### 2016

# 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 11 11				4.77	_		Tru	ıck		00	K	014	Dir	A A \ A \ C =	٥.
Route		Jurisdictio	on Len	gth <b>AAD</b>	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ų١
~		From:		WCL Newpo		0==:	0-1	45'	001	061	051		0.001		0.500	F400	_
60 Kecoughtan Rd		City of Ham	pton 1.1	8 <b>480</b> 0	0 F	97%	2%	1%	0%	0%	0%	С	0.094		0.528	5100	F
~		From:		Powhatan													
60 Kecoughtan Rd		City of Ham	pton 1.0	3 <b>660</b> 0	0 F	97%	1%	1%	0%	0%	0%	F	0.103		0.525	7000	F
		From		Lasalle .													
60 Kecoughtan Rd		City of Ham	pton 1.0	4 8000	0 F	97%	1%	1%	0%	0%	0%	С	0.096		0.513	8500	F
~		To: From:		SR 143 Victo													
60 (143) Kecoughtan Rd		City of Ham	pton 0.2		-	97%	1%	1%	0%	0%	0%	F	0.093		0.512	11000	F
~		To: From:		Settlers Lan Kecought													
60 (143) Settlers Landing	Rd	City of Ham	pton 0.1			97%	1%	2%	0%	0%	0%	С	0.096		0.552	15000	F
00) (140)		To	·	R 134 Armis	stand Ava												
60 (143) Settlers Landing	Rd	City of Ham				97%	1%	2%	0%	0%	0%	F	0.098		0.574	13000	F
00) (143) ************************************		To															
60 (143) Settlers Landing	Rd	City of Ham	pton 0.6	Eaton 7 1600		97%	1%	2%	0%	0%	0%	F	0.109		0.835	17000	F
00) (143) ************************************		To		I-64					• , •			·					-
~ ~		From:		S 60 SR 143	3 Tyler St												
60 (64) Hampton Roads	•	of Hampton (	,										es for this	·			
~ ~	Combined Traffic Estimates	for 2 Parallel	Roadways on this Rou	te: <b>9000</b>	0 F	96%	1%	1%	1%	2%	0%	F	0.063	F	0.511	92000	F
~		From:		SR 169 Ma	llory St					***							
60 64 Hampton Roads		of Hampton (	,										es for this	Ū		00000	
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Rou	te: <b>8900</b> WCL No		97%	1%	1%	0%	2%	0%	С	0.076	Α	0.51	92000	F
		From	OD 1			7.4											
60 Ramp	City	of Hampton (		3; 2US 60-F		/A							0.093			8300	G
00) Hamp	Oity	To:	I-64-W FROM			RS LAND	I						0.000			0000	
ast		From:		ECL Newpo													
East 64)	City	of Hampton (				96%	1%	1%	1%	3%	0%	F	0.074			79000	F
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Rou	te: <b>1600</b> 0	00 F	96%	1%	1%	1%	3%	0%	F	0.076	F	0.528	163000	F
		To	Hamn	ton Roads C	enter Parky	vav											
oot		From:	·			96%	1%	1%	1%	3%	0%	_	0.073			76000	F
asi	City	of Hampton /						170	170	3%	0%	г	0.073				r F
<del>3</del> 4	· · · · · · · · · · · · · · · · · · ·	of Hampton (			-			10/	10/	20/	00/	_	0.077		$\cap E \setminus E$	1/0000	
da 1	City Combined Traffic Estimates		Roadways on this Rou	te: <b>1460</b> 0	00 F	96%	1%	1%	1%	3%	0%	F	0.077	F	0.545	149000	1
54	· · · · · · · · · · · · · · · · · · ·		Roadways on this Rou		00 F			1%	1%	3%	0%	F	0.077	F	0.545	149000	
ast	Combined Traffic Estimates  City	for 2 Parallel  Tor  From:  of Hampton (	Roadways on this Rou S Maint: 99) 0.5	te: <b>14600</b> R 134 Magri 2 <b>8700</b>	00 F uder Blvd 00 F			1%	1%	3%	0%	F	0.077	F	0.545	149000 89000	- F
ast ast	Combined Traffic Estimates	for 2 Parallel  Tor  From:  of Hampton (	Roadways on this Rou S Maint: 99) 0.5	te: <b>14600</b> R 134 Magri 2 <b>8700</b>	00 F uder Blvd 00 F	96%	1%					F F F		F F	0.545		ı
