### 2015

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

where available

# Special Locality Report 114

City of Hampton

Information in this report is included in Report

**27** 

(Elizabeth City Maintenance Area)

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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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.

		1 1 1 1 1					4	_		Tru	ıck			K	0:1	Dir	A A1	611
Route		Jurisdictio	on 	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV 
~~		From:			L Newport N		000/	00/	10/	00/	00/	00/	_	0.400		0.500	1000	_
60 Kecoughtan Rd		City of Hamp	pton	1.18	4600	G	96%	3%	1%	0%	0%	0%	С	0.106		0.508	4900	G
~~ \( \( \)		From:			owhatan Pkv	-	070/	00/	10/	00/	00/	00/		0.400		0.500	0000	_
60 Kecoughtan Rd		City of Hamp	pton	1.03	5800	G	97%	2%	1%	0%	0%	0%	F	0.103		0.522	6200	G
// Kasaughtan Dd		From:	nton	1.04	Lasalle Ave		070/	20/	10/	00/	00/	00/	С	0.1		0.505	0100	G
60 Kecoughtan Rd		City of Hamp	ptori	1.04	7700	G	97%	2%	1%	0%	0%	0%	C	0.1		0.505	8100	Ċ
60 (143) Kecoughtan Rd		City of Hamp	nton	0.26	43 Victoria 9500	Blvd <b>G</b>	97%	2%	1%	0%	0%	0%	F	0.095		0.512	10000	Ċ
60 Kecoughtan Rd		City of Hamp	Plon		tlers Landing		9170	270	170	0%	0%	0%	г	0.095		0.512	10000	Ċ
		From:			Lecoughtan R													
60) (143) Settlers Landing	ı Rd	City of Hamp	pton	0.13	13000	G	97%	1%	1%	1%	0%	0%	С	0.098		0.526	14000	C
~ ~		To: From:		SR 1:	34 Armistea	d Ave												
60 143 Settlers Landing	ı Rd	City of Hamp	pton	0.46	11000	G	97%	1%	1%	1%	0%	0%	F	0.099		0.527	12000	G
<del>~ ~</del>		To: From:			Eaton St													
60) (143) Settlers Landing	, Rd	City of Hamp	pton	0.67	14000	G	97%	1%	1%	1%	0%	0%	F	0.100		0.591	15000	G
<del>*                                    </del>		From:		US 6	I-64 0 SR 143 Ty	ler St												
$\widetilde{60}$ $\widetilde{64}$ Hampton Roads	Beltway	City of Hampton (I	Maint: 99)	0.33			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
	Combined Traffic E	stimates for 2 Parallel	Roadways on th	his Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	88000	C
		To: From:		SR	169 Mallory	y St												
60 $64$ Hampton Roads	Bridge Tunnel	City of Hampton (I	Maint: 99)	4.00			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
$\rightarrow$ $\bigcirc$	Combined Traffic E	stimates for 2 Parallel	Roadways on the			Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	P
		To:			WCL Norfoll													
60 Ramp		City of Hampton (I	Maint: 00)	SR 143; 2 0.17	US 60-P I-6 <b>8300</b>	4-W267 <b>G</b>	A							0.093			8300	G
60 Ramp		City of Hampton (i		W FROM RT			RS LAND	I						0.093			6300	G
act		From:			Newport N		to Lin (D)	•										
East 64)		City of Hampton (I	Maint: 99)	1.97	79000	G	96%	0%	1%	1%	3%	0%	F	0.074			81000	G
	Combined Traffic E	Estimates for 2 Parallel	Roadways on th	his Route:	158000	G	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
		To		Hampton	Roads Cente	r Parkw	ay											
<u>ast</u> 64)		City of Hampton (I	Maint: 99)	1.33	69000	G	96%	0%	1%	1%	3%	0%	F	0.073			71000	C
64)	Combined Traffic F	Estimates for 2 Parallel				G	96%	0%	1%	1%	3%	0%	F	0.075	F	0.538	140000	
		Tor					5075	0 /0		. , , ,				5.07.0			. 10000	`
East		From:	<b>1</b>		34 Magruder		0.000	001		461	061	051	_	0.6==			05000	
64 134	Openhir al To W. 5	City of Hampton (I	,	0.52	84000	G	96%	0%	1%	1%	3%	0%	F	0.076	_	0.507	85000	(
	Combined Traffic E	Estimates for 2 Parallel	Hoadways on th			G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	170000	C
ast		To: From:		US 258,	SR 134 Mer	cury Blv	d											
East 64		City of Hampton (I	Maint: 99)	1.19	75000	G	96%	0%	1%	1%	3%	0%	F	0.076			77000	(
$\smile$	Combined Traffic E	stimates for 2 Parallel	Roadways on the			G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	153000	G
		To:		I-664 Ha	mpton Roads	s Beltwa	y											

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

			Oity	от папі					Tru	ol.			K		Dir		
Route	Jurisdiction	on L	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Foot	Fron	n:		I-664				ZAXIE	3+Axie	HHAII	ZIIdli		Facioi		racioi		
East (64) Hampton Roads Beltway	y City of Hampton (	(Maint: 99)	0.77	56000	G	96%	1%	1%	0%	2%	0%	F	0.072			58000	G
64) Hampton Hoddo Bollway	Combined Traffic Estimates for 2 Paralle	,			G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	118000	G
	Combined Traine Estimates for 21 draine	Trioddwdys on this r				0070	1 /0		0 / 0	270	0 70	•	0.070	•	0.024	110000	ŭ
East	Fron	n:	SR 10	67 LaSalle	Ave												
(64) Hampton Roads Beltway	y City of Hampton (	(Maint: 99)	0.68	47000	G	96%	1%	1%	0%	2%	0%	F	0.082			49000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	I Roadways on this F	Route:	98000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	100000	G
-	T		R	Rip Rap Rd	i												
East Hampton Roads Beltway	v City of Hampton (	(Maint: QQ)		47000	F	96%	1%	1%	0%	2%	0%	F	0.082			47000	F
64 Hampton Roads Beltway	Combined Traffic Estimates for 2 Paralle	,			F	96%	1%	1%	0%	2%	0%	F	0.002	F	0.501	98000	F
	Combined Trailic Estimates for 2 Paralle						1 70	1 70	0%	270	0%	Г	0.079	Г	0.501	90000	Г
East	T. From	US (	60, SR 14	43 Settlers	Landing	Rd											
(64) (60) Hampton Roads B		'		40000	G	96%	1%	1%	0%	2%	0%	F	0.075			41000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	l Roadways on this F	Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	88000	G
	T	o-	SR 1	169 Mallor	v St												
East Page Page P	Pridge Tuppel City of Hemotop	(Maintroo)				069/	10/	10/	00/	00/	00/	0	0.000			45000	^
64 60 Hampton Roads B		,		44000	A	96%	1%	1%	0%	2%	0%	С	0.082		0.504	45000	A
	Combined Traffic Estimates for 2 Paralle	Roadways on this H		CL Norfol	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	Α
	Con				IK												
East (64) Ramp	City of Hampton (	(Maint: 99)	0.21	I-64 East <b>5500</b>	G								0.107			5500	G
64 Ramp	Oity of Hampton (			Hampton F		kwy							0.107			3300	а
Fact	From	114-7		I-64 East	cus Cti I	KWy											
East (64) Ramp	City of Hampton (	(Maint: 99)	0.33	9500	G								0.119			9500	G
64) 1141115	To Trial Tri			Hampton R		kwv							0.110			5500	ŭ
East	Fron	n:		I-64 East													
(64) (134) Ramp	City of Hampton (	(Maint: 99)		17000	G								0.102			17000	G
(04) (134) · · · · · · · · · · · ·																	-
East	Fron	n:	1-64	East Exit 2	263B												
64 Ramp	City of Hampton (	(Maint: 99)	0.13	8500	G								0.100			8500	G
	Te	0:	US 258	W, Mercu	ry Blvd												
East	Fron	n:		East Exit 2													_
(64) (134) Ramp	City of Hampton (	(Maint: 99)	0.32	8900	G								0.11			8900	G
	10	0:		E, Mercur	ry Blvd												
East	Fron	n:		I-64 East													
64 Ramp	City of Hampton (	(Maint: 99)	0.24	6300	G								0.101			6300	G
	To	10		035 Lasalle	e Ave												
East	Fron	(14 - 1 - 1 - 1 - 0 - 0 - 0 - 0 - 0 - 0 - 0		I-64 East									0.446			0400	_
64 Ramp	City of Hampton (	(iviaint: 99)	0.11	8100	G								0.116			8100	G
	14	<u> </u>		Rip Rap Rd	1												
East	Fron	(14 - 1 - 1 - 00)		I-64 East									0.410			0000	•
64 Ramp	City of Hampton (		0.07	6600	G								0.113			6600	G
	11		US 60 S	ettlers Lan	uing Kd												

