr												
152 Cunningham Dr	City of Hampton		10000 F	99%	1%	0%	0%	0%	0%	С	0.100	F	0.552	11000	
152) Garmingham Br	To:		R 134 Mercury Bl		1 /0		070	0 70	0 70	Ü	0.100		0.002	11000	
	From:		-			<u> </u>									
169) Mallory St	City of Hampton	0.07	143 Mellen St <b>8500</b> N	98%	1%	1%	0%	0%	0%	N	0.083	N	0.554	9000	
109 Mailory St	City of Hampton			<i>90</i> /6	1 /0	1 /0	U /0	U /0	U /0	ıN	0.003	IN	0.554	9000	
	To: From:		143 County St												
169 Mallory St	City of Hampton	0.15	8500 F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.554	9000	
$\smile$	To:	US 258	8 Mercury Blvd												

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 258 Mercury Blvd						221			_			
Mallory St	City of Hampton	1.95 <b>5500 F</b>	98%	1%	1%	0%	0%	0%	С	0.086	F	0.568	5900	F
	Too From:	SR 351 E, Pembroke Av				221								_
169 351 Pembroke Ave	City of Hampton	0.60 <b>3400 F</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.606	3600	F
	To: From:	SR 351 W, Pembroke Av												
169 Old Buckroe Rd	City of Hampton	1.37 <b>5500 F</b>	98%	1%	0%	0%	0%	0%	С	0.086	F	0.589	5900	F
	From:	Fox Hill Rd Old Buckroe Rd												
169) Fox Hill Rd	City of Hampton	1.08 <b>13000</b> F	99%	1%	0%	0%	0%	0%	F	0.094	F	0.632	14000	
	Too	Woodland Rd												
169)Fox Hill Rd	City of Hampton	0.88 <b>19000</b> F	99%	1%	0%	0%	0%	0%	С	0.094	F	0.591	20000	
100)	To	Clemwood Pkwy												
169)Fox Hill Rd	City of Hampton	0.95 <b>25000 F</b>	99%	1%	0%	0%	0%	0%	F	0.092	F	0.607	27000	
109)	То:	US 258; Mercury Blvd				-,-	- , -		-		-			
	From:	SR 134 Magruder Blvd												
172)Cmdr Shepard Blvd	City of Hampton	0.61 <b>7600 F</b>		1%	0%	0%	0%	0%	F	0.144	F	0.894	8100	
	To	Armistead Ave												
172)Cmdr Shepard Blvd	City of Hampton	0.42 <b>16000</b> F	98%	1%	0%	0%	0%	0%	С	0.102	F	0.517	18000	
1	Tool													
172) Armistead Ave	City of Hampton	NASA Main Gate 0.85 <b>16000 F</b>	99%	0%	0%	0%	0%	0%	С	0.099	F	0.771	17000	
172)	Tall			0,0		0,0	0,70	0 / 0	Ū	0.000	•	0		
172) Wythe Creek Rd	City of Hampton	Semple Farm Rd 1.03 <b>16000 F</b>	99%	0%	0%	0%	0%	0%	F	0.105	F	0.750	16000	
1/2) Wyllie Greek Hu	Tra	SCL Poquoson	33 /6	0 /6		0 /6	0 /0	0 /6	'	0.103	'	0.750	10000	
	From:	ECL Newport News												
258 Mercury Blvd	City of Hampton	0.74 <b>43000 F</b>	99%	0%	0%	0%	1%	0%	F	0.090	F	0.559	44000	
256) Moreary 2.174	ony or riampton			070		0 70	1 /0	0 70	•	0.000	•	0.000	11000	
258 Mercury Blvd	City of Hampton	114-7019 Chestnut Ave 0.52 <b>47000 A</b>		0%	0%	0%	1%	0%	С	0.1	Α	0.537	48000	
258 Welcary Biva	Oity of Flampton			0 76	0 /6	0 /6	1 /0	0 /6	O	0.1	^	0.557	40000	
Manager Blad	From:	114-7021 Big Bethel Ro		00/		00/	40/	00/		0.000	F	0.500	40000	
Mercury Blvd	City of Hampton	0.80 <b>48000 F</b>	99%	0%	0%	0%	1%	0%	F	0.088	F	0.533	49000	
~	To: From:	Aberdeen Rd												
Mercury Blvd	City of Hampton	0.43 <b>54000 F</b>	96%	0%	1%	1%	1%	0%	С	0.084	F	0.503	55000	
~	To: From:	SR 415 Power Plant Pkw												
Mercury Blvd	City of Hampton	0.39 <b>65000 F</b>	99%	0%	0%	0%	1%	0%	F	0.081	F	0.519	66000	
<del>~</del>	To:	I-64												
258 134 Mercury Blvd	City of Hampton	0.36 <b>58000 F</b>	95%	0%	1%	2%	2%	0%	С	0.084	F	0.558	60000	
$\sim$	Too	Coliseum Dr			<u> </u>									
258 134 Mercury Blvd	City of Hampton	0.42 <b>42000</b> F	95%	0%	1%	2%	2%	0%	С	0.081	F	0.555	43000	
200 104)	To:	SR 152 Cunningham Dr			i_	, -			-		·			

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

		Elizabeth Oity Maintenai				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 152 Cunningham I												
258 134 Mercury Blvd	City of Hampton	0.24 <b>50000 F</b>	99%	0%	0%	0%	1%	0%	F	0.085	F	0.542	51000	F
~~~	T <sub>C</sub> From:	SR 134 Armistead Av		00/		201	201	00/			_	0.500	<b>5</b> 4000	
258 Mercury Blvd	City of Hampton	0.63 <b>48000 F</b>	99%	0%	0%	0%	0%	0%	С	0.088	F	0.583	51000	F
Moroupy Plyd	City of Hampton	Lasalle Ave 0.89 <b>56000</b> F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.563	59000	F
258 Mercury Blvd	City of Hampton		99%	0%	0%	0%	0%	076	Г	0.067	Г	0.565	39000	Г
258 Mercury Blvd	City of Hampton	SR 278 King St 1.12 <b>27000 F</b>	99%	1%	0%	0%	0%	0%	С	0.096	F	0.618	29000	F
258 Welloury Blvd	To To		0070	170		070	0 70	0 70	J	0.000	•	0.010	20000	Ċ
258 Mercury Blvd	City of Hampton	Andrews Blvd 0.55 <b>17000 F</b>	99%	1%	0%	0%	0%	0%	F	0.099	F	0.590	18000	F