East 134	Combined Traffic Estimates  City	for 2 Parallel  Tor  From:  of Hampton (	Roadways on this Rou S Maint: 99) 0.5 Roadways on this Rou	te: <b>14600</b> R 134 Magri 2 <b>8700</b>	00 F uder Blvd 00 F 00 F	96% 96% 96%	1%	1%	1%	3%	0%	F	0.076			89000	F
	Combined Traffic Estimates  City  Combined Traffic Estimates	for 2 Parallel  To From  of Hampton (I  for 2 Parallel From From	Roadways on this Rou S Maint: 99) 0.5 Roadways on this Rou US 2	te: <b>14600</b> R 134 Magn 2 <b>8700</b> te: <b>17400</b> 58, SR 134 I	000 F  uder Blvd  00 F  00 F  Mercury Bl	96% 96% 96% vd	1% 1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.076 0.079			89000 178000	F
East	Combined Traffic Estimates  City  Combined Traffic Estimates	for 2 Parallel  To Prom  of Hampton (I  for 2 Parallel  To From  of Hampton (I	Roadways on this Rou Maint: 99) 0.5 Roadways on this Rou US 2 Maint: 99) 1.1	te: 14600 R 134 Magn 2 8700 te: 17400 58, SR 134 I 9 7900	00 F  uder Blvd  00 F  00 F  Mercury Bl  00 F	96% 96% 96%	1%	1%	1%	3%	0%	F	0.076			89000	F F

### Virginia Department of Transportation Traffic Engineering Division 2016

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

						_		Tru	ck			K		Dir		
Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From	m: (N.4 = i = t + 00)	0.77	I-664		000/	10/	10/	00/	00/	00/		0.070			00000	_
				-									_	0.524		F
Combined Trainc Estimates for 2 Faraner	nuauways				90%	1 70	1 70	1 70	270	0%	г	0.070	г	0.524	120000	Г
To Fron	n:		167 LaSalle													
	,		54000	F	96%		1%	0%	2%	0%	F	0.082			56000	F
Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	106000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	108000	G
Tr	n:		Rip Rap Ro	i												
City of Hampton (	(Maint: 99)	1.83	48000	G	96%	1%	1%	0%	2%	0%	F	0.082			48000	G
Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	100000	G	96%	1%	1%	1%	2%	0%	F	0.079	F	0.501	101000	G
	n:	US 60, SR	143 Settlers	Landing	Rd											
eltway City of Hampton (	(Maint: 99)	0.33	42000	F	96%	1%	1%	0%	2%	0%	F	0.067			43000	F
	` ,			F	96%	1%	1%	1%	2%	0%	F	0.063	F	0.511	92000	F
т	-	SR	169 Mallor	v St												
ridge Tunnel City of Hampton /	(Maint: 99)				06%	10/_	19/-	0%	20/-	0%	C	0.079			47000	Α
													Δ	0.51		A
To T	o:				01 /0	1 /0		0 70	270	0 70	Ü	0.070	,,	0.01	02000	, ,
Fron	n:		I-64 East													
City of Hampton (	(Maint: 99)	0.21	5500	G								0.107			5500	G
To	0:	114-7026 W	, Hampton I	Rds Ctr I	Pkwy											
From	m:		I-64 East												.=	
City of Hampton (	(Maint: 99) ∞				Izway							0.119			9500	G
Fror	n:	114-7020 E,		Xus Cii F	KWY											
City of Hampton (	 (Maint: 99)	0.10		G								0.102			17000	G
	o:															
From	(1.4 :											0.400			10000	
City of Hampton (	(Maint: 99) ∝											0.100			10000	F
Fror	n:															
City of Hampton (	(Maint: 99)	0.32										0.11			8800	F
To	0:	US 25	8 E, Mercu													
From	n:		I-64 East													
City of Hampton (	(Maint: 99)	0.24	6300	G								0.101			6300	G
Te	0.	114-	7035 Lasalle	e Ave												
From	m:	0.1.	I-64 East					_				0.410			0400	
City of Hampton (	(Maint: 99)	0.11	8100	G								0.116			8100	G
Te																
T <sub>1</sub>	0:		Rip Rap Ro	1			<u> </u>									
To T	Maint: 99	0.07	I-64 East 6600	G								0.113			6600	G