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

Route	Jurisdictic	on Longth	AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
	Junadiciic	Ji Lengui		GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
East 64) Ramp	City of Hampton (	Maint: 99) 0.13	I-64 East 3000	G								0.091			3000	G
04)	To		7057 Mallo									0.00				
East	From:	I-64-E TO I	NSPECTIO	N STAT	ION											
Ramp	City of Hampton (	Maint: 99) 0.04	NA									NA			NA	
East	To: From:	114-7057- T INS	SPECTION	BOOTH	I AREA											
(64) Ramp	City of Hampton (		NA									NA			NA	
<u> </u>	To		- A TO RT		Γ											
Vest	City of Hampton (		Newport N		96%	1%	10/	10/	20/	00/	_	0.002			80000	G
64	City of Hampton ( Combined Traffic Estimates for 2 Parallel	,	79000	G G	96% 96%	0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.083 0.076	F	0.528	161000	G
	To					0 76	1 /0	1 /0	J /6	0 /6	•	0.070	'	0.520	101000	u
Vest	From:		Roads Cente						221							_
64	City of Hampton (		69000	G	96%	1%	1%	1%	3%	0%	F	0.084	_	0.545	70000	G
	Combined Traffic Estimates for 2 Parallel	-		G	96%	0%	1%	1%	3%	0%	F	0.077	F	0.545	140000	G
Vest	To: From:	SR 13	4 Magrude	r Blvd												
64) (134)	City of Hampton (	,	84000	G	96%	1%	1%	1%	3%	0%	F	0.082			85000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	167000	G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	170000	G
West	Tor From:	US 258, S	SR 134 Mer	cury Blv	d											
64)	City of Hampton (	· · · · · · · · · · · · · · · · · · ·	75000	G	96%	1%	1%	1%	3%	0%	F	0.092			76000	G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	3%	0%	F	0.079	F	0.578	153000	G
Vest	From	I-664 Har	npton Road I-664	s Beltwa	.y											
$\frac{64}{64}$ Hampton Roads Beltway	City of Hampton (	Maint: 99) 1.05	59000	G	96%	1%	1%	1%	3%	0%	F	0.074			60000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	115000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	118000	G
Vest	To: From:	SR	67 LaSalle	Ave												
64) Hampton Roads Beltway	City of Hampton (	Maint: 99) 2.36	51000	F	96%	1%	1%	1%	3%	0%	F	0.087			51000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	F	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	98000	F
	To	US 60, SR	143 Settlers	Landing	Rd											
$\frac{\text{Nest}}{64}$ $60$ Hampton Roads B	eltway City of Hampton (	Maint: 99) 0.38	46000	G	96%	1%	1%	1%	3%	0%	F	0.075			47000	G
04) (00)	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	88000	G
	To		169 Mallor	v St												
West 60 Hampton Roads B	ridge Tunnel City of Hampton (		43000	A	97%	0%	1%	0%	2%	0%	С	0.077			44000	Α
64 60 Hampton Roads B	Combined Traffic Estimates for 2 Parallel	•		A	97%	1%	1%	0%	2%	0%	С	0.077	Α	0.531	90000	A
	To		VCL Norfol		2. ,3	. , ,		0,0		0,0		3.0.0		3.001		
Vest	From:	2	I-64 West													
64) Ramp	City of Hampton (		6300	G								0.114			6300	G
$\smile$	To	114-7026 W,	Hampton F	Rds Ctr I	kwy											

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir	AAWDT	ī QW
West 64 Ramp	From: City of Hampton (Maint: 99								0.094		6200	G
West 64 Ramp	From City of Hampton (Maint: 99		ì						0.123		6500	G
West 64 Ramp	From City of Hampton (Maint: 95	US 258 Mercury Blvd  I-64-W TO I-664 EAS'  0) 0.46 14000 G  I-664-E FROM I-64 WE	Γ ì		_ <u> </u>				0.143		14000	G
West 64 Ramp	City of Hampton (Maint: 99	I-64 West	ì		<u> </u>				0.090		1400	G
West 64 Ramp	City of Hampton (Maint: 99	SR 134 CONNECTOR FROM R	T 64 WEST						NA		NA	
West 64 Ramp	From: City of Hampton (Maint: 99	I-64 West  0) 0.19 <b>3100 G</b> SR 134 Armistead Av.							0.086		3100	G
West 64 Ramp	From: City of Hampton (Maint: 99	I-64 West  3) 0.11 <b>4900 G</b> SR 143 County St	<b>i</b> 96%	1%	1% 19	% 3%	0%	F	0.1		4900	G
West 64 Ramp	City of Hampton (Maint: 99	I-64 West  3) 0.15 <b>3400 G</b> 114-7057 Mallory St	ì						0.097		3400	G
134 Magruder Blvd	City of Hampton	York County Line 0.28 <b>22000 G</b>	i 99%	0%	0% 09	% 0%	0%	С	0.104	0.73	9 23000	G
134 Magruder Blvd	City of Hampton	Semple Farm Rd 0.83 <b>26000 G</b>		1%	1% 09	% 0%	0%	F	0.093	0.67	3 27000	G
134 Magruder Blvd	City of Hampton	SR 172 Cmdr Shepard B 1.46 <b>29000 G</b>	98%	1%	1% 0°	% 0%	0%	F	0.091	0.52	26 31000	G
134 Magruder Blvd	City of Hampton	Hampton Roads Center Pl 0.29 <b>33000 G</b> Hardy Cash Dr		1%	1% 09	% 0%	0%	F	0.094	0.54	4 34000	G
Ramp	City of Hampton Combined Traffic Estimates for 2 Parallel Roadwa	Ramp to Cunningham I	98%	1% 0%	1% 0°		0% 0%	N N	0.094 NA	0.54	4 34000 48000	N N
134 Ramp	City of Hampton (Maint: 99	I-64 O) 0.10 I-64-E FROM RT 134 EA		e VA 134	for direction	onal traffic	volume	estima	ates for th	nis segmen	t.	

Route	Jurisdictio	n Ler	ngth	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: City of Hampton (N		SR 13 <b>52</b>	4 Magruder	Blvd	9	20   64	for direc	stional t	raffic vo	dumo oc	timate	es for this	coan	ont		
134 64	Combined Traffic Estimates for 2 Parallel		-	167000	G	96%	0%	1%	1%	3%	0%		0.078	_	0.537	170000	G
	To: From:		_	R 134 Merc	ury Blv												
134) (64) Ramp	City of Hampton (		10				ee I-64	for dired	ctional t	raffic vo	lume es	timate	es for this	segm	ient.		
	To: From:	I-64- I-64-E TO RT 2		B TO RT 25			D										
134) (64) Ramp	City of Hampton (N		32	AST-MERC	UKIE			for direc	ctional t	raffic vo	lume es	timate	es for this	s seam	nent.		
134) (04) ************************************	To:			FROM I-64	EAST												
	From:			I-64													
134)(258) Mercury Blvd	City of Hamp	oton 0.	36	61000	G	99%	0%	0%	0%	1%	0%	F	0.084		0.558	62000	G
	To:		(	Coliseum Dr				$\neg$ $\vdash$									
134)(258) Mercury Blvd	City of Hamp	oton 0.	42	44000	G	99%	0%	0%	0%	1%	0%	F	0.081		0.555	45000	G
	Tæ		SR 15	2 Cunningha	ım Dr												
134)(258) Mercury Blvd	City of Hamp		24	52000	G	99%	0%	0%	0%	1%	0%	F	0.085		0.542	53000	G
1047(230)	To:		JS 258	3; Arminstea													
	From:		US 2:	8 Mercury	Blvd												
134)Armistead Ave	City of Hamp	oton 0.	24	17000	G	98%	1%	1%	0%	0%	0%	С	0.091		0.522	19000	G
<u> </u>	To:		Pi	ne Chapel R	d			$\neg$ $\vdash$									
134 Armistead Ave	City of Hamp	oton 0.	89	19000	G	98%	1%	1%	0%	0%	0%	С	0.099		0.514	20000	G
$\bigcirc$	To:		I-6	4; Lasalle A	ve												
Associate and Associate	From:		4.4	I-64		000/	40/	10/	00/	00/	00/	_	0.007		0.007	4.4000	_
Armistead Ave	City of Hamp	oton 0.	41	13000	G	98%	1%	1%	0%	0%	0%	F	0.097		0.667	14000	G
	To: From:			Rip Rap Rd													
134)Armistead Ave	City of Hamp	oton 0.	38	12000	G	98%	1%	1%	0%	0%	0%	F	0.099		0.573	12000	G
<u> </u>	To:	1	SR 35	1 Pembroke	Ave												
134)Armistead Ave	City of Hamp	oton 0.	27	11000	G	99%	1%	0%	0%	0%	0%	С	0.095		0.576	11000	G
$\smile$	To			Queen St													
134 Armistead Ave	City of Hamp	oton 0.	10	11000	N	99%	1%	0%	0%	0%	0%	Ν	0.095		0.576	11000	Ν
101)	To:		S 60 S	Settlers Land	ling Rd												
	From:		SR 13	4 Armistead	l Ave												
134)Ramp	City of Hampton (N		22	15000	G								0.089			15000	G
	To:	,		I-64 West													
East	From:	R	lamp i	o Cunningh	am Dr												
134)Ramp	City of Hampton (N		10	11000	G	96%	0%	1%	1%	3%	0%	F	0.106			12000	G
<u> </u>	To:	, , , , , , , , , , , , , , , , , , ,		I-64 East													
<u> </u>	From	SR 134: F	Hardv	Cash Dr; Er	nterprize	Pkwv							-				
Ramp from I 64 W to SR	134 W City of Hamp		52	13000	G	98%	0%	1%	0%	1%	0%	F	0.092			14000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	46000	N	98%	0%	1%	0%	0%	0%	Ν	NA			48000	Ν
	To	, , , , , , , , , , , , , , , , , , , ,		I-64 West												_	

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

						_		Tru	ıck			K	Dir		۵.
Route	Jurisdiction	Length	AADT	<b>QA</b> 47	Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:		8 Mercury Bl												
143 Ingalls Rd	City of Hampton (Maint: US)	0.28	4600	<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.135	0.915	4900	G
	To: From:		tate Maintena												
143 Mellen St	City of Hampton	0.41	4600	<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.135	0.915	4900	(
	To: From:		69 Mallory S												
County St	City of Hampton	0.59		<b>G</b> 98	8%	1%	1%	0%	0%	0%	С	0.103	0.738	3400	(
	To: From:		I-64 Tyler St												
143) 60 Settlers Landing Rd	City of Hampton	0.67		<b>G</b> 9	7%	1%	1%	1%	0%	0%	F	0.100	0.591	15000	(
140/00)	To		Eaton St												
143) 60 Settlers Landing Rd	City of Hampton			<b>G</b> 9	7%	1%	1%	1%	0%	0%	F	0.099	0.527	12000	(
1407 (60)	To		Armistead A												
143) 60 Settlers Landing Rd	City of Hampton				7%	1%	1%	1%	0%	0%	С	0.098	0.526	14000	(
143) (60) Common Summing 115	To:		coughtan Rd	<u> </u>			Ť	.,.	- , -	- , -	_		****		
	From:		ers Landing R								_				
143 60 Kecoughtan Rd	City of Hampton	0.26	9500	<b>G</b> 9	7%	2%	1%	0%	0%	0%	F	0.095	0.512	10000	(
	To: From:		Kecoughtan												
143) Victoria Blvd	City of Hampton	0.54	3200	<b>G</b> 98	8%	1%	1%	0%	0%	0%	F	0.092	0.566	3400	
	To: From:		asalle Ave												
143) Victoria Blvd	City of Hampton	1.25	5700	<b>G</b> 98	8%	1%	1%	0%	0%	0%	F	0.108	0.535	6100	(
	To: From:	Pov	whatan Pkwy												
143) Victoria Blvd	City of Hampton	1.15			8%	1%	1%	0%	0%	0%	С	0.095	0.513	5600	(
	To:	ECL 1	Newport Nev	WS											
	From:		Newport Nev		00/	40/		00/	00/	00/	_	0.000	0.510	00000	
152 Todds Lane	City of Hampton	1.21	18000	<b>G</b> 99	9%	1%	0%	0%	0%	0%	С	0.093	0.519	20000	(
	To: From:		g Bethel Rd											.=	
152 Todds Lane	City of Hampton	1.03	14000	<b>G</b> 99	9%	1%	0%	0%	0%	0%	F	0.096	0.576	15000	(
	To: From:		berdeen Rd												
152 Todds Lane	City of Hampton	0.61	21000	<b>G</b> 99	9%	1%	0%	0%	0%	0%	С	0.099	0.508	22000	(
	To: From:		ningham Con												
152 Cunningham Dr	City of Hampton	0.59	20000	<b>G</b> 99	9%	1%	0%	0%	0%	0%	F	0.098	0.510	22000	(
	To: From:		oliseum Dr												
152 Cunningham Dr	City of Hampton				9%	1%	0%	0%	0%	0%	С	0.100	0.552	11000	(
<u> </u>	Tα		R 134 Mercu												
Mallany Ct	From:		143 Mellen S		00/	10/	10/	00/	00/	00/	N.I	0.000	0.554	0000	
169 Mallory St	City of Hampton	0.07	8300	<b>N</b> 98	8%	1%	1%	0%	0%	0%	N	0.083	0.554	8900	1
	To		143 County S		00/	401		061	05'	051		0.000	0.==:	0000	
169)Mallory St	City of Hampton	0.15	8300	<b>G</b> 98	8%	1%	1%	0%	0%	0%	F	0.083	0.554	8900	(