238)	To	SR 351 Pembroke Av												
258 Mercury Blvd	City of Hampton	0.94 <b>9400</b> F		1%	1%	0%	0%	0%	С	0.1	F	0.610	10000	F
	Too	SR 169 Mallory St												
258 Mercury Blvd	City of Hampton	0.80 <b>1600</b> F	98%	1%	1%	0%	0%	0%	F	0.124	F	0.544	1700	F
	To:	SR 143 Ingalls Rd												
~~~	From:	US 258 W063B												
258 Ramp	City of Hampton (Maint: 99)	0.03 NA								NA			NA	
	To-ma	I-64-W												
East 258	City of Hampton (Maint: 99)	US 258 TO RTE 64 0.05 <b>NA</b>								NA			NA	
258)	To:	US 258-E063B TO RTE 64	WEST											
East	From:	US 258 Mercury Blvo											.=	
East 258	City of Hampton (Maint: 99)	0.14 <b>17000 F</b> I-64-E	•							0.081	F		17000	F
	From:	US 258 TO I-64 WES	т											
East 258 Ramp	City of Hampton (Maint: 99)	0.56 <b>NA</b>	1							NA			NA	
		.64-W FROM RT 258 EAST-MERC	URY BOUL	EV										
West	From:	US 258 Mercury Blvd	l											
258 Ramp	City of Hampton (Maint: 99)	0.18 <b>4300 F</b>	•							0.078	F		4300	F
	10.	I-64-E												
West Ramp	City of Hampton (Maint: 99)	US 258 Mercury Blvd 0.26 <b>7300 F</b>								0.087	F		7300	F
258 Ramp	To:	I-64-W								0.007	•		7300	'
	From:	US 258 Mercury Blvd	1											
(278) King Street North	City of Hampton	0.10 <b>24000</b> C		0%	0%	0%	0%	0%	F	NA			25000	G
$\smile$	To- From-	114-7047 Old Fox Hill	Rd											
(278) King St	City of Hampton	0.85 <b>17000 C</b>	100%	0%	0%	0%	0%	0%	F	NA			19000	G
$\overline{}$	To- From:	Lamington Rd												
(278) King St	City of Hampton	0.69 <b>7100 F</b>	100%	0%	0%	0%	0%	0%	С	0.107	F	0.821	7500	F
$\smile$	Τo:	Langley Air Force Bas	e											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Dombroko Avo	From:		L Hampton	069/	20/	10/	10/	00/	00/	NI	0.100	N.I.	0.707	0000	N
Pembroke Ave	City of Hampton		7500 N	96%	2%	1%	1%	0%	0%	N	0.120	N	0.737	8000	N
351) Pembroke Ave	City of Hampton		25 Aberdeen Rd <b>9200 F</b>	96%	2%	1%	1%	0%	0%	F	0.094	F	0.614	9800	F
351) Fellibloke Ave	City of Hampton			90%	270	1 70	170	0%	076	Г	0.094	Г	0.614	9000	г
351)Pembroke Ave	City of Hampton		hatan Pkwy 10000 F	96%	1%	1%	2%	1%	0%	С	0.107	F	0.724	11000	F
351 Fembroke Ave	City of Hampton			90%	1 70	1 70	2%	1 70	0%	C	0.107	г	0.724	11000	Г
351) Pembroke Ave	City of Hampton		rs Landing Rd	96%	1%	1%	2%	1%	0%	F	0.099	F	0.681	11000	F
351 Fellibroke Ave	City of Hampton			90%	1 70	1 70	2%	1 70	0%	Г	0.099	г	0.001	11000	Г
Dombroko Avo	City of Homoton		asalle Ave 8300 F	069/	2%	10/	10/	0%	00/	С	0.101	F	0.606	0000	F
Pembroke Ave	City of Hampton			96%	2%	1%	1%	0%	0%	C	0.101	Г	0.626	8800	Г
Dombroko Avo	City of Llompton		Armistead Ave	97%	1%	1%	0%	0%	0%	С	0.007	F	0.60	0000	F
Pembroke Ave	City of Hampton		9100 F	97%	170	1%	0%	0%	0%	C	0.097	Г	0.68	9600	Г
Dombralia Ava	From		Mercury Blvd	070/	10/		00/	00/	00/		0.000		0.001	10000	
Pembroke Ave	City of Hampton	0.20	11000 F	97%	1%	1%	0%	0%	0%	F	0.098	F	0.661	12000	F
Dembushs Ave	From		oodland Rd	000/	10/		00/	00/	00/		0.000		0.000	10000	F
Pembroke Ave	City of Hampton	1.10	12000 F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.603	13000	г
Described Asse	To: From:		, Old Buckroe l		40/		00/	00/	00/		0.004		0.000	0000	
351 169 Pembroke Ave	City of Hampton	0.60	3400 F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.606	3600	F
	To: From:		E, Mallory St	222/	10/		00/	201	201		0.004		0.000	0000	
351 Pembroke Ave	City of Hampton		3400 N	98%	1%	1%	0%	0%	0%	N	0.091	N	0.606	3600	N
	From		Second St												
415) Power Plant Pkwy	City of Hampton		Mercury Blvd 15000 F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.552	16000	F
415)	Tarifoli				170		070	0 70	0,0	•	0.001	•	0.002	10000	·
415) Power Plant Pkwy	City of Hampton		20000 F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.502	22000	F
415) Tower Flam Frwy	Oity of Hampton			30 70	1 /0	1 70	0 70	0 /0	0 70	O	0.000	•	0.502	22000	
415) Queen St	City of Hampton		iarfield Rd 10000 F	97%	2%	1%	0%	0%	0%	С	0.091	F	0.507	11000	F
415) Queen et	Oity of Hampton			37 76	270	1 70	0 70	0 /0	0 70	O	0.001	•	0.507	11000	
415) Settlers Landing Rd	City of Hampton		ichigan Dr 9700 F	97%	2%	1%	0%	0%	0%	F	0.094	F	0.52	10000	F
415 Settlers Landing Fid	To:		Pembroke Ave	37 /6	2 /0	1 /8	0 /6	0 /6	0 /6	•	0.034	•	0.52	10000	'
East	From:		I-64 East												
664 Hampton Roads Beltway	City of Hampton (Maint: 99)		27000 F	94%	0%	1%	1%	4%	0%	F	0.094	F		29000	F