, ,	City of Hampton Combined Traffic Estimates for 2 Paralle City of Hampton Combined Traffic Estimates for 2 Paralle City of Hampton Combined Traffic Estimates for 2 Paralle City of Hampton Combined Traffic Estimates for 2 Paralle City of Hampton	Combined Traffic Estimates for 2 Parallel Roadways  City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways  City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways  Combined Traffic Estimates for 2 Parallel Roadways  City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways  Combined Traffic Estimates for 2 Parallel Roadways	City of Hampton (Maint: 99) 0.77 Combined Traffic Estimates for 2 Parallel Roadways on this Route:    City of Hampton (Maint: 99) 0.68	City of Hampton (Maint: 99)   0.77   59000	City of Hampton (Maint: 99)   0.77   59000   F	City of Hampton (Maint: 99)   0.77   59000   F   96%	City of Hampton (Maint: 99)   0.77   59000   F   96%   1%	AADT   QA   4Tire   Bus   2Axie   Press   1-664   1-	Sum	Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   1Trail   1	City of Hampton (Maint: 99)   0.77   59000   F   96%   1%   1%   0%   2%   0%	Substitution   Clength   AADT   QA   4 Thre   Bus   2Axle   3+Axle   1Trail   2Trail   Clength   Clength	Length   AADT   OA   4Tire   But   14-00-1   1-0-01-1	Substitution   Cample   AADT   OA   ATTIVE   Bus   2Aule   3Aule   17rail   2Trail   OC   Factor   OK   Cally of Hampton (Maint: 99)   0.77   5900   F   96%   1%   1%   0%   2%   0%   F   0.072   F   0.072   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   117000   F   96%   1%   1%   0%   2%   0%   0%   F   0.072   F   0.072   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   G   96%   1%   1%   0%   2%   0%   F   0.082   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   G   96%   1%   1%   0%   2%   0%   F   0.082   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   G   96%   1%   1%   0%   2%   0%   F   0.082   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   G   96%   1%   1%   0%   2%   0%   F   0.082   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   G   96%   1%   1%   0%   2%   0%   F   0.082   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   100000   F   96%   1%   1%   1%   0%   2%   0%   F   0.063   F   0.063   F   0.064   O   0.064	Marcial City of Hampton (Maint: 99)   1.80   1.80   1.70	Clay of Hampton (Maint: 99)

Б.:					4			Tru	ıck			K	01/	Dir	4 4 M D T	0144
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	City of Homoton	Maint: 99) 0.13	I-64 East 4800	F								0.071			4000	F
64 Ramp	City of Hampton (		-7057 Mallo				1					0.071			4800	Г
West	From		Newport N													
64)	City of Hampton (		82000	F	96%	1%	1%	1%	3%	0%	F	0.083			83000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	160000	F	96%	1%	1%	1%	3%	0%	F	0.076	F	0.528	163000	F
Al	To From	Hampton 1	Roads Cente	er Parkw	ay		_									
West 64)	City of Hampton (	Maint: 99) 0.78	72000	F	96%	1%	1%	1%	3%	0%	F	0.084			73000	F
04)	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	1%	3%	0%	F	0.077	F	0.545	149000	F
	To	SR 13	34 Magrude	r Blvd												
West 104	City of Hampton (		87000	F	96%	1%	1%	1%	3%	0%	F	0.082			88000	F