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

Б.,				4			Tru	ıck		00	K	Dir Dir	A A14/5-	
Route	Jurisdiction	Length <b>AAD</b>	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q'
	From:	US 258 Merc		25			• • •	•		_				
69 Mallory St	City of Hampton	1.95 <b>550</b> 0	G	98%	1%	1%	0%	0%	0%	С	0.086	0.568	5800	(
	To: From:	SR 351 E, Pem												
169 351 Pembroke Ave	City of Hampton	0.60 <b>3300</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	0.606	3600	(
<u> </u>	To: From:	SR 351 W, Pem	broke Ave											
169)Old Buckroe Rd	City of Hampton	1.37 <b>5400</b>	) G	98%	1%	0%	0%	0%	0%	С	0.086	0.589	5800	(
<u> </u>	To:	Fox Hill												
169)Fox Hill Rd	City of Hampton	Old Buckro 1.08 <b>1300</b>		99%	1%	0%	0%	0%	0%	F	0.094	0.632	13000	
169 /1 0 × 1 1111 110	Oity of Flampton			33 /6	1 /0	0 /6	0 /6	0 /6	0 /6	'	0.034	0.032	13000	
Town Hill Da	From:	Woodland		000/	10/		00/	00/	00/		0.004	0.501	00000	
69 Fox Hill Rd	City of Hampton	0.88 <b>1900</b>	0 G	99%	1%	0%	0%	0%	0%	С	0.094	0.591	20000	
	To: From:	Clemwood												
169)Fox Hill Rd	City of Hampton	0.95 <b>2500</b>		99%	1%	0%	0%	0%	0%	F	0.092	0.607	26000	
<u> </u>	To:	US 258; Merc	ury Blvd											
	From:	SR 134 Magrı												
72 Cmdr Shepard Blvd	City of Hampton	0.61 <b>750</b> 0	) G	98%	1%	0%	0%	0%	0%	F	0.144	0.894	8000	
	To: From:	Armistead												
(72) Cmdr Shepard Blvd	City of Hampton	0.42 <b>1600</b>	0 G	98%	1%	0%	0%	0%	0%	С	0.102	0.517	17000	
<u> </u>	To: From:	NASA Mai	n Gate											
72)Armistead Ave	City of Hampton	0.85 <b>1500</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.099	0.771	16000	
<u> </u>	To:	Semple Far	m Rd											
172)Wythe Creek Rd	City of Hampton	1.03 1500		99%	0%	0%	0%	0%	0%	F	0.105	0.750	16000	
	To:	SCL Poqu	oson											
	From:	ECL Newpo	rt News											
Mercury Blvd	City of Hampton	0.74 <b>4500</b>	0 G	99%	0%	0%	0%	1%	0%	F	0.090	0.559	46000	
<del>~</del>	To	114-7019 Che	stnut Ave											
Mercury Blvd	City of Hampton	0.52 4900		99%	0%	0%	0%	1%	0%	С	0.1	0.538	50000	
,	To	114 7021 D:- 1												
Mercury Blvd	City of Hampton	114-7021 Big 1 0.80 <b>5000</b>		99%	0%	0%	0%	1%	0%	F	0.088	0.533	51000	
258 (Well-cury Divu	oity of Hampton			JJ 76	0 70	078	0 70	1 /0	0 70		0.000	0.555	31000	
Maraum Phyd	To: From:	Aberdeer		000/	00/		00/	10/	00/		0.004	0.500	E7000	
Mercury Blvd	City of Hampton	0.43 <b>5600</b>	0 G	99%	0%	0%	0%	1%	0%	F	0.084	0.503	57000	
~	To: From:	SR 415 Power I												
Mercury Blvd	City of Hampton	0.39 <b>6700</b>	0 G	99%	0%	0%	0%	1%	0%	F	0.081	0.519	69000	
~	To: From:	I-64												
258 (134) Mercury Blvd	City of Hampton	0.36 <b>6100</b>	0 G	99%	0%	0%	0%	1%	0%	F	0.084	0.558	62000	
$\sim$	To	Coliseun	ı Dr			<b>−</b> ⊢								
Mercury Blvd	City of Hampton	0.42 4400		99%	0%	0%	0%	1%	0%	F	0.081	0.555	45000	
,	To	SR 152 Cunnii										-		