$\smile$	- · · · · · · · · · · · · · · · · · · ·		from I-64 West												
East	City of Homoton (Ms:-t- CO)	•		049/	00/	10/	10/	40/	00/	_	0.104	F		44000	F
Hampton Roads Beltway	City of Hampton (Maint: 99)			94%	0%	1%	1%	4%	0% 0%	F	0.104	F	0.646	44000	F
Combined	d Traffic Estimates for 2 Parallel Roadways on	tnis Route: East I-664 is si		94%	0%	1%	1%	4%	0%	г	0.090	Г	0.646	86000	г
	<u>L</u>	Powh		ılıı 1-004											

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From	E	Pov	vhatan Park	_												
Hampton Roads Beltway	City of Hampton (	(Maint: 99)	1.21	39000	F	94%	0%	1%	1%	4%	0%	F	0.108	F		42000	F
	Combined Traffic Estimates for 2 Parallel	l Roadways on t	his Route:	77000	F	94%	0%	1%	1%	4%	0%	F	NA			83000	F
		Ea	ast I-664 is	signed a	s Sout	h I-664											
	To	х.	A	berdeen Ro	ad												
ast	Fron	(14 : 1 00)				0.40/	00/	40/	40/	40/	00/	_	0.400	_		40000	_
Hampton Roads Beltway		,	0.66	37000	F	94%	0%	1%	1%	4%	0%	F	0.109	F		40000	-
	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	1%	1%	4%	0%	F	NA			79000	F
	_	Ea	ast I-664 is			h I-664											
	10	3.	NCI	Newport N	News												
ast	From	II.		I-664 East													
Ramp	City of Hampton (	( <u>Maint: 99)</u>	0.16	5700	F								0.095	F		5700	F
<u> </u>	To	00	Pov	wer Plant Pk	cwy												
ast	Fron	E		I-664 East													
Ramp	City of Hampton (	(Maint: 99)	0.14	6100	F								0.104	F		6100	F
<u> </u>	To	X.	114-7	025 Aberde	en Rd												
Vest	Fron	E		I-64 West													
Hampton Roads Beltway	City of Hampton (	(Maint: 99)	0.43	30000	F	94%	0%	1%	1%	4%	0%	F	0.114	F		32000	F
1	T.C. From	r	Rai	mp to I-64 I	East			$ \vdash$									
Vest 664 Hampton Roads Beltway	City of Hampton (	(Maint: 99)	1.23	39000	F	94%	0%	1%	1%	4%	0%	F	0.116	F		42000	-
	Combined Traffic Estimates for 2 Parallel	` ,			F	94%	0%	1%	1%	4%	0%		0.090	F	0.646	86000	F
	Combined Trainic Estimates for 2 Faraner	•					0 /0	1 /0	1 /0	4 /0	0 /6	•	0.030	'	0.040	80000	'
			'est I-664 is	_		11 1-004											
Vest	To From	): 1:	Pov	vhatan Park	way												
Hampton Roads Beltway	City of Hampton (	(Maint: 99)	1.27	38000	F	94%	0%	1%	1%	4%	0%	F	0.125	F		41000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	77000	F	94%	0%	1%	1%	4%	0%	F	NA			83000	F
		W	'est I-664 is	signed a	s Nort	h I-664											
	To	x.	Δ	berdeen Ro	he												
Vest	From	:				2.121						_		_			_
Hampton Roads Beltway			0.28	36000	F	94%	0%	1%	1%	4%	0%	F	0.127	F		39000	F
	Combined Traffic Estimates for 2 Parallel				F	94%	0%	1%	1%	4%	0%	F	NA			79000	F
	_	W	'est I-664 is			h I-664											
	To	X.	NCI	. Newport N	News												
Vest	From	r:		I-664 West													
Ramp	City of Hampton (	(Maint: 99)	0.22	11000	F								0.121	F		11000	F
<u> </u>	To	×		I-64 East													
Vest	Fron	E		I-664 West													
Ramp	City of Hampton (	(Maint: 99)	0.13	4000	F								0.142	F		4000	F
<u> </u>	To	×	Power Plant	Pkwy; Pow	vhatan P	kwy											
Vest	From			I-664 West													
Ramp	City of Hampton (	(Maint: 99)	0.16	3200	F								0.101	F		3200	F
$\smile$	To	x	114-7	025 Aberde	en Rd												

Route	Jurisdiction	Length I	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK Dir Facto	r AAWDT	QW
I-64 HRBT WB Filler Link	City of Hampton (Maint: 99)	4	43000	F					0.078	В	44000	F

					Elizab	eth City	Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton		From:	ı				. 101									
7006 Shell Rd	1.21	3400	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.510	3600	F	2013
(7006) Shell Rd	0.33	1300 From	G	99%	0%	0%	salle Ave 0% ort News A	0%	0%	F	NA			1400	G	2013
(7006) Newport News Ave	0.20	1300	F	97%	0%	1%	hell Rd 1%	1%	0%	С	0.085	F	0.520	1400	F	2013
		To					k River Rd									
7008 Nickerson Blvd	0.43	6400	F	99%	0%	SR 169 1%	; Fox Hill 0%	0%	0%	F	0.101	F	0.561	6900	F	2013
7008 Nickerson Blvd	0.69	3800 To:	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.609	4000	F	2013
		From:					Old Buckr									
7011 Orcutt Ave	0.18	2100	F	91%	5%	4%	Newport No.	0%	0%	С	0.098	F		2200	F	2013
Orcutt Ave	1.37	11000 To:	F	91%	5%	4%	Mercury I 0% 2 Todds La	0%	0%	F	0.09	F	0.538	11000	F	2013
		From:					Newport N									
7012 Briarfield Rd	0.39	7700	F	98%	1%	1%	0% Bethel Rd	0%	0%	С	0.094	F	0.504	8200	F	2013
7012 Briarfield Rd	0.48	9800 From:	F	97%	1%	1%	1%	0%	0%	F	0.088	F	0.501	10000	F	2013