64 134	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	3%	0%	F	0.002	F	0.537	178000	F
	To		SR 134 Mer			. , ,		. 70	0,0	0,70	•	0.07.0	•	0.007		•
West	From					10/	10/	10/	00/	00/	_	0.000			01000	_
64	City of Hampton ( Combined Traffic Estimates for 2 Parallel	,	80000	F F	96% 96%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.092 0.079	F	0.578	81000 162000	F
	To		mpton Road			1 /0	1 /0	1 /0	3 /0	0 /6	'	0.079	'	0.576	102000	'
Vest	From		I-664													
64 Hampton Roads Beltway		•	59000	F	96%	1%	1%	1%	3%	0%	F	0.074	_		60000	F
	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	2%	0%	F	0.070	F	0.524	120000	F
Vest	To From	SR	167 LaSalle	Ave												
64) Hampton Roads Beltway	'	,	52000	G	96%	1%	1%	1%	3%	0%	F	0.087			52000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	100000	G	96%	1%	1%	1%	2%	0%	F	0.079	F	0.501	101000	G
Vest	To From	US 60, SR	143 Settlers	Landing	Rd											
64 60 Hampton Roads B	Seltway City of Hampton (	Maint: 99) 0.38	48000	F	96%	1%	1%	1%	3%	0%	F	0.075			49000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	F	96%	1%	1%	1%	2%	0%	F	0.072	F	0.527	92000	F
West		SR	169 Mallor	y St												
(64) (60) Hampton Roads B	Bridge Tunnel City of Hampton (	Maint: 99) 3.93	44000	Α	97%	1%	1%	0%	2%	0%	С	0.075			45000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	Α	97%	1%	1%	0%	2%	0%	С	0.076	Α	0.51	92000	Α
	То	Ţ	WCL Norfol	k												
West	From		I-64 West													
Ramp	City of Hampton (	Maint: 99) 0.28	6300	G Pdo Ctr I	Oleman							0.114			6300	G
Most	From	114-7026 W	I-64 West	cus Ctr I	ĸwy											
West 64) Ramp	City of Hampton (	Maint: 99) 0.23	6800	F								0.094			6800	F
'	To		8 W, Mercu									-				
West	From		I-64 West													
64) Ramp	City of Hampton (		6700	F								0.123			6700	F
$\smile$	To	US 25	8 E, Mercur	y Blvd												

### Virginia Department of Transportation Traffic Engineering Division 2016

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

		,	•											
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
West	From:	I-64-W	V TO I-664 EAST	Γ										
64) Ramp	City of Hampton (Main	nt: 99) 0.46	14000 G								0.143		14000	G
$\smile$	To:	I-664-E	FROM I-64 WE	ST										
Vest	From:		I-64 West											
Ramp	City of Hampton (Main	nt: 99) 0.17	1400 G								0.090		1400	G
64)	To:	SR 134 Armistea									0.000			•
		SK 1547 timisted		asanc rive										
West	City of Hammaday (Main	-1: 00) 0.10	I-64 West								0.000		0400	_
64 Ramp	City of Hampton (Main		3100 G								0.086		3100	G
<u> </u>	To:	SR 13	34 Armistead Ave	;										
Vest	From:		I-64 West											
64) Ramp	City of Hampton (Main	nt: 99) 0.11	5400 F	96%	1%	1%	1%	3%	0%	F	0.1		5500	F
$\bigcirc$	To:	SR	143 County St											
Vest	From:		I-64 West											
Ramp	City of Hampton (Main		3400 G								0.097		3400	G
64)	To:		7057 Mallory St								0.007		0.00	•
	r													
	rrom:		rk County Line	000/	201		00/	00/	00/	_	0.400	0.700	00000	_
Magruder Blvd	City of Hampton	0.28	21000 F	99%	0%	0%	0%	0%	0%	С	0.103	0.709	22000	F
<u> </u>	To	Se	mple Farm Rd			<u> </u>								
134)Magruder Blvd	City of Hampton	n 0.83	22000 F	98%	1%	1%	0%	0%	0%	F	0.093	0.681	24000	F