						Tru	ıck			K	., Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	K Factor	AAWDT	QI
~~~	From:	SR 152 Cunningham D							_			<b></b>	_
258 134 Mercury Blvd	City of Hampton	0.24 <b>52000 G</b>	99%	0%	0%	0%	1%	0%	F	0.085	0.542	53000	C
<u> </u>	To: From:	SR 134 Armistead Ave											
258 Mercury Blvd	City of Hampton	0.63 <b>47000 G</b>	99%	0%	0%	0%	0%	0%	С	0.088	0.583	50000	(
<del></del>	To: From:	Lasalle Ave											
258 Mercury Blvd	City of Hampton	0.89 <b>55000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	0.563	58000	(
~	To	SR 278 King St											
258 Mercury Blvd	City of Hampton	1.12 <b>27000 G</b>	99%	1%	0%	0%	0%	0%	С	0.096	0.618	28000	
	Too	Andrews Blvd			—								
258 Mercury Blvd	City of Hampton	0.55 <b>17000 G</b>	99%	1%	0%	0%	0%	0%	F	0.099	0.590	18000	
230)	To												
258 Mercury Blvd	City of Hampton	SR 351 Pembroke Ave 0.94 <b>9200 G</b>	98%	1%	1%	0%	0%	0%	С	0.1	0.610	9800	
258 Welcary Biva	Oity of Flampion		30 70	1 /0	1 /0	0 70	0 70	0 70	O	0.1	0.010	3000	
Maraum Dhad	City of Hermanton	SR 169 Mallory St	000/	10/	10/	00/	00/	00/		0.101	0.544	1700	
Mercury Blvd	City of Hampton	0.80 <b>1600 G</b>	98%	1%	1%	0%	0%	0%	F	0.124	0.544	1700	
-		SR 143 Ingalls Rd											
Pomp	City of Hometon (Moint: 00)	US 258 W063B								NA		NA	
Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b> I-64-W								NA		NA	
	From												
East 258 Ramp	City of Hampton (Maint: 99)	US 258 TO RTE 64 0.05 <b>NA</b>								NA		NA	
258 1 141119	To:	US 258-E063B TO RTE 64 V	VEST							INA		INA	
East	From:	US 258 Mercury Blvd	, LOI										
258 Ramp	City of Hampton (Maint: 99)	0.14 <b>17000 G</b>								0.081		17000	
~ <i>_</i>	To:	I-64-E											
East	From:	US 258 TO I-64 WEST											
258 Ramp	City of Hampton (Maint: 99)	0.56 <b>NA</b>								NA		NA	
~ <i>_</i>	To: I-6	4-W FROM RT 258 EAST-MERC	JRY BOUL	EV									
West	From:	US 258 Mercury Blvd											
258 Ramp	City of Hampton (Maint: 99)	0.18 <b>4300 G</b>								0.078		4300	
~	To:	I-64-E											
Vest	From:	US 258 Mercury Blvd											
258 Ramp	City of Hampton (Maint: 99)	0.26 <b>7300 G</b>								0.087		7300	
<del>~</del>	To:	I-64-W											
	From:	US 258 Mercury Blvd											
278 King Street North	City of Hampton	0.10 <b>19000 G</b>	100%	0%	0%	0%	0%	0%	F	0.095	0.605	21000	
$\smile$	To:	114-7047 Old Fox Hill R	d										
278)King St	City of Hampton	0.85 <b>15000 G</b>	100%	0%	0%	0%	0%	0%	F	0.094	0.576	16000	
$\smile$	Tor	Lamington Rd											
278 King St	City of Hampton	0.69 <b>6900 G</b>	100%	0%	0%	0%	0%	0%	С	0.107	0.821	7400	

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

Jurisdictio											K	Di		
Junsaictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Factor	QK Fac	AAWD'	T QW
From:	V	VCL Hampto	on											
City of Ham	oton 0.36	7400	N	96%	2%	1%	1%	0%	0%	Ν	0.120	0.73	7900	Ν
To:	114-7	025 Aberde	en Rd											
City of Ham	oton 1.17	9100	G	96%	2%	1%	1%	0%	0%	F	0.094	0.6	4 9700	G
To	Po	owhatan Pky	wy			<u> </u>								
City of Ham		10000	G	96%	1%	1%	2%	1%	0%	С	0.107	0.72	24 11000	) G
To	Sett	lers Landins	2 Rd			<u> </u>								
City of Ham	·	10000	G	96%	1%	1%	2%	1%	0%	F	0.099	0.68	11000	) G
To:		Lasalle Ave												
City of Ham		8100	G	96%	2%	1%	1%	0%	0%	С	0.101	0.6	26 8600	G
To	SR 1	34 Armistea	d Ave											
City of Ham		8900		97%	1%	1%	0%	0%	0%	С	0.097	0.6	8 9500	G
To:	119.2	58 Mercury												
City of Ham		11000	G	97%	1%	1%	0%	0%	0%	F	0.098	0.60	12000	) G
To														
From: City of Ham				98%	1%	1%	0%	0%	0%	С	0.089	0.60	3 13000	) G
Tro				0070	1 70		070	0 70	070	Ü	0.000	0.0	10000	,
City of Hami				98%	1%	1%	0%	0%	0%	F	0.091	0.60	16 3600	G
City of Flamp				0070	1 /0		0 70	0 /0	070	•	0.001	0.0	,0 0000	ď
From:	·		•	08%	1%	19/-	Nº/-	Nº/-	O°/-	NI	0.001	0.60	16 3600	N
To:	0.07		13	30 /6	1 /0	1/0	0 /6	0 /6	0 /6	IN	0.031	0.00	0 3000	IN
From:	119.2		Rlvd											
City of Ham		15000		98%	1%	1%	0%	0%	0%	F	0.091	0.5	16000	) G
To:	D	ine Chanel I												
From: City of Hami	·			98%	1%	1%	0%	0%	0%	С	0.093	0.50	21000	) G
To		Driorfield D												
From: City of Ham				97%	2%	1%	0%	0%	0%	С	0.091	0.50	7 11000	) G
Tro.				** /*			• / •	- , -						
From: City of Hami				97%	2%	1%	0%	0%	0%	F	0.094	0.5	2 10000	) G
To:				01 70		Ť	070	0 / 0	070	•	0.001	0.0	_ 10000	,
From:														
City of Hampton (I	Maint: 99) 0.27	30000	G	94%	0%	1%	1%	4%	0%	F	0.094		32000	) G
		n from I-64	West			<u> </u>								
From:				0.40/	00/	10/	10/	40/	00/	_	0.104		40000	
, ,	,									F		E 00		
Johnbined Traffic Estimates for 2 Parallel	•				υ%	1%	1%	4%	υ%	г	0.090	г U.b	90000	) G
Τα				11-004		<del></del> 1								
	City of Ham  City of Hampton (in the city of Hampton)  City of Hampton (in the city of Hampton)  City of Hampton (in the city of Hampton)	City of Hampton   0.36   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114-7   114	City of Hampton   0.36   7400	City of Hampton   1.17   9100   G   Powhatan Pkwy   City of Hampton   1.52   10000   G   Free   Settlers Landing Rd   City of Hampton   0.14   10000   G   Free   Lasalle Ave   City of Hampton   0.73   8100   G   G   G   G   G   G   G   G   G	City of Hampton   0.36   7400   N   96%	City of Hampton   0.36	City of Hampton   0.36   7400   N   96%   2%   1%	City of Hampton   0.36   7400   N   96%   2%   1%   1%	City of Hampton   0.36   7400   N   96%   2%   1%   1%   0%	City of Hampton	City of Hampton   0.36   7400   N   96%   2%   1%   1%   0%   0%   N	City of Hampton   0.36   7400   N   96%   2%   1%   1%   0%   0%   N   0.120	City of Hampton   0.36   7400   N   96%   2%   1%   1%   0%   0%   N   0.120   0.73	City of Hampton 0.36 7400 N 96% 2% 1% 1% 0% 0% N 0.120 0.737 7900    114-7025 Abender Rd

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Hampton

							_		Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ast	From			vhatan Park	_												
Hampton Roads Beltway			1.21	43000	G	94%	0%	1%	1%	4%	0%	F	0.108	_		46000	G
	Combined Traffic Estimates for 2 Parallel	-			G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.632	87000	G
		East I	l-664 is	signed a	s Souti	h I-664											
East			A	berdeen Ro	ad												
Hampton Roads Beltway	City of Hampton (	Maint: 99)	0.66	40000	G	94%	0%	1%	1%	4%	0%	F	0.109			43000	G
	Combined Traffic Estimates for 2 Parallel	,	Route:	76000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	82000	G
				signed as													
	То	c		Newport N													
ast	Fron			I-664 East													
Ramp	City of Hampton (	Maint: 99)	0.16	5700	G								0.095			5700	C
9-7	To	,	Po	wer Plant Pk													
ast	From			I-664 East													
Ramp	City of Hampton (	Maint: 99)	0.14	6100	G								0.104			6100	(
	To	,	114-7	025 Aberde	en Rd												
/est	From	:		I-64 West													
Hampton Roads Beltway	City of Hampton (	Maint: 99)	0.43	30000	G	94%	0%	1%	1%	4%	0%	F	0.114			32000	(
,	Te	·	D.o.	mp to I-64 E	last												
est	From	:															
64 Hampton Roads Beltway		,	1.23	39000	G	94%	0%	1%	1%	4%	0%	F	0.116			42000	(
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	90000	C
		West	I-664 is	s signed a	s Nort	h I-664											
loot	To		Pov	whatan Park	way												
/est 64)Hampton Roads Beltway	City of Hampton (	Maint: 99)	1.27	38000	G	94%	0%	1%	1%	4%	0%	F	0.125			41000	G
164) Hampton Hoado Boltmay	Combined Traffic Estimates for 2 Parallel	*			G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.632	87000	(
	Combined Traine Estimates for 2 Taraner	•		s signed a			0 70	1 /0	1 /0	470	0 70	•	0.007	•	0.002	07000	
	-	West				111 004											
/est	From		A	berdeen Ro	ad												
Hampton Roads Beltway	City of Hampton (	Maint: 99)	0.28	36000	G	94%	0%	1%	1%	4%	0%	F	0.127			39000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	76000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	82000	G