7012 Briarfield Rd	0.99	10000 To:	F	97%	1%	1%	1% Dueen St	0%	0%	С	0.093	F	0.546	11000	F	2013
		From:					Newport N	ews								
New Market Dr	0.13	<b>7500</b>	F	97%	1%	1%	1% Mercury I	0%	0%	F	0.081	F	0.53	8000	F	2013
		From:				SWCL	Newport N	ews								
7017 Roanoke Ave	0.17	4000	F	100%	0%	0% US 258	0% Mercury I	0% Blvd	0%	F	0.109	F	0.634	4300	F	2013
7017 Whealton Rd	1.30	3700	F	100%	0%	0%	0%	0%	0%	С	0.108	F	0.533	4000	F	2013
1149		To				SR 152	2 Todds La	ine								
(7019) Chestnut Ave	0.19	4500	F	99%	0%	SWCL I	Newport N 0%	ews 0%	0%	С	0.087	F	0.596	4800	_	2013
Chestnut Ave	0.13	<b>4300</b>	Ė	33 70	0 70		Mercury I		0 70		0.007	'	0.550	4000	'	2010
		From				Bri	arfield Rd									
7021 Big Bethel Rd	1.11	7900	F	97%	1%	1% US 258	1% Mercury I	0% Blvd	0%	С	0.09	F	0.570	8400	F	2013
7021 Big Bethel Rd	0.94	11000	F	98%	1%	0%	0%	0%	0%	С	0.095	F	0.503	11000	F	2013
114/		To				SR 152	2 Todds La	ine								
Big Bethel Rd	1.31	17000	F	97%	1% H	1%	1% oads Cente	0%	0%	F	0.097	F	0.594	18000	F	2013
Big Bethel Rd	0.48	22000 From:	F	90%	1%	1%	7%	2%	0%	С	0.092	F	0.554	24000	F	2013
7021 Big Bethel Rd	1.41	16000 To:	F	98%	1%	1%	1%	0%	0%	С	0.099	F	0.54	17000	F	2013
(7021) Big Bethel Rd	0.34	9900 From:	F	97%	1%	1%	ole Farm R 1% County Li	0%	0%	F	0.103	F	0.507	11000	F	2013
		From:					ower Plant									
7022 Pine Chapel Rd	0.53	10000	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.605	11000	F	2013
7022 114 Pine Chapel Rd	0.64	5400 To:	F	97%	1%	1%	0% Armistead	0% Ave	0%	С	0.099	F	0.561	5800	F	2013
						JN 134.	i ii iii ii	1110								

Route   Length   AADT   QA   4Tire   Bus   SAXI   SAXI   STRail   SWCI. Newport News   SWCI
SWCL Newport News   SWCL
Trigge   Aberdeen Rd   0.40   11000   F   96%   0%   1%   1%   1%   1%   0%   F   0.079   F   0.562   11000   F   2
New
Aberdeen Rd
Aberdeen Rd  0.19  9600 F 98% 0% 0% 0% 1% 0% 0% F 0.095 F 0.508 10000 F 2  SR 152 Todds Lane  114-7025 Aberdeen Rd  0.098 F 0.098 F 0.009 F 0.098 F 0.009 F 0.
Ramp
Ramp  0.14 6000 F  1.664-W  1.7025 Aberdeen Rd  1.14-7025 Aberdeen R
Tits
Ramp   0.17   3500   F
Ramp   0.17   3500   F
Total   Flower   Total   Total   Flower   Total   Total   Flower   Total   Flower   Total   Flower   Total   Flower   Total   Tot
From
Hampton Rds Ctr Pkwy 1.20 22000 A 99% 0% 0% 0% 0% 0% 0% 0 0% C 0.116 A 0.579 24000 A 2    Total Floor   Big Bethel Rd
Big Bethel Rd
Hampton Rds Ctr Pkwy 0.26 43000 F 99% 0% 0% 0% 0% 0% F 0.090 F 0.622 47000 F 2    Total Prome   I-64   I-64
Total   Front   Total   Tota
Hampton Rds Ctr Pkwy 1.02 36000 F 99% 0% 0% 1% 0% 0% C NA 40000 F 2    SR 134 Magruder Blvd   SR 134 Magruder Blvd
Hampton Rds Ctr Pkwy 0.65 31000 F 99% 0% 0% 0% 0% 0% F 0.096 F 0.616 33000 F 2    Coliseum Dr
Coliseum Dr
Hampton Rds Ctr Pkwy 0.40 <b>26000 F</b> 99% 0% 0% 0% 0% 0% F 0.094 F 0.607 28000 F 2    Tot
To: Armistead Ave  East From: 114-7026 Hampton Rds Ctr Pkwy
East From: 114-7026 Hampton Rds Ctr Pkwy
114-7020 Hampton Rds Cit 1 Kwy
N Dawn 0.40 <b>7000 0</b>
7 <sub>026</sub> Ramp 0.42 <b>7200 G</b> NA 7200 G 2
1-04 East
East
7 <sub>026</sub> Ramp 0.18 <b>4500 F</b> 0.079 F 4500 F 2
I-04-W
West Fron: 114-7026 Hampton Rds Ctr Pkwy 7026 Ramp 0.38 <b>10000 F</b> 0.141 F 10000 F 2
7026 114 Ramp 0.38 <b>10000 F</b> 0.141 F 10000 F 2
1-04-W
Tida Milliana 0.00 4000 F 000/ 00/ 00/ 00/ 00/ 00/ 0.000 F 0.000 F 0.000
7028) 11de Mill Larie 0.83 <b>4600 F</b> 99% 0% 0% 0% 0% 0% C 0.091 F 0.539 4900 F 2
Lasune Ave
0.5 20 Moleculy Blvd
7033) Armistead Ave 0.72 <b>22000 F</b> 96% 1% 1% 2% 1% 0% C 0.090 F 0.576 24000 F 2
From: Tidemill Lane
7033 Armistead Ave 0.53 <b>23000 A</b> 99% 1% 0% 0% 0% C 0.109 A 0.599 26000 A 2
To Hampton Rds Ctr Pkwy
7033 Armistead Ave 1.52 <b>23000 F</b> 99% 1% 0% 0% 0% 0% F 0.096 F 0.719 24000 F 2
Try Cmdr Shepard Blvd
From: ECL Newport News
7034 114 Saunders Rd 0.72 <b>8600 F</b> 97% 1% 0% 1% 1% 0% C 0.094 F 0.522 9100 F 2
To Div Dathal Dd
O LE DI 0.07 0000 F 070/ 10/ 00/ 10/ 00/ 00/ 0 0.1 E 0.000 1000 E
(114)
SR 134 Magruder Blvd
1147
To: Wythe Creek Rd

								rea							
Length	AADT	QA	4Tire	Bus				 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
4.40			000/	00/		_		00/			_	0.500	1000	_	0010
1.13	1200		99%	0%	0%	0%	1%	0%	C	0.122	F	0.598	1300	F	2013
	From	L								<u> </u>	_				
0.83		<u> </u>	9/%	1%			1%	0%	F	0.11/	F	0.578	1200	F	2013
	From:						a.								