	To		a 1 at 1 bt											
Manus day Dlud	From:		Cmdr Shepard Bl		10/	10/	00/	00/	00/	F	0.001	0.540	0.4000	F
134 Magruder Blvd	City of Hampton	1.46	32000 F	98%	1%	1%	0%	0%	0%	г	0.091	0.548	34000	г
<u> </u>	To: From:	Hampton	Roads Center Pk	wy		_								
134 Magruder Blvd	City of Hampton	າ 0.29	32000 F	98%	1%	1%	0%	0%	0%	F	0.087	0.530	33000	F
	To:	Н	ardy Cash Dr											
	From:		ardy Cash Rd											
<sub>134</sub> )Ramp	City of Hampton	n 0.65	32000 N	98%	1%	1%	0%	0%	0%	Ν	0.087	0.530	33000	Ν
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	45000 N	98%	0%	1%	0%	1%	0%	Ν	NA		47000	Ν
	To	•	to Cunningham D	r										
	From		I-64											
134)(134)Ramp	City of Hampton (Main	nt: 99) 0.10		Se	e VA 134	4 for di	rectional	traffic	volume (	estima	ates for th	is segment.		
	Τα		ROM RT 134 EA											
	From:		4 Magruder Blvd											
134) (64)	City of Hampton (Main	nt: 99) 0.52		S	See I-64 1	for dire	ectional t	raffic vo	olume es	timate	es for this	segment.		
$\mathcal{O}$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	174000 F	96%	1%	1%	1%	3%	0%	F	0.079	F 0.554	178000	F
	To	110.250 6	ND 124 M	21 4										
Perm	City of Homotor (Main		SR 134 Mercury I		001644	for dire	otional +	roffic	olumo s	tim ot	on for thi-	and most		
134 64 Ramp	City of Hampton (Main		D TO DT 250 ***		ee 1-64 1	ioi aire	cuonai ti	iaiiic VC	nume es	umate	es for this	segment.		
	To:	I-64-E263. I-64-E TO RT 258 E.	B TO RT 258 W		A D									
Pomp	City of Hamston (Main		ASI-MERCURY			for dire	otional t	roffio · ·	olumo co	timet	on for thin	acamont		
134) (64) Ramp	City of Hampton (Main		EDOMA CAE		ee 1-64 1	ioi aire	cuonai ti	iaiiic VC	nume es	umate	es for this	segment.		
	To:	US 258	FROM I-64 EAS	1										
Moroury Dhad	City of Llampton	0.36	I-64 <b>61000</b> F	98%	0%	0%	0%	10/	09/	F	0.083	0.54	63000	F
134 258 Mercury Blvd	City of Hampton			90%	U%	U%	U%	1%	0%	Г	0.063	0.54	03000	г
<u>~</u>	10:	(	Coliseum Dr											

			npton				Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK Factor	AAWDT	C
	From:	Coliseum	Dr			ZAKIC	OTAXIC	THAI	ZIIali		1 actor	1 actor		
34)(258)Mercury Blvd	City of Hampton	0.42 44000		98%	0%	0%	0%	1%	0%	F	0.084	0.544	45000	
3.7(200)	To	SR 152 Cunnin												
34)(258) Mercury Blvd	City of Hampton	0.24 <b>5200</b>		98%	0%	0%	0%	1%	0%	F	0.085	0.555	54000	
34/(258)	To:	US 258; Armins		0070	0 70		0 70	1 /0	0 70	·	0.000	0.000	0.000	
	From:	US 258 Mercu												
34)Armistead Ave	City of Hampton	0.24 <b>1800</b> 0	F	98%	1%	0%	0%	0%	0%	С	0.087	0.504	19000	
<u></u>	To	Pine Chape	1 Rd											
Armistead Ave	City of Hampton	0.89 <b>2000</b> 0	) F	98%	1%	1%	0%	0%	0%	С	0.088	0.500	21000	
<u> </u>	То:	I-64; Lasall	e Ave											
	From:	I-64								_				
Armistead Ave	City of Hampton	0.41 <b>1500</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.094	0.663	16000	
	To: From:	Rip Rap												
34)Armistead Ave	City of Hampton	0.38 <b>1200</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.101	0.585	12000	
<u></u>	To	SR 351 Pembr	oke Ave			<u> </u>								
34) Armistead Ave	City of Hampton	0.27 <b>1200</b> 0	) F	98%	1%	0%	0%	0%	0%	С	0.097	0.579	12000	
	To	Queen S	St.											