		West	I-664 is	signed a	s Nort	h I-664											
	То		NCI	L Newport N	lews												
est	From			I-664 West													
Ramp	City of Hampton (	Maint: 99)	0.22	11000	G								0.121			11000	C
<u> </u>	То			I-64 East			-										
est	From			I-664 West													
Ramp	City of Hampton (	Maint: 99)	0.13	4000	G								0.142			4000	C
<u> </u>	То	Po	wer Plan	t Pkwy; Pow	hatan Pl	kwy											
Vest	From			I-664 West													
Ramp	City of Hampton (	Maint: 99)	0.16	3200	G								0.101			3200	C
$\smile$	To		114-7	025 Aberde	en Rd												

Citx of Hamuton							City of	Hampte	on							
Total Part   P	Route	Length	AADT	QA	4Tire	Bus				 2Trail	QC		OK	AAWDT	QW	Year
Shell Rd	City of Hampton															
Company   Comp	O 01 11 D 1	4.04	From	<u> </u>	000/	00/				00/			0.54		_	0015
Shell Rd   0.33   1300   G   99%   0%   0%   0%   0%   0%   0%   0	(7006) Shell Rd	1.21	3300	G	99%	0%	0%	0%	0%	0%	C	0.088	0.51	0 3600	G	2015
Newport News Ave   Newport New			To From				Las	alle Ave								
Skell Rd	(7006) Shell Rd	0.33	1300	G	99%	0%	0%	0%	0%	0%	F	0.092	0.50	2 1400	G	2015
Company   Newport News Ave   0.20   1300   G   99%   0%   0%   0%   0%   0%   0%   0	$\overline{}$		To						ve							
Back River Rd	Nowport Nows Ave	0.20		<u> </u>	000/	00/			00/	00/		0.005	0.50	0 1400	C	2015
SR 169 Fost Hill Rd	17006) Newport News Ave	0.20			99 /o	0 /6			0 /6	0 /6	'	0.003	0.52	.0 1400	G	2013
1000   Nickerson Blvd   0.43   6300   G   99%   0%   1%   0%   0%   0%   F   0.101   0.561   6700   G   201																
Andrews Bivd   0.69   3700   G   99%   0%   1%   0%   0%   0%   0%   C   0.101   0.609   4000   G   201	Miskage Physic	0.40		<u> </u>	000/	00/				00/			0.50	1 0700	_	0015
Company   Comp	(7008) Nickerson Biva	0.43	6300	G	99%	0%	1%	0%	0%	0%	г	0.101	0.56	6700	G	2015
SR 169: Old Buckroc Rd   SECL Newpont News			From					ews Blvd								
Oroutt Ave   0.18   2100   G   91%   5%   4%   0%   0%   0%   0%   0.098   2200   G   201	(7008) Nickerson Blvd	0.69	3700	G	99%	0%	1%	0%	0%	0%	С	0.101	0.60	9 4000	G	2015
Control   Cont	$\overline{}$		To				SR 169; C	old Buckro	e Rd							
US 258 Mercury Blvd   1.37   10000   G   91%   5%   4%   0%   0%   0%   F   0.09   0.538   11000   G   201			From				SECL No	ewport Ne	ews							
1.37   10000   G   91%   5%   4%   0%   0%   0%   F   0.09   0.538   11000   G   201	(7011) Orcutt Ave	0.18	2100	G	91%	5%	4%	0%	0%	0%	С	0.098		2200	G	2015
1.37   10000   G   91%   5%   4%   0%   0%   0%   F   0.09   0.538   11000   G   201	$\bigcirc$		To				IIS 258 N	Mercury B	lvd							
SR 152 Todds Lane   SECL Newport News   SECL	Orcutt Ave	1.37		G	91%	5%				0%	F	0.09	0.53	8 11000	G	2015
SECL Newport News   Sing Bethel Rd   Security Bird   Sec	011) 5.554.7.110			Ť	0.70	- 70				0 /0	•	<u> </u>	0.50		~	_0.0
Section   Sect			From													
Big Bethel Rd	Rriarfield Rd	0.30		<u></u>	QQ0/	10/		_		O°/		0.004	0 50	4 2000	G	201E
Priority	7012) Briameid Nu	0.59	7000	<u> </u>	90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	U	0.094	0.50	4 8000	G	2013
New Market Dr   1000   G   98%   1%   1%   0%   0%   0%   F   0.093   0.546   11000   G   201	$\widehat{}$															
True   SWCL Newport News	(7012) Briarfield Rd	0.48	9600	G	98%	1%	1%	0%	0%	0%	F	0.088	0.50	1 10000	G	2015
Total   Briarfield Rd   0.99   10000   G   98%   1%   1%   0%   0%   0%   F   0.093   0.546   11000   G   2011	<u> </u>		To				Abei	rdeen Rd				_				
Tol.   Queen St   SWCL Newport News   John State   John	7012 Briarfield Rd	0.99	10000	G	98%	1%			0%	0%	F	0.093	0.54	6 11000	G	2015
SWCL Newport News   SWCL Newport News   SWCL Newport News   US 258 Mercury Blvd   SWCL Newport News   SW	(1012)		To													
New Market Dr   0.13   7400   G   97%   1%   1%   1%   0%   0%   F   0.081   0.53   7900   G   2015	_		From						awe							
To   US 258 Mercury Blvd   SWCL Newport News   January Blvd   Ja	New Market Dr	0.13	7400	G	97%	1%				0%	F	0.081	0.53	3 7900	G	2015
Total   SWCL Newport News   SWCL Newport New	(7013) NOW MAINER 21	0.10		Ť	01 70	1 /0				070	•	10.001	0.00	,,,,,	Ğ	2010
Roanoke Ave   0.17   3900   G   100%   0%   0%   0%   0%   0%   0%			From	1												
Visual State   Visu	Poppoko Avo	0.17		<u> </u>	100%	Nº/		-		09/		0.100	0.62	4 4200	G	2015
Total   SR 152 Todds Lane   SWCL Newport News   SWCL Newport New	17017) Hoanoke Ave	0.17	3900	<u> </u>	100 /6	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.109	0.03	4 4200	G	2013
To   SR 152 Todds Lane   SWCL Newport News									lvd							
SWCL Newport News   SWCL Newport	(7017) Whealton Rd	1.30	3700	G	100%	0%	0%	0%	0%	0%	С	0.108	0.53	3 3900	G	2015
Chestnut Ave   0.19   4400   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To				SR 152	Todds La	ne							
To   US 258 Mercury Blvd   Briarfield Rd			From				SWCL N	lewport N	ews							-
US 258 Mercury Blvd	(7019) Chestnut Ave	0.19	4400	G	99%	0%	0%	0%	0%	0%	С	0.087	0.59	6 4700	G	2015
Rig Bethel Rd   1.11   7700   G   98%   1%   0%   0%   0%   0%   F   0.09   0.570   8200   G   2011	$\bigcup$		To				US 258 N	Mercury E	lvd							
Tol   Big Bethel Rd   1.11   7700   G   98%   1%   0%   0%   0%   0%   F   0.09   0.570   8200   G   2011			From				Bria	rfield Rd								
US 258 Mercury Blvd	(7021) Big Bethel Rd	1.11	7700	G	98%	1%			0%	0%	F	0.09	0.57	0 8200	G	2015
Big Bethel Rd 0.94 11000 G 98% 1% 0% 0% 0% 0% C 0.095 0.503 11000 G 2015			- <del>-</del>		-	-				-						,
SR 152 Todds Lane	Pig Pothol Dd	0.04	From		000/	10/				00/		0.005	0.50	2 11000	C	2015
Pin Pathal Pat	(7021) DIG Detriel Ha	0.94	11000	<u> </u>	90%	1%	U%	U%	U%	U%		0.095	0.50	is 11000	G	2015
(7021) Big Bethel Rd 1.31 <b>16000 G</b> 98% 1% 0% 0% 0% F 0.097 0.594 17000 G 201			From									$\supset$				
	(7021) Big Bethel Rd	1.31	16000	G	98%	1%	0%	0%	0%	0%	F	0.097	0.59	4 17000	G	2015
Hampton Roads Center Pkwv	(, , , )		To			Н	ampton Ro	ads Cente	r Pkwv							
				_	08%				0%	0%	F	0.092	0.55	4 23000	G	2015
(7021) Big Bethel Rd 0.48 <b>22000 G</b> 98% 1% 0% 0% 0% F 0.092 0.554 23000 G 201:	<u> </u>	0.48	22000 From	G	30 /6								2.50			
	<u> </u>	0.48	22000 From		30 /6		The state of the s	XX 1 -				$\overline{}$				
Thomas Nelson Dr From Thomas Nelson Dr	7021 Big Bethel Rd		To From							00/	_		2.5	4 40000		0015
Thomas Nelson Dr From Thomas Nelson Dr	7021 Big Bethel Rd		To From							0%	F	0.099	0.54	4 16000	G	2015
Thomas Nelson Dr   Thomas Nelson Dr     Thomas Nelson Dr       Thomas Nelson Dr	7021 Big Bethel Rd 7021 Big Bethel Rd		16000				0%	0%	0%	0%	F	0.099	0.54	4 16000	G	2015
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd  7021) Big Bethel Rd	1.41	16000 To From	G	98%	1%	0% Semple	0% e Farm Ro 0%	0% i 0%							
Thomas Nelson Dr    Town   Thomas Nelson Dr   Thoma	7021) Big Bethel Rd  7021) Big Bethel Rd	1.41	16000 From Prom 9700	G	98%	1%	0% Semple	0% e Farm Ro 0%	0% i 0%							
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd	1.41	16000  To	G	98%	1%	0% Sempl 0% York C	0% e Farm Ro 0% County Lin	0% d 0%							
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd 7021) Big Bethel Rd	1.41 0.34	16000 Ta 9700 To	G G	98%	1%	0% Sempl 0% York C	0% e Farm Ro 0% County Lir wer Plant	0% d 0% de Pkwy	0%	F	0.103	0.50	7 10000	G	2015
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd 7021) Big Bethel Rd	1.41 0.34	16000 Ta 9700 To	G G	98%	1%	0%  Sempl 0%  York C  SR 415 Por 0%	0% e Farm Ro 0% County Lir wer Plant 0%	0% d 0% de Pkwy	0%	F	0.103	0.50	7 10000	G	2015 2015 2015
Thomas Nelson Dr	7021) Big Bethel Rd  7021) Big Bethel Rd  7021) Big Bethel Rd  7022) Pine Chapel Rd	0.34	16000 To From 9700 From 9900	G G G	98% 98% 99%	1% 1% 0%	0%  Sempl 0%  York C  SR 415 Por 0%  Coli	0% e Farm Re 0% County Lir wer Plant 0% seum Dr	0% d 0% de Pkwy 0%	0%	F C	0.103	0.50	7 10000 5 11000	G G	2015