0.37	1400	F	97%	1%	1%	0%		0%	F	0.102	F	0.502	1500	F	2013
	To				US 60 k	Cecoughtan									
	From:														
0.57	4900	F	97%	1%	1%	0%	1%	0%	С	0.09	F	0.587	5200	F	2013
	To:				SR 143	Victoria B	lvd			$\Box$ —					
0.66	13000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	0.571	14000	F	2013
	To				Settler	s Landing l	Rd			$\neg$ —					
0.12	15000	F	93%	1%	1%	3%	1%	0%	F	0.085	F	0.602	16000	F	2013
	To				SR 351	Pembroke	Ave								
0.27	18000	F	93%	1%				0%	С	0.09	F	0.646	19000	F	2013
	To		-	-			-								
0.24	21000		93%	1%			1%	0%	F	0 001	F	0.571	23000	F	2013
0.24	21000		JJ /0	1 /0				U /0	'	0.031	'	0.57 1	20000	'	2013
0.50	From	<u> </u>	000/	00/				00/			_	0.007	40000	_	0040
0.50	11000	F	99%	0%	1%	0%	0%	0%	C	0.083	F	0.607	12000	F	2013
	To: From:				US 258	Mercury E	lvd								
1.24	8600	F	98%	0%	1%	1%	0%	0%	С	0.103	F	0.671	9100	F	2013
	To:				Tide	Mill Lane				$\neg$ —					
0.31	7400	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.825	7900	F	2013
	To				Lar	gley Gate									
	From				114-703	5 Lasalle	Ave								
0.12	910	F								0.077	F		910	F	2013
	To					I-64-E									
	From:				114-703	5 LaSalle	Ave								
0.19	2000	F								0.092	F		2000	F	2013
	To					I-64-E									
	From				Newpo	ort News A									
0.19	1100	F	98%	2%	Newpo		ve 0%	0%	F	0.094	F	0.603	1200	F	2013
0.19	1100	F	98%	2%	0%	ort News A	0%	0%	F	0.094	F	0.603	1200	F	2013
0.19		F F	98%	2%	0%	ort News A	0%	0%	F	0.094	F F	0.603	1200 1500	F	
	1100 From: From: From: To:	F			0% Settler: 0% SR 351	ort News A 0% s Landing I 0% Pembroke	0% Rd 0%								
0.31	1100 From: 1400 From:	F	98%	2%	0% Settler 0% SR 351 Pem	ort News A  0%  s Landing I  0%  Pembroke broke Ave	0% Rd 0% Ave	0%	С	0.089	F	0.591	1500	F	2013
	1100 From: 1400 To: 1700	F F			0%  Settler: 0%  SR 351  Pem 0%	ort News A  0%  s Landing 1  0%  Pembroke broke Ave  0%	0% Rd 0%								2013
0.31	1100 From: 1400 From:	F	98%	2%	0%  Settler: 0%  SR 351  Pem 0%  Rij	ort News A  0%  s Landing 1  0%  Pembroke broke Ave  0%  o Rap Rd	0% Rd 0% Ave	0%	С	0.089	F	0.591	1500	F	2013
0.31	1100 From 1400 To: 1700 To: From From From From From From From From	F	98%	2%	0%  Settler: 0%  SR 351  Pem 0%  Rij Bac	ort News A  0%  s Landing 1  0%  Pembroke broke Ave  0%  o Rap Rd  k River Rd	0% Rd 0% Ave 0%	0%	C F	0.089	F	0.591	1500	F	2013
0.31	1100 From: 1400 To: From: 1700	F	98%	2%	0%  Settler: 0%  SR 351  Pem 0%  Rij	ort News A  0%  8 Landing I  0%  Pembroke  broke Ave  0%  D Rap Rd  k River Rd  0%	0% Rd 0% Ave	0%	С	0.089	F	0.591	1500	F	2013
0.31	1100  To From 1400  To From 1700  To From 7900	F F	98% 98% 98%	2%	0%  Settler: 0%  SR 351  Pem 0%  Rij Baci	ort News A  0%  8 Landing I  0%  Pembroke  broke Ave  0%  D Rap Rd  k River Rd  0%  I-64	0% Rd 0% Ave 0% 0%	0%	C F	0.089	F F	0.591 0.517 0.708	1500 1800 8400	F F	2013 2013 2013
0.31	1100 To From: 1400 To From: 1700 To From: 7900	F	98%	2%	0%  Settler 0% SR 351  Pem 0% Rij Baci 0%	st Landing I  O%  S Landing I  O%  Pembroke  broke Ave  O%  D Rap Rd  k River Rd  O%  I-64  O%	0% Rd 0% Ave 0%	0%	C F	0.089	F	0.591	1500	F	2013 2013 2013 2013 2013
0.31	1100 To From: 1400 To From: 1700 To From: 7900 To From: 7000 To From: 7000 To From: 7000	F F	98% 98% 98%	2%	0%  Settler 0% SR 351  Pem 0% Rip Baci 0%	ort News A  0%  s Landing I  0%  Pembroke broke Ave  0%  o Rap Rd  k River Rd  0%  I-64  0%  King St	0% Rd 0% Ave 0% 0%	0%	C F	0.089	F F	0.591 0.517 0.708	1500 1800 8400	F F	2013 2013 2013
0.31 0.29 0.18 0.48	1100 To From: 1400 To From: 1700 To From: 7900 To From: 12000 To From: 12000	F F F	98% 98% 98%	2% 2% 2%	0%  Settler 0% SR 351 Pem 0% Rit Bact 0%  1% SR 351	ort News A  0% s Landing I  0% Pembroke broke Ave  0% o Rap Rd k River Rd  0% I-64  0% King St	0% Rd 0% Ave 0% 0% 0% Ave	0%	C F F	0.089 0.101 0.097 0.102	F F F	0.591 0.517 0.708 0.765	1500 1800 8400 13000	F F F	2013 2013 2013 2013
0.31	1100 To From: 1400 To From: 1700 To From: 7900 To From: 7000 To From: 7000 To From: 7000	F F	98% 98% 98%	2%	0%  Settler 0%  SR 351  Pem 0%  Rij Baci 0%  1%  SR 351  1%	ort News A  0%  8 Landing I  0%  Pembroke broke Ave  0%  D Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke	0% Rd 0% Ave 0% 0%	0%	C F	0.089	F F	0.591 0.517 0.708	1500 1800 8400	F F	2013 2013 2013