Armistead Ave	City of Hampton	0.10 <b>1200</b> 0		98%	1%	0%	0%	0%	0%	Ν	0.097	0.579	12000	
54)	To:	US 60 Settlers L		0070	.,,		0,0	0,70	0 / 0	•	0.007	0.0.0	000	
	From:	SR 134 Armist	ead Ave											
34)Ramp	City of Hampton (Maint: 99)	0.22 <b>1500</b> 0									0.089		15000	
-	To:	I-64 We	st											
ast_	From:	Ramp to Cunnii	ıgham Dr											
Ramp	City of Hampton (Maint: 99)	0.10 11000	-	96%	1%	1%	1%	3%	0%	F	0.106		13000	
	To:	I-64 Ea	st											
	From:	SR 134; Hardy Cash Dr	Enterpriz	e Pkwv										
Ramp from I 64 W to SR 134 W	City of Hampton	0.52 13000	G	98%	0%	1%	0%	1%	0%	F	0.092		14000	
Combiner	d Traffic Estimates for 2 Parallel Roadways	on this Route: 45000	N N	98%	0%	1%	0%	1%	0%	Ν	NA		47000	
	Tα	I-64 We	st											
	From:	US 258 Mercu	ry Blvd											
43)Ingalls Rd	City of Hampton (Maint: US)	0.28 4600	G	99%	0%	0%	0%	0%	0%	С	0.135	0.915	4900	
	To	Begin State Ma	intenance											
43)Mellen St	City of Hampton	0.41 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	С	0.135	0.915	4900	
13)	-					<b>—</b>				_				
County Ct	City of Hammatan	SR 169 Mall	ory St <b>F</b>	070/	10/	10/	00/	00/	00/	^	0.115	0.0	4000	
County St	City of Hampton	0.59 <b>4600</b>	Г	97%	1%	1%	0%	0%	0%	С	0.115	0.6	4900	
	From:	Tyler S	t			_								
(60) Settlers Landing Rd	City of Hampton	0.67 <b>1600</b> 0		97%	1%	2%	0%	0%	0%	F	0.109	0.835	17000	
	то	Eaton S	+											
43) (60) Settlers Landing Rd	City of Hampton	0.46 <b>1200</b> 0		97%	1%	2%	0%	0%	0%	F	0.098	0.574	13000	
	Oily of Hampton	U.TU 12000	, ,	JI /0						- 1	บ.บฮบ	0.574	10000	

						Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q١
	From:	SR 134 Armistead Ave											
143) 60 Settlers Landing Rd	City of Hampton	0.13 <b>14000 F</b>	97%	1%	2%	0%	0%	0%	С	0.096	0.552	15000	F
$\mathcal{S}$	To:	Kecoughtan Rd											
143) 60 Kecoughtan Rd	City of Hampton	Settlers Landing Rd 0.26 10000 F	97%	1%	1%	0%	0%	0%	F	0.093	0.512	11000	
143) 60 Kecoughtan Rd	City of Hampton	0.20 10000 F	97%	170	1 70	0%	U 70	0%	Г	0.093	0.512	11000	
	To: From:	US 60 Kecoughtan Rd											
Victoria Blvd	City of Hampton	0.54 <b>3000 F</b>	98%	1%	1%	1%	0%	0%	F	0.099	0.668	3200	
<u> </u>	To: From:	Lasalle Ave											
143) Victoria Blvd	City of Hampton	1.25 <b>5700 F</b>	98%	1%	1%	1%	0%	0%	F	0.118	0.579	6100	
$\mathcal{L}$	To	Powhatan Pkwy											