Tage Hampton Roads Center Pkwy	7021 Big Bethel Rd	0.94	7700  To From 11000  To From From From From From From From Fro	G G	98%	1% 1% H	Brian 0% US 258 N 0% SR 152 0% ampton Ro	rfield Rd 0% Mercury E 0% Todds La 0% ads Cente	0% slvd 0% ne 0% r Pkwy	0%	C F	0.095	0.50	3 11000 4 17000	G G	2
(7021) Big Bethel Rd 0.48 <b>22000 G</b> 98% 1% 0% 0% 0% F 0.092 0.554 23000 G 2015	<u> </u>	0.48	22000 From	G	30 /0											
		0.48	22000 From		30 /6											
To Thomas Nelson Dr	7021) Big Bethel Rd		To From									$\Box$				
Thomas Nelson Dr From Thomas Nelson Dr	7021) Big Bethel Rd		To From							0%	F	0.099	0.54	4 16000	G	2015
Thomas Nelson Dr   Thomas Nelson Dr     Thomas Nelson Dr     Thomas Nelson Dr     Thomas Nelson Dr     Thomas Nelson Dr     Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   Thomas Nelson Dr   T	(7021) Big Bethel Rd (7021) Big Bethel Rd	1.41	16000 To From	G	98%		0% Sempl	0% e Farm Ro	0% i							
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd	1.41	16000 From Prom 9700	G	98%	1%	0% Semple	0% e Farm Ro 0%	0% i 0%							
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd	1.41	16000  To	G	98%	1%	0% Sempl 0% York C	0% e Farm Ro 0% County Lin	0% d 0%							
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd 7021) Big Bethel Rd	1.41 0.34	16000 Ta 9700 To	G G	98%	1%	0% Sempl 0% York C	0% e Farm Ro 0% County Lir wer Plant	0% d 0% de Pkwy	0%	F	0.103	0.50	7 10000	G	2015
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd 7021) Big Bethel Rd	1.41 0.34	16000 Ta 9700 To	G G	98%	1%	0% Sempl 0% York C	0% e Farm Ro 0% County Lir wer Plant	0% d 0% de Pkwy	0%	F	0.103	0.50	7 10000	G	2015
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd 7021) Big Bethel Rd 7021) Big Bethel Rd	1.41 0.34	9700 From 9900	G G	98%	1%	0%  Sempl 0%  York C  SR 415 Por 0%	0% e Farm Ro 0% County Lir wer Plant 0%	0% d 0% de Pkwy	0%	F	0.103	0.50	7 10000	G	2015
Thomas Nelson Dr   Thomas Nels	7021) Big Bethel Rd  7021) Big Bethel Rd  7021) Big Bethel Rd  7022) Pine Chapel Rd	0.34	16000 To From 9700 From 9900	G G G	98% 98% 99%	1% 1% 0%	0%  Sempl 0%  York C  SR 415 Por 0%  Coli	0% e Farm Re 0% County Lir wer Plant 0% seum Dr	0% d 0% de Pkwy 0%	0%	F C	0.103	0.50	7 10000 5 11000	G G	2015

						City of Ha	amplon								
Route	Length	AADT	QA	4Tire	Bus			rail 2Trail	QC	K Factor	$\cap$ k	Dir actor	AAWDT	QW	Year
ity of Hampton			1												
Alandana Dd	0.40	From:	_	000/	00/	SWCL News		00/			0		11000	_	001
Aberdeen Rd	0.40	11000	G	96%	0%	1% 1	1% 1	% 0%	F	0.079	U	.562	11000	G	2015
^		To: From:				I-66									
Aberdeen Rd	1.10	18000	G	96%	0%	1% 1	1% 1	% 0%	С	0.081	0	.505	19000	G	2015
$\overline{}$		To				Briarfiel	ld Rd			$\neg$					
7025) Aberdeen Rd	1.32	14000	G	98%	0%			% 0%	С	0.09	0	.591	14000	G	2015
		To:				110.050.14	D1 1								
Aberdeen Rd	0.19	9500	G	98%	0%	US 258 Mer 0%		% 0%	F	0.095	0	.508	10000	G	2015
Aberdeen Rd	0.13	9300 To:	G	30 /6	0 /6			/6 0 /6	- '	0.033	U	.500	10000	ч	201
						SR 152 Too									
	0.14	From:				114-7025 Ab	erdeen Rd						0000	_	004
<sub>7025</sub> ) Ramp	0.14	6000	G							0.098			6000	G	2015
<u> </u>		To:				I-664	-W								
		From:				114-7025 Ab	erdeen Rd								
<sub>7025</sub> ) Ramp	0.17	3500	G							0.09			3500	G	2015
		To:				I-664	-E		-						
		From:			I	ECL Newport 1	News; 121	-6							
7026) Hampton Rds Ctr Pkw	y 1.20	22000	Α	99%	0%			% 0%	С	0.114	0	.533	23000	Α	2015
$\mathcal{L}$		To				Die Dest	nal DA								
7026) Hampton Rds Ctr Pkw	v 0.26	43000	G	99%	0%	Big Beth		% 0%	F	0.090		.622	46000	G	2015
Hampton Rds Ctr Pkw	, 0.20	40000	J	00 /0	0 /0			,, 0 /0		<del></del>	U	.522	+0000	J	201
		From:				I-64				_ <del> </del>					
<sub>026</sub> Hampton Rds Ctr Pkw	y 1.02	39000	G	99%	0%	0% (	0% 0	% 0%	F	0.099	0	.643	44000	G	2015
		To				SR 134 Mag	ruder Blvd			$\neg$					
(1026) Hampton Rds Ctr Pkw	y 0.65	30000	G	99%	0%			% 0%	F	0.096	0	.616	33000	G	2015
1	•	Т	1												
Llamaton Dda Ctr Dlaw	0.40	From:		000/	00/	Coliseu		0/ 00/	F			607	27000		2015
Hampton Rds Ctr Pkw	y 0.40	25000 To:	G	99%	0%			% 0%	Г	0.094	U	.607	27000	G	2015
						Armistea									
East	0.40	From:			114	-7026 Hampton	n Rds Ctr l	Pkwy					7000	_	004
7 <sub>026</sub> ) Ramp	0.42	7200	G							0.090			7200	G	2015
<u> </u>		To:				I-64 E	East								
East		From:			114	-7026 Hampton	n Rds Ctr 1	kwy							
<sub>7026</sub> ) Ramp	0.18	4500	G							0.079			4500	G	2015
		To:				I-64-	W								
Vest		From:			114	-7026 Hampton	n Rds Ctr l	kwv							
7026) Ramp	0.38	10000	G			•				0.141			10000	G	2015
		To				I-64-	W			1					
		From:				Armistea				1					
7028) Tide Mill Lane	0.83	4500	G	99%	0%			% 0%	С	0.091	n	.539	4800	G	2015
7028) Tide Willi Larie	0.00	-1000 To:	<u> </u>	0070	5 /0	Lasalle		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			O	.550	.500	J	_010
		-													
Armieta ad Acc	0.70	From:		0007	40/	US 258 Mer		2/ 02/			_	E70	00000	_	001
Armistead Ave	0.72	21000	G	99%	1%			% 0%	F	0.090	0	.576	23000	G	2015
		From:				Tide Mil Tidemill									
7033) Armistead Ave	0.50	22000	Α	99%	1%			% 0%	С	0.112	Λ	.528	24000	Α	2015
USSI AITHISIDAU AVD				JJ /0	1 /0			/0 U/0		0.112	U	.020	<del>-4</del> 000	^	2013
	0.53					Hampton Rds			-						
		To: From:								0.096	0	710			2015
Acceptate and Accept	1.52	Prom:	G	99%	1%			% 0%	F	0.000		.719	24000	G	2010
Acceptate and Accept			G	99%	1%	0% ( Cmdr Shep		% 0%	Г	0.000		.719	24000		2010
A consists and Acco			G	99%	1%		ard Blvd	% 0% 	<u>г</u>				24000	G 	2010
Armistead Ave		22000 <sub>то</sub>	G	99%	1%	Cmdr Shep ECL Newpe	ard Blvd ort News	% 0% % 0%	F	0.094		0.719	9000	G G	
Armistead Ave	1.52	22000 From: 8400				Cmdr Shep ECL Newpo	ort News								
Armistead Ave  O34 Saunders Rd	0.72	22000 From: 8400	G	97%	1%	Cmdr Shep ECL Newpo	ort News  1%  0  nel Rd	% 0%	F	0.094	0	.522	9000	G	201
7033) Armistead Ave	1.52	22000 From: 8400				Cmdr Shep ECL Newpo	ort News  1%  0  nel Rd				0				201
Armistead Ave  7034 Saunders Rd  7034 Semple Farm Rd	1.52 0.72 2.07	22000  To result of the second	G G	97%	1%	Cmdr Shep  ECL Newpo  0%  Big Beth  0%  SR 134 Mage	ort News  1% 0  nel Rd  1% 0  ruder Blvd	% 0% % 0%	F C	0.094	0	.623	9000	G G	2015
7033) Armistead Ave	0.72	From: 8400  To From: 84700  To From: 700 From: 700 To	G	97%	1%	Cmdr Shep  ECL Newpo  0%  Big Beth  0%  SR 134 Mage	ort News  1% 0  nel Rd  1% 0  ruder Blvd	% 0%	F	0.094	0	.522	9000	G	2015

Route	Length	AADT	QA	4Tire	Bus		Truc			QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
ity of Hampton			1												
$\bigcirc$ a	4.40	From	<u> </u>	000/	00/		ewport New		00/			0.500	1000	0	0045
Chesapeake Ave	1.13	1200	G	99%	0%	0%	0%	1%	0%	С	0.122	0.598	1300	G	2015
		To From				Powh	atan Pkwy								
<sub>7035</sub> ) Chesapeake Ave	0.83	1200	G	99%	0%	0%	0%	1%	0%	F	0.117	0.578	1200	G	2015
$\mathcal{L}$		To				Las	alle Ave								
		From				Chesa	peake Ave								
<sub>2035</sub> ) Lasalle Ave	0.37	1400	G	99%	0%	0%	0%	1%	0%	F	0.102	0.502	1500	G	2015
$\mathcal{I}$		To					ecoughtan F								
<u> </u>		From					ecoughton F							_	
<sub>'035</sub> ) Lasalle Ave	0.57	4900	G	99%	0%	0%	0%	1%	0%	F	0.09	0.587	7 5200	G	2015
<u> </u>		To				SR 143	Victoria Blv	ď			_				
<sub>035</sub> Lasalle Ave	0.66	13000	G	99%	0%	0%	0%	1%	0%	F	0.084	0.571	13000	G	2015
		To				C-441	I 4: D.	1			_				
Lasalle Ave	0.12	14000	G	99%	0%	0%	Landing Ro	1%	0%	F	0.085	0.602	15000	G	2015
Lasalle Ave	0.12	14000	<u> </u>	33 /6	0 76	0 78	0 76	1 /0	0 78	'	0.003	0.002	13000	ч	2010
$\widehat{}$		From				SR 351 I	Pembroke A	ve							
<sub>035</sub> ) Lasalle Ave	0.27	17000	G	99%	0%	0%	0%	1%	0%	F	0.09	0.646	18000	G	2015
<u> </u>						Mic	higan Dr								
Lasalle Ave	0.24	21000	G	99%	0%	1%	0%	0%	0%	F	0.091	0.571	22000	G	2015
333				/ -											
	0.50	From	<u> </u>	0001	00′		Armistead A		001			0.00	10000		004
<sub>'035</sub> ) Lasalle Ave	0.50	11000	G	99%	0%	1%	0%	0%	0%	С	0.083	0.607	12000	G	2015
		To				US 258	Mercury Blv	/d			_				