0.31 0.29 0.18 0.48	1100 To From 1700 To Prom 12000 To From 7400 To From 7400	F F F	98% 98% 98% 97%	2% 2% 2% 1%	0%  Settler 0%  SR 351  Pem 0%  Rij Baci 0%  1%  SR 351  1%  Rij	s Landing I  0%  8 Landing I  0%  Pembroke broke Ave  0%  D Rap Rd  k River Rd  0%  L-64  0%  King St  Pembroke  0%  D Rap Rd	0% Rd 0% Ave 0% 0%  0%  Ave 0%	0%	C F C	0.089 0.101 0.097 0.102	F F F	0.591 0.517 0.708 0.765	1500 1800 8400 13000 7900	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48	1100 To From: 1400 To From: 1700 To From: 7900 To From: 12000 To From: 12000	F F F	98% 98% 98%	2% 2% 2%	0%  Settler 0%  SR 351  Pem 0%  Rij Baci 0%  1%  SR 351  1%  Rij 1%	ort News A  0%  8 Landing I  0%  Pembroke broke Ave  0%  D Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke  0%  D Rap Rd  O%	0% Rd 0% Ave 0% 0% 0% 0% 0%	0%	C F F	0.089 0.101 0.097 0.102	F F F	0.591 0.517 0.708 0.765	1500 1800 8400 13000	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48	1100 To From: 1700 To From: 1700 To From: 12000 To From: 12000 To From: 1400 To From: 1400 To From: 17000 To From: 17000	F F F	98% 98% 98% 97%	2% 2% 2% 1%	0%  Settler 0% SR 351  Pem 0% Rip Bacc 0%  1% SR 351 1%  Rip 1% US 258	s Landing I  0%  s Landing I  0%  Pembroke broke Ave  0%  o Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke  0%  o Rap Rd  Mercury E	0% Rd 0% Ave 0% 0% 0%  0% 0% Ave 0% 0%	0%	C F C	0.089 0.101 0.097 0.102	F F F	0.591 0.517 0.708 0.765	1500 1800 8400 13000 7900	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48 0.70	1100 To From: 1400 To From: 1700 To From: 12000 To From: 12000 To From: 1400 To From: 7400	F F F	98% 98% 98% 97% 97%	2% 2% 2% 1%	0%  Settler 0% SR 351  Pem 0% Rij Baci 0%  1%  In the set of the s	ort News A  0%  s Landing I  0%  Pembroke broke Ave  0%  o Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke  0%  o Rap Rd  Mercury E	0% Rd 0% Ave 0% 0% 0%  0% 0% Ave 0% 0% Rd Rd	0% 0% 0% 0%	F F F F	0.089 0.101 0.097 0.102 0.091	F F F	0.591  0.517  0.708  0.765  0.501  0.715	1500 1800 8400 13000 7900 18000	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48	1100 To From: 1700 To From: 1700 To From: 12000 To From: 12000 To From: 1400 To From: 1400 To From: 17000 To From: 17000	F F F	98% 98% 98% 97%	2% 2% 2% 1%	0%  Settler 0%  SR 351  Pem 0%  Rip Bacc 0%  1%  SR 351  1%  Rip 1%  US 258  SR 169 1%	s Landing I  0%  s Landing I  0%  Pembroke broke Ave  0%  Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke  0%  D Rap Rd  Mercury E	0% Rd 0% Ave 0% 0% 0%  0%  0%  Ave 0% Rd 0%	0%	C F C	0.089 0.101 0.097 0.102	F F F	0.591 0.517 0.708 0.765	1500 1800 8400 13000 7900	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48 0.70	1100 To From 1700 To From 1700 To From 17000 To From 17000 To T	F F F	98% 98% 98% 97% 97%	2% 2% 2% 1%	0%  Settler 0%  SR 351  Pem 0%  Rij Bacl 0%  1%  SR 351  1%  Rij 1%  US 258  SR 169 1%  Little E	standing by the standing stand	0% Rd 0% Ave 0% 0% 0%  Ave 0% 0% Ave 0% Rd 0% Rd	0% 0% 0% 0%	F F F F	0.089 0.101 0.097 0.102 0.091	F F F	0.591  0.517  0.708  0.765  0.501  0.715	1500 1800 8400 13000 7900 18000	F F F	2013 2013 2013 2013 2013
0.31 0.29 0.18 0.48 0.70	1100 To From: 1700 To From: 1700 To From: 7900 To From: 12000 To From: 7400	F F F	98% 98% 98% 97% 97%	2% 2% 2% 1%	0%  Settler 0%  SR 351  Pem 0%  Rij Bacl 0%  1%  SR 351  1%  Rij 1%  US 258  SR 169 1%  Little E	s Landing I  0%  s Landing I  0%  Pembroke broke Ave  0%  Rap Rd  k River Rd  0%  I-64  0%  King St  Pembroke  0%  D Rap Rd  Mercury E	0% Rd 0% Ave 0% 0% 0%  Ave 0% 0% Ave 0% Rd 0% Rd	0% 0% 0% 0%	F F F F	0.089 0.101 0.097 0.102 0.091	F F F	0.591  0.517  0.708  0.765  0.501  0.715	1500 1800 8400 13000 7900 18000	F F F	2013 2013 2013 2013 2013
	1.13 0.83 0.37 0.57 0.66 0.12 0.27 0.24 0.50 1.24 0.31	0.83 1200 To From:  0.37 1400 To From:  0.57 4900  0.66 13000  0.12 15000  0.27 18000  0.24 21000  0.50 11000  1.24 8600  1.24 8600  0.31 7400  To From:  0.12 15000  To From:  0.12 15000  To From:  0.12 15000  0.24 21000  0.24 21000  0.25 11000  To From:  0.19 2000	1.13 1200 F  0.83 1200 F  1.1400 F  1.15 From:  0.37 1400 F  1.24 15000 F  1.24 15000 F  1.24 1000 F  1.25 From:  1.26 From:  1.27 From:  1.28 From:  1.29 10 F  1.20 From:  1.19 2000 F	1.13 1200 F 99%  0.83 1200 F 97%  1.0 From:  0.37 1400 F 97%  0.57 4900 F 97%  0.66 13000 F 97%  0.12 15000 F 93%  0.27 18000 F 93%  0.27 18000 F 93%  0.24 21000 F 93%  1.24 8600 F 98%  1.24 8600 F 98%  0.31 7400 F 99%  1.24 9100 F 99%  1.24 8600 F 98%  0.31 7400 F 99%  1.24 8600 F 98%	1.13 1200 F 99% 0%  0.83 1200 F 97% 1%  Terestruct  0.37 1400 F 97% 1%  Total Front  0.57 4900 F 97% 1%  0.66 13000 F 97% 1%  0.70 Front  0.12 15000 F 93% 1%  0.27 18000 F 93% 1%  1.24 8600 F 93% 1%  1.24 8600 F 99% 0%	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	SECL Newport News   1.13   1200   F   99%   0%   0%   0%   1%	Carry   Carr	Carry   Carr	Comparison	Company   Comp	Column	Carried   AADT	Carrier   Carr