<sub>035</sub> Lasalle Ave	1.24	8400	G	99%	0%	1%	0%	0%	0%	F	0.103	0.671	9000	G	2015
9		To				m: 1	) (*11 T								
August Aug	0.01	From		000/	00/		Mill Lane	00/	00/		0.110	0.005	7000		2015
Lasalle Ave	0.31	7300	G	99%	0%	1%	0%	0%	0%	F	0.112	0.825	7800	G	2015
						Lan	gley Gate								
East		From				114-703	5 Lasalle Av	/e							
<sub>'035</sub> ) Ramp	0.12	910	G								0.077		910	G	2015
<u> </u>		To				I	-64-E								
Vest		From				114-703	5 LaSalle Av	ve							
<sub>7035</sub> Ramp	0.19	2000	G								0.092		2000	G	201
		To				I	-64-E								
		From				Newpo	rt News Ave								
Back River Rd	0.19	1100	G	98%	2%	0%	0%	0%	0%	F	0.094	0.603	1100	G	2015
Back River Ho	0.10	1100		0070	270	0 70	0 70	0 70	0 70		0.004	0.000	1100	ď	2010
$\widehat{}$		From				Settlers	T 1: D -	1							
Back River Rd	0.31	1400											,	_	
<u> </u>			G	98%	2%	0%	0%	0%	0%	С	0.089	0.591	1500	G	2015
		To	G	98%	2%	0% SR 351 I	0% Pembroke A	0%	0%	С	0.089	0.591	1500	G	2015
Dook Diver Del		From	Ě			0% SR 351 F	0% Pembroke A proke Ave	0% ve							
Back River Rd	0.29	1700	G G	98%	2%	0% SR 351 I Pemb 0%	0% Pembroke A proke Ave 0%	0%	0%	C F	0.089	0.591		G G	
Back River Rd		From	Ě			0% SR 351 F Pemb 0% Rip	0% Pembroke A proke Ave 0% Rap Rd	0% ve							
Die Dee Dd	0.29	1700 Tron:	G	98%	2%	0% SR 351 F Pemb 0% Rip Back	0% Pembroke A proke Ave 0% Rap Rd River Rd	0% ve 0%	0%	F	0.101	0.517	7 1800	G	2015
Back River Rd  7037) Rip Rap Rd		From 1700 To	Ě			0% SR 351 F Pemb 0% Rip Back 0%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0%	0% ve					7 1800		2015
7037) Rip Rap Rd	0.29	1700 1700 To From 7800	G G	98%	2%	0% SR 351 F Pemb 0% Rip Back 0%	0% Pembroke A Proke Ave 0% Rap Rd River Rd 0%	0% ve 0%	0%	F	0.101	0.517 0.517	7 1800 7 8300	G G	2015 2015
Rip Rap Rd	0.29	1700 Tron:	G	98%	2%	0% SR 351 F Pemb 0% Rip Back 0%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0%	0% ve 0%	0%	F	0.101	0.517	7 1800 7 8300	G	2015 2015
7037) Rip Rap Rd	0.29	1700 1700 To From 7800	G G	98%	2%	0% SR 351 F Peml 0% Rip Back 0%	0% Pembroke A Proke Ave 0% Rap Rd River Rd 0%	0% ve 0%	0%	F	0.101	0.517 0.517	7 1800 7 8300	G G	2015 2015
Rip Rap Rd	0.29	1700 1700 To From 7800	G G	98%	2%	0% SR 351 F Peml 0% Rip Back 0%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0%	0% vve 0% 0% 0%	0%	F	0.101	0.517 0.517	7 1800 7 8300	G G	2015 2015
Rip Rap Rd	0.29	7800 12000 To	G G	98%	2%	0% SR 351 F Peml 0% Rip Back 0%	0% Pembroke A Pembroke Ave 0% Rap Rd River Rd 0% I-64 0% Ging St	0% vve 0% 0% 0%	0%	F	0.101	0.517 0.517	7 1800 7 8300 6 13000	G G	2015 2015 2015
Rip Rap Rd  037) Rip Rap Rd	0.29 0.18 0.48	7800 Te From 12000 Te From 120	G G G	98% 98% 97%	2%	0% SR 351 H Pentl 0% Rip Back 0%  1%  SR 351 H 1%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% Ging St Pembroke A 0%	0% vve 0% 0% 0%	0%	F F	0.101	0.517 0.517 0.765	7 1800 7 8300 6 13000	G G G	2015 2015 2015
Rip Rap Rd	0.29 0.18 0.48	7800 Te From 7300	G G G	98% 98% 97%	2%	0% SR 351 H Pennl 0% Rip Back 0%  1%  K SR 351 H Rip Rip	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% Ging St Pembroke A 0%	0% ve 0% 0% ve 0%	0%	F C	0.101 0.101 0.102 0.091	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800	G G G	2015 2015 2015 2015
Rip Rap Rd  Rip Rap Rd  Rip Rap Rd  Rip St	0.29 0.18 0.48	7800 Te From 12000 Te From 120	G G G	98% 98% 97%	2%	0% SR 351 H Pentl 0% Rip Back 0%  1%  K SR 351 H Rip 1%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd	0% vve 0% 0% 0% 0%	0%	F F	0.101	0.517 0.517 0.765	7 1800 7 8300 6 13000 7800	G G G	2015 2015 2015 2015
Rip Rap Rd  Rip Rap Rd  Rip Rap Rd  Rip St	0.29 0.18 0.48	7800 1700 7800 12000 Te From 7300 Te From 7300 Te From 7300 Te	G G G	98% 98% 97%	2%	0% SR 351 H Pentl 0% Ripp Back 0%  1% K SR 351 H 1% Rip 1% US 258	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd 0% Mercury Blv	0% ve 0% 0% 0% 0% ve 0% 0% ve	0%	F C	0.101 0.101 0.102 0.091	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800	G G G	2018 2018 2018 2018
Rip Rap Rd  Rip Rap Rd  Rip Rap Rd  Rip St  Rip St	0.29 0.18 0.48 0.70 0.20	7800 1700 7800 12000 Te From 7300 Te From 7300 Te From 77000 Te	G G G G	98% 98% 97% 97%	2% 2% 1% 1%	0% SR 351 H Pentl 0% Ripp Back 0%  1% K SR 351 H 1% Rip 1% US 258	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd 0% Rap Rd Fow Black Rap Rd 0% Rap Rd 0% Rap Rd 0% Mercury Black Fox Hill Ro	0% ve 0% 0% 0% 0% 0% ve 0% 0% d	0% 0% 0% 0%	F C F	0.101 0.102 0.091 0.104	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800 6 18000	G G G	2015 2015 2015 2015 2015
Rip Rap Rd  Rip Rap Rd	0.29 0.18 0.48	7800 1700 7800 12000 Te From 7300 Te From 7300 Te From 7300 Te	G G G	98% 98% 97%	2%	0% SR 351 H Pentl 0% Ripp Back 0%  1%  K SR 351 H 1%  Rip 1%  SR 169 1%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd 0% Fox Hill Ro 0%	0% ve 0% 0% 0% ve 0% 0% 0% 1 0%	0%	F C	0.101 0.101 0.102 0.091	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800 6 18000	G G G	2015 2015 2015 2015 2015
Rip Rap Rd  O37) Rip Rap Rd  O37) Rip Rap Rd  From St Rip St  O39 King St	0.29 0.18 0.48 0.70 0.20	7800 1700 7800 12000 Te From 7300 Te From 7300 Te From 77000 Te	G G G G	98% 98% 97% 97%	2% 2% 1% 1%	0% SR 351 H Pentl 0% Ripp Back 0%  1%  K SR 351 H 1%  Rip 1%  SR 169 1%	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd 0% Rap Rd Fow Black Rap Rd 0% Rap Rd 0% Rap Rd 0% Mercury Black Fox Hill Ro	0% ve 0% 0% 0% ve 0% 0% 0% 1 0%	0% 0% 0% 0%	F C F	0.101 0.102 0.091 0.104	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800 6 18000	G G G	2015 2015 2015 2015 2015
Rip Rap Rd  O37) Rip Rap Rd  O37) Rip Rap Rd  From St Rip St  O39 King St	0.29 0.18 0.48 0.70 0.20	7800 1700 7800 12000 Te From 7300 Te From 7300 Te From 77000 Te	G G G G	98% 98% 97% 97%	2% 2% 1% 1%	0% SR 351 H Pentl 0% Rip Back 0%  1% K SR 351 H 1%  Rip 1% US 258 SR 169 1% Little B	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% Ging St Pembroke A 0% Rap Rd 0% Mercury Blv Fox Hill Rd 0% ack River R	0% ve 0% 0% 0% ve 0% 0% 0% 1 0%	0% 0% 0% 0%	F C F	0.101 0.102 0.091 0.104	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800 6 18000	G G G	2015 2015 2015 2015 2015 2015
Rip Rap Rd  O37) Rip Rap Rd  O37) Rip Rap Rd  From St Rip St  O39 King St	0.29 0.18 0.48 0.70 0.20	7800 17000 7800 7800 7800 7800 7000 7000	G G G G	98% 98% 97% 97%	2% 2% 1% 1%	0% SR 351 H Pentl 0% Rip Back 0%  1% K SR 351 H 1%  Rip 1% US 258 SR 169 1% Little B	0% Pembroke A Poroke Ave 0% Rap Rd River Rd 0% I-64 0% King St Pembroke A 0% Rap Rd 0% Fox Hill Ro 0%	0% ve 0% 0% 0% ve 0% 0% 0% 1 0%	0% 0% 0% 0%	F C F	0.101 0.102 0.091 0.104	0.517 0.517 0.765 0.501	7 1800 7 8300 6 13000 7800 6 18000	G G G	2015 2015 2015 2015 2015

						City o	r Hampto	ווכ								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Hampton																
<u> </u>		From	<u> </u>				wood Pkw								_	
(7045) Little Back River Rd	0.34	9100	G	98%	1%	0%	0%	0%	0%	С	0.096	(	0.659	9700	G	2015
<u> </u>		To From				Roc	kwell Rd									
7045 Little Back River Rd	0.84	3900	G	98%	1%	0%	0%	0%	0%	F	0.103	(	0.507	4100	G	2015
<u> </u>		To				Harri	s Creek Ro	l								
		From				SR 169	Fox Hill F	Rd								
7047) Beach Rd	2.76	5700	G	98%	1%	1%	0%	0%	0%	С	0.108	(	0.668	6100	G	2015
$\bigcirc$		To				Ligh	thouse Dr									
		From				Cour	ty St West									
7049) Woodland Rd	0.35	18000	G	98%	1%	1%	0%	0%	0%	С	0.078	(	0.737	19000	G	2015
$\bigcirc$		To				110 250	Mercury B	lvd								
7049 Woodland Rd	0.45	13000	G	98%	2%	0%	0%	0%	0%	F	0.077	(	0.576	13000	G	2015
7049 Woodland Rd	0.40	To	<u> </u>	0070	270		Pembroke A		0 70		0.077	,	0.070	10000	ď	2010
		From					embroke A									
7049) Woodland Rd	0.62	8100	G	98%	2%	0%	0%	0%	0%	F	0.087	(	0.581	8700	G	2015
<u> </u>		To	_			A 1	POLYC D11									
7049) Woodland Rd	1.20	8200	L	98%	2%	And	rews Blvd 0%	0%	0%	С	0.102		0.525	8800	G	2015
7049 Woodland Rd	1.20	0 <b>200</b>	<u> </u>	JU /0	∠ /0		Fox Hill F		U /0	U	0.102	,	0.020	0000	u	2010
Old Budling Dd	4.50	From	<u> </u>	000/	40/		Mercury B		00/		0.000		0 505	0000	_	0015
Old Buckroe Rd	1.50	3100	_ <u>G</u>	98%	1%	0%	0%	0%	0%	С	0.086	(	0.505	3300	G	2015
		To	<u> </u>			SR 351	Pembroke A	Ave								
		From				US 258	Mercury B	lvd								
7053) Andrews Blvd	0.53	12000	G	98%	1%	0%	0%	0%	0%	С	0.094	(	0.603	12000	G	2015
<u> </u>		To From	-			Woo	odland Rd									
7053) Andrews Blvd	1.38	4300	G	97%	2%	1%	0%	0%	0%	С	0.106	(	0.524	4600	G	2015
7 6669		To					old Buckro	e Rd								
		From				SD 160	Fox Hill F	2d								
7055 Harris Creek Rd	0.82	3100	G	98%	1%	0%	0%	0%	0%	С	0.100	(	0.761	3300	G	2015
Harris Creek Rd	0.02	0.00		0070	1 /0				0 70		0.100	,	0.701	0000	<u> </u>	2010
O		From	<u> </u>	2221			ack River				<u> </u>					
7055) Harris Creek Rd	0.42	2300	G	98%	1%	0%	0%	0%	0%	F	0.09	(	0.632	2400	G	2015
<u> </u>		To				Farm	house Lane	;			J					
		From				I-64	-E Ramp									
7057 Mallory St	0.36	9800	G	98%	1%	1%	0%	0%	0%	F	0.080	(	0.848	10000	G	2015
$\bigcirc$		To				SR 14	3 Mellen S	St								
		From				114-705	7 S Mallor	y St								
7057) Ramp	0.04	4600	G								0.177			4600	G	2015
		To				11	4-7057									
		From			114-70		NSPECTI	ON BOO	TH							
7057) Ramp	0.08	NA									NA			NA		
$\bigcirc$		To			Ĭ- <i>t</i>	64-F268M	TO RT 64	LFAST			<u> </u>					
7057) Ramp	0.04	NA From	1		1,	OI EZOONI	TORTO	L/101			NA			NA		
7037)	0.01	To		I-64	-E FRON	M MALLC	RY ST &	INSPEC	TION ST					. •// •		
		From														
Pamp	0.01	6400	G			114-70	7 Mallory	SI			0.130			6400	G	2015
7057) Ramp	0.21	04UU				τ.	SA Wast				0.130			6400	G	2015
_							64 West									
<u> </u>		From			114-70	57- A TO	INSPECTI	ON BOO	TH							
Ramp	0.04	NA									<u>N</u> A			NA		
$\smile$		To	1	]	I-64-E26	8M INSPI	ECTION B	OOTH A	REA							
_		From				Chesa	apeake Ave	2								
7059 Powhatan Pkwy	0.33	610	G	99%	0%	0%	0%	0%	0%	С	0.116		0.5	650	G	2015
		To				HC 60 P	aconakta-	Dd								
7059) Powhatan Pkwy	0.24	4300	G	99%	0%	08 60 K	ecoughtan 0%	0%	0%	F	0.086		0.585	4500	G	2015
7059 Pownatan Pkwy	0.24	4300	<u> </u>	JJ /0	U /0	0 %	U /0	U /0	U /0	<u>'</u>	0.000	(	0.000	+500	G	2015
$\overline{}$		To From					Victoria B									
<sub>7059</sub> Powhatan Pkwy	0.56	9100	G	98%	1%	1%	0%	0%	0%	С	0.085	(	0.524	9700	G	2015
(7059) . •		To					Pembroke A									

Route   Length   AADT   QA   ATire   Bus     SR 351   Pembroke Ave   Trail   2Trail   2Trail   QC   Ractor   Factor	G G G	2019 2019 2019 2019
Powhatan Pkwy   0.16   21000   G   98%   1%   1%   0%   0%   0%   0%   F   0.094   0.592   22000	G G G	201
Powhatan Pkwy   0.16   21000   G   98%   1%   1%   0%   0%   0%   F   0.094   0.592   22000	G G G	201
Power Plant Pkwy   0.76   12000   G   94%   0%   1%   2%   2%   0%   F   0.114   0.658   13000	G G G	201
Power Plant Pkwy   0.76   12000   G   94%   0%   1%   2%   2%   0%   F   0.114   0.658   13000	G G	201
To   Briarfield Rd	G G	201
Ramp   0.16   5800   G	G	
To I-664-W    114-7059 Powhatan Pkwy   114-7059 Powhatan Pkwy   114-7059 Powhatan Pkwy   11664-E   1664-E   166	G	
Ramp   0.13   3300   G   0.084   3300   G   0.084   3300   G		201
SR 351 Pembroke Ave		201
To   I-664-E     SR 351 Pembroke Ave     O.662   550     SR 351 Pembroke Ave     SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke Ave   SR 351 Pembroke		201:
2nd St		
2nd St 520 G 0.114 0.662 550  To Buckroe Ave  SR 351 Pembroke Ave	G	
From SR 351 Pembroke Ave		201
From: SR 351 Pembroke Ave	~	201
Abeldeeli nd 1900 G 0.040 2000	G	201
то: І-664		
From: SR 143 Victoria Blvd		
Armistead Ave 2200 G 0.090 0.525 2400	G	201
To: Settlers Landing Rd		
From: SR 152 Todds Lane		
Bellwood Rd 1300 G 0.116 0.557 1300	G	201
To: ECL Newport News		
From Fairfax Dr		
Brightwood Ave 770 G 98% 1% 1% 0% 0% 0% C 0.087 0.677 770	G	201
To: Lauderdale Ave		
Catesby Jones Dr <b>460 G</b> Worden Ave 0.097 0.727 490	G	201
To: Eggleston Ave	u	201
From: Pine Chapel Rd		
Coliseum Dr <b>8400 G</b> 0.122 0.826 8900	G	201
To US 258 Mercury Blvd		
Coliseum Dr <b>21000 G</b> 0.084 0.542 23000	G	201
SR 152 Cunningham Dr   Coliseum Dr   20000 G   0.085   0.674   22000	G	201
	u	2010
Tank   Marcella Rd	G	201
	u	201
Total   0.40 MN Of Marcella Rd	G	201
Coliseum Dr <b>18000 G</b> 0.084 0.524 20000	G	2013
From: Eltham Ct		
Elizabeth Lake Dr <b>2000 G</b> 0.108 0.513 2100	G	201
To: Club Run Blvd	-	
From: Woodlawn Dr		
Farmington Blvd <b>3000 G</b> 0.091 0.566 3200	G	201
Templewood Dr		
From: Old Buckroe Rd		
Fox Grove Dr <b>780 G</b> 0.112 0.616 780	G	201
To: Revere Dr		
From: Hurst Dr		
Grimes Rd 1800 G 0.12 0.568 1800	G	201
To: Canavan Dr		
From: Beach Rd		
	G	201
Hall Rd <b>620 G</b> 0.106 0.596 660	G	20

Route	Length AADT	ΟΛ	/Tiro	Rue		Tru			QC	K	QK	Dir	AAWDT	OW	Year
	Length AAD1	чA	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QW	i cai
ity of Hampton	From				Olde	nburg Lane	;								
Hall Rd	640	G	97%	0%	1%	1%	0%	0%	С	0.097		0.581	640	G	2015
	To:	<u> </u>				nonds Cove				<u> </u>					
Harris Creek Rd	600	G			Farm	house Lane	<u> </u>			0.103		0.55	640	G	2015
	To				Pa	cer Point						0.00	0.0		
	From				Son	nerset Lane									
Ivy Home Rd	2400	G								0.104		0.594	2500	G	2015
	To					Pratt St									
Kingsway	4100	G			SR 351	Pembroke A	Ave			0.09		0.619	4500	G	2015
rangonay	To	r <u> </u>			L	incoln St				7		0.010	1000	Ğ	2010
	From				Mar	tha Lee Dr									
Lassiter St	2400	G								0.097		0.591	2600	G	2015
	To				F	Freda Ct									
Lauria Du	From:		000/	40/	_	enwood Dr		00/	0	0.000		0.005	4000	_	0045
Lewis Dr	1200 <sub>то</sub>	G	99%	1%	0%	0% ory Hill Rd	0%	0%	С	0.089		0.625	1200	G	2015
	From:	l													
Lincoln St	4400	G			NOI	th King St				0.101		0.517	4700	G	2015
	To				Fr	anklin St									
	From:				Flo	orence Dr									
Macon Rd	720	G								0.103		0.579	770	G	2015
	To				Ro	oberta Dr									
Martha Las Dr	From	<u> </u>			Ro	oberta Dr				0.105		0.570	1000	_	0015
Martha Lee Dr	1200 To	G			p	ecan Rd				0.105		0.578	1200	G	2015
	From	l				ngwood Rd									
Michaels Wood Dr	5200	G			Kom	iigwood Ku				0.093		0.559	5200	G	2015
	To				Ji	immy Ct									
	From:				Ra	wood Dr									
Newton Rd	700	G								0.091		0.571	740	G	2015
	From					Surley Ct									
Queen St	810	G			Arm	istead Ave				0.102		0.589	860	G	2015
Quocii ot	To	<u> </u>			St	tewart St				7		0.000	000	u	2010
	From					Queen St									
Salters Creek Rd	2000	G			,					0.093		0.615	2100	G	2015
	To				Pow	hatan Pkwy	,								
	From:					Beall Dr								_	
Seward Dr	890	G	97%	2%	1%	0%	0%	0%	С	0.111		0.509	950	G	2015
		<u> </u>				infree Rd									
Shell Rd	700	G			WC.	L Hampton				0.101		0.528	740	G	2015
Onen rid	To	r <u> </u>			M	aple Ave						0.020	740	u	2010
	From				R	evere Dr									
Silver Isle Blvd	4300	G								0.101		0.609	4500	G	2015
	To				Gle	nhaven Dr									
0 " 5 '	From				Pem	broke Ave						0 ===			
Smiley Rd	630	G			Γα	dham I am-				0.092		0.593	630	G	2015
	From	<u> </u>				dham Lane				<u> </u>					
Stockton St	330	G	95%	4%	N	lathan St 0%	0%	0%	С	0.161		0.541	350	G	2015
	To	Ĺ		.,,		rfield Blvd									
	From					dds Lane									
Warner Rd	150	G								0.196		0.515	160	G	2015
	To				0.20 MS	of Todds I	ane								

Route	Longth	AADT	04	4Tiro	Due		Tru	ıck		QC	K	QK	Dir	AAWDT	QW	Year
Houle	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW	rear
City of Hampton																
		From				Black	more Place	e								
Westbrook Dr		490	G	99%	0%	1%	0%	0%	0%	С	0.137		0.519	490	G	2015
		To				Armis	tead Ave l	V								
		From				Willov	v Oaks Blv	⁄d								
Wilderness Rd		420	G								0.129		0.595	420	G	2015
		To				Raj	oidan Rd									
		From				Но	ward St									
Willard Ave S		300	G								0.105		0.609	320	G	2015
		To				M	ellon St									
		From				Missio	nary Bridg	ge								
Willow Oaks Blvd		2900	G								0.106		0.593	3100	G	2015
		To				Beaur	egard Hgt	s								