					LiiZab	eth City		a								
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton																
		From	L				wood Pkw					_			_	
Little Back River Rd	0.34	9300	F	98%	1%	0%	0%	0%	0%	С	0.096	F	0.659	9800	F	2013
		To From				Roc	kwell Rd									
7045 Little Back River Rd	0.84	4000	F	98%	1%	0%	0%	0%	0%	F	0.103	F	0.507	4200	F	2013
(114)		To				Harri	s Creek Ro	l								
		From				SR 169	Fox Hill I	Rd								
7047 Beach Rd	2.76	5800	F	98%	1%	1%	0%	0%	0%	С	0.108	F	0.668	6200	F	2013
114)		To				Ligh	nthouse Dr									
		From				Cour	nty St West									
7049 Woodland Rd	0.35	18000	F	98%	1%	1%	0%	0%	0%	С	0.078	F	0.737	19000	F	2013
114/		To				110 250	Mercury E	lud								
7049 Woodland Rd	0.45	13000	F	98%	2%	0%	0%	0%	0%	F	0.077	F	0.576	14000	F	2013
Woodland Rd	0.40	To	Ė	3070	270		Pembroke .		0 70		0.077	•	0.070	14000	•	2010
		From					Pembroke A									
7049 Woodland Rd	0.62	8300	F	98%	2%	0%	0%	0%	0%	F	0.087	F	0.581	8800	F	2013
114		To	_			A1	D11									
7049) Woodland Rd	1.20	8400		98%	2%	0%	rews Blvd 0%	0%	0%	С	0.102	F	0.525	8900	F	2013
Woodland Rd	1.20	0400 To	Ė	JU /6	<b>~</b> /0		Fox Hill I		J /0		0.102		0.020	5500	'	2010
Old Durland Dd	4.50	From	<u> </u>	000/	40/		Mercury E		00/			_	0.505	0000	_	0046
Old Buckroe Rd	1.50	3100	F	98%	1%	0%	0%	0%	0%	С	0.086	F	0.505	3300	F	2013
		10				SR 351	Pembroke .	Ave								
		From				US 258	Mercury E	lvd								
Andrews Blvd	0.53	12000	F	98%	1%	0%	0%	0%	0%	С	0.094	F	0.603	13000	F	2013
114/		To From				Wo	odland Rd									
7053 Andrews Blvd	1.38	4400 From	F	97%	2%	1%	0%	0%	0%	С	0.106	F	0.524	4700	F	2013
7053 Andrews Blvd		To				SR 169 C	Old Buckro	e Rd								
		From					Fox Hill I				i					
7055 Harris Creek Rd	0.82	3200	F	98%	1%	0%	0%	0%	0%	С	0.100	F	0.761	3400	F	2013
7055 Harris Creek Rd	0.02	3200		3070	1 70	0 70	0 70	0 70	0 70		0.100	•	0.701	0400	•	2010
<u> </u>		From					ack River				_					
Harris Creek Rd	0.42	2300	F	98%	1%	0%	0%	0%	0%	F	0.09	F	0.632	2500	F	2013
		To				Farm	house Land									
		From				I-64	4-E Ramp									
7057 Mallory St	0.36	9900	F	98%	1%	1%	0%	0%	0%	F	0.080	F	0.848	11000	F	2013
114/		To				SR 14	3 Mellen S	St								
		From				114-705	7 S Mallor	y St								
7057 Ramp	0.04	4600	F								0.177	F		4600	F	2013
114		To				1	14-7057									
		From			114-70	57- T TO	INSPECTI	ON BOO	TH							
7057 Ramp	0.08	NA									NA			NA		
114)		To	_		I-0	64-E268M	TO RT 64	EAST			$\neg$ L					
7057) Ramp	0.04	NA From				0. <b>L2</b> 001	101110	2.101			NA			NA		
7 <sub>057</sub> Ramp	0.0.	To		I-64	-E FRON	M MALLC	ORY ST &	INSPEC'	TION ST							
		From		101							i					
7057) Ramp	0.21	6400	G			114-70	57 Mallory	ડા			NA			6400	G	2015
7057 Ramp	0.21	0400 To				τ.	64 West				INA			6400	d	2013
											<u> </u>					
$\bigcirc$ 5		From			114-705	57- A TO	INSPECTI	ON BOC	TH		ᆜ					
7057 Ramp	0.04	NA									NA			NA		
<u> </u>		То	<u> </u>		I-64-E26	8M INSPI	ECTION B	OOTH A	REA							
		From				Ches	apeake Av	2								
7059 Powhatan Pkwy	0.33	620	F	99%	0%	0%	0%	0%	0%	С	0.116	F	0.5	660	F	2013
114/		To				IIC 60 E	Cecoughtan	Rd								
7059 Powhatan Pkwy	0.24	4300 From	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.585	4600	F	2013
7059 Pownatan Pkwy	0.24	7300		JJ /6	U /0				J /0	'	<u></u>		0.000	-+000	'	2010
<u> </u>		From	<u> </u>				Victoria B				_				_	
		0000		000/	40/	40/	00/	00/	00/	$\sim$	0.005		0.524	9800	F	2013
7059 Powhatan Pkwy	0.56	9200 <sub>To</sub>	F_	98%	1%	1%	0% Pembroke	0%	0%	С	0.085	F	0.524	9000	'	

						eth City	/ Maintei	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Hampton																
Dowleston Dlaur	0.16	Prom:	F	94%	0%	SR 351 1%	Pembroke 2%		00/	С	0.004	F	0.592	23000	F	0010
Powhatan Pkwy	0.16	21000		94%	0%	1%		2%	0%	C	0.094	F	0.592	23000	Г	2013
O D Di Di	0.70	From	<u> </u>	0.40/	00/	40/	I-664	00/	00/				0.050	10000		0040
Power Plant Pkwy	0.76	12000 To:	F	94%	0%	1%	2%	2%	0%	F	0.114	F	0.658	13000	F	2013
							iarfield Rd									
Ramp	0.16	From: <b>5800</b>	F			114-7059	Powhatan	Pkwy			0.097	F		5800	F	2013
059 Ramp	0.10	To:				1	I-664-W				0.097	•		3600	ı	2010
		From:						DI								
059) Ramp	0.13	3300	F			114-7059	Powhatan	PKWY			0.084	F		3300	F	2013
059 Ramp	00	To:					I-664-E					•		0000	•	
		From:					Pembroke	Δνε								
2nd St		530	F			5K 331	1 CHIOTORC	Tive			0.114	F	0.662	560	F	2013
		To:				Bu	ckroe Ave									
		From:				SR 351	Pembroke	Ave								
Aberdeen Rd		18000	G								NA			20000	G	201
		To					I-664									
		From:				SR 143	3 Victoria I	Blvd								
Armistead Ave		2300	F								0.090	F	0.525	2400	F	2013
		To				Settle	rs Landing	Rd								
		From:				SR 15	2 Todds L	ane								
Bellwood Rd		1300	F								0.116	F	0.557	1400	F	201
		To				ECL N	Newport No	ews								
		From:					airfax Dr									
Brightwood Ave		770	G	98%	1%	1%	0%	0%	0%	С	NA			770	G	201
		To				Lau	derdale Av	re								
		From:				W	orden Ave									
Catesby Jones Dr		470	F								0.097	F	0.727	500	F	201
		To					gleston Ave									
0.11. D		From:				Pine	Chapel R	d				_		0.100	_	004
Coliseum Dr		8500	F								0.122	F	0.826	9100	F	2013
		To:				US 258	Mercury 1	Blvd								
Coliseum Dr		21000	G								NA			23000	G	2013
		To:				SR 152	Cunningha	m Dr								
Coliseum Dr		20000	G								NA			22000	G	2013
		To:				M	arcella Rd				$\neg$ —					
Coliseum Dr		21000	G								NA			23000	G	2013
		To:				0.40 MN	Of Marce	lla Rd								
Coliseum Dr		17000	G								NA			19000	G	201
		To				Hampto	n Rds Ctr	Pkwy								
		From:				E	Eltham Ct									
Elizabeth Lake Dr		2000	F								0.108	F	0.513	2100	F	201
		To				Clu	b Run Blvo	d								
		From:				Wo	odlawn Di	г								
Farmington Blvd		3100	F								0.091	F	0.566	3300	F	2013
		To			-	Tem	plewood I	)r	-							
		From:				Old	Buckroe R	.d								
Fox Grove Dr		780	G								NA			780	G	201
		To				R	levere Dr									
		From:	Ĺ				Hurst Dr								_	
Grimes Rd		1800	G								NA			1800	G	201
		To	<u> </u>				anavan Dr									
H-II-D.		From:	L			I	Beach Rd	•				_	0.500	070	_	-
Hall Rd		630 To:	F			_	· ·				0.106	F	0.596	670	F	201
		To	1			E	Emma Dr									

				Liizab	eth City Mainten	ance A	ica							
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Hampton	_													
Hall Rd	From: <b>640</b>	G	97%	0%	Oldenburg Lane	0%	0%	С	NA			640	G	2013
Tiali Tiu	To:		31 /6	0 /6	Edmonds Cove		0 76	U				040	u	2010
	From:	i i			Farmhouse Lane				1					
Harris Creek Rd	610	F			1 armilouse Lan				0.103	F	0.55	650	F	2013
	To:				Pacer Point									
	From:				Somerset Lane									
Ivy Home Rd	2400	F							0.104	F	0.594	2500	F	2013
	To:	<u> </u>			Pratt St									
	From:				SR 351 Pembroke	Ave						4400		004
Kingsway	4000 <sub>To:</sub>	G			I :1 C4				NA —			4400	G	2013
	From:	l			Lincoln St									
Lassiter St	2500	F			Martha Lee Dr				0.097	F	0.591	2600	F	2013
Lassiter of	<b>2300</b> To:	·			Freda Ct				0.007	'	0.551	2000	'	2010
	From:				Aspenwood Dr				i					
Lewis Dr	1200	G	99%	1%	0% 0%	0%	0%	С	NA			1200	G	2013
	To:				Hickory Hill Ro									
	From:				North King St									
Lincoln St	4500	F							0.101	F	0.517	4800	F	2013
	To:				Franklin St									
	From:				Florence Dr									
Macon Rd	740	F							0.103	F	0.579	780	F	2013
	To:				Roberta Dr									
	From	L			Roberta Dr					_	0.570	1000	_	004
Martha Lee Dr	1200 <sub>то:</sub>	F			Pecan Rd				0.105	F	0.578	1300	F	2013
	From:	<u> </u>							<u> </u>					
Michaels Wood Dr	5200	G			Rollingwood Ro	1			NA			5200	G	201
WICHAEIS WOOD DI	<b>3200</b> To:				Jimmy Ct							3200	u	201
	From:	! [			Rawood Dr				l					
Newton Rd	710	F			Rawood Di				0.091	F	0.571	750	F	201
	To:				Gurley Ct									
	From:				Armistead Ave									
Queen St	820	F							0.102	F	0.589	880	F	2013
	To:				Stewart St									
	From:				Queen St									
Salters Creek Rd	2000	F							0.093	F	0.615	2200	F	201
	To:				Powhatan Pkwy	1								
	From:				Beall Dr									
Seward Dr	910 <sub>To:</sub>	F	97%	2%	1% 0%	0%	0%	С	0.111	F	0.509	960	F	2013
					Winfree Rd									
Chall Dd	From:	F			WCL Hampton					_	0.500	760	_	201
Shell Rd	710				Maple Ave				0.101	F	0.528	760	F	201
	From:	l			Revere Dr				1					
Silver Isle Blvd	4300	F			Reveie Di				0.101	F	0.609	4600	F	201
5	To:	Ė			Glenhaven Dr					•	0.000	.000	•	
	From:	I			Pembroke Ave									
Smiley Rd	630	G			_ JIIICI ORG 11VC				NA			630	G	201
	To:				Fordham Lane									
	From:				Nathan St									
Stockton St	340	F	95%	4%	2% 0%	0%	0%	С	0.161	F	0.541	360	F	2013
	To:				Fairfield Blvd									
	From:				Todds Lane									
Warner Rd	160	F	_						0.196	F	0.515	160	F	2013
	To:	I			0.20 MS of Todds I	000								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton																
		From				Black	more Plac	e								
Westbrook Dr		490	G	99%	0%	1%	0%	0%	0%	С	NA			490	G	2013
		To				Armis	tead Ave	N								
		From				Willov	v Oaks Bl	/d								
Wilderness Rd		420	G								NA			420	G	2013
		To				Raj	pidan Rd									
		From				Но	ward St									
Willard Ave S		300	F								0.105	F	0.609	320	F	2013
		To				M	ellon St									
		From				Missic	nary Brid	ge								
Willow Oaks Blvd		3000	F								0.106	F	0.593	3100	F	2013
		To				Beau	egard Hgt	S								