143)Victoria Blvd	City of Hampton	1.15 <b>5600 F</b>	98%	1%	1%	1%	0%	0%	С	0.099	0.569	6000	
140)	То:	ECL Newport News											
	From:	ECL Newport News											
152)Todds Lane	City of Hampton	1.21 <b>18000 F</b>	99%	1%	0%	0%	0%	0%	С	0.092	0.505	19000	
152)	T-1												
Todda Lana	City of Hampton	Big Bethel Rd 1.03 <b>18000 F</b>	000/	10/	00/	00/	00/	00/	F	0.004	0.570	19000	
52)Todds Lane	City of Hampton	1.03 <b>18000 F</b>	99%	1%	0%	0%	0%	0%	Г	0.094	0.572	19000	
	To: From:	Aberdeen Rd											
Todds Lane	City of Hampton	0.61 <b>20000 F</b>	99%	1%	0%	0%	0%	0%	С	0.094	0.555	21000	
<u></u>	To: From:	Mag-Cunningham Connect	or										
<sub>152</sub> )Cunningham Dr	City of Hampton	0.59 <b>20000 F</b>	99%	1%	0%	0%	0%	0%	F	0.097	0.531	22000	
$\smile$	To:	Coliseum Dr											
152)Cunningham Dr	City of Hampton	0.77 <b>9100 F</b>	99%	1%	0%	0%	0%	0%	С	0.095	0.593	9600	
102)	To:	US 258, SR 134 Mercury B											
	From:	SR 143 Mellen St											
169)Mallory St	City of Hampton	0.07 <b>7300 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.081	0.861	7700	ı
109)			0070	. , ,		0,0	0,0	0,0		0.00	0.00		
Mollow Ct	City of Homoton	SR 143 County St 0.15 <b>7300 F</b>	000/	1%	10/	00/	00/	0%	F	0.001	0.001	7700	
Mallory St	City of Hampton	0.15 <b>/300 F</b>	98%	170	1%	0%	0%	0%	Г	0.081	0.861	7700	
	To: From:	US 258 Mercury Blvd											
169 Mallory St	City of Hampton	1.95 <b>6000 F</b>	98%	1%	1%	0%	0%	0%	С	0.084	0.576	6400	
<u> </u>	To: From:	SR 351 E, Pembroke Ave	2										
169)(351)Pembroke Ave	City of Hampton	0.60 <b>3000 F</b>	98%	1%	0%	0%	0%	0%	F	0.092	0.628	3200	
	То	SR 351 W, Pembroke Av	e										
0169)Old Buckroe Rd	City of Hampton	1.37 <b>5700</b> F	98%	1%	1%	0%	0%	0%	С	0.091	0.508	6000	
109) 3.0 200.000 1.0	To:	Fox Hill Rd	0070	. , ,		0,0	0,0	0,0	Ū	0.00	0.000	0000	
	From:	Old Buckroe Rd											
169)Fox Hill Rd	City of Hampton	1.08 <b>14000 F</b>	98%	1%	0%	0%	0%	0%	F	0.096	0.635	15000	
$\mathcal{L}$	To	Woodland Rd											
169)Fox Hill Rd	City of Hampton	0.88 <b>20000</b> F	98%	1%	0%	0%	0%	0%	С	0.09	0.593	21000	
100)	To:	Clemwood Pkwy	5075	. /0	<del></del>	5 / 0	0 /0	0 /0	_	0.00	0.000	000	

						Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Clemwood Pkwy											
169)Fox Hill Rd	City of Hampton	0.95 <b>26000 F</b>	98%	1%	0%	0%	0%	0%	F	0.092	0.65	28000	F
$\smile$	To:	US 258; Mercury Blvd											
	From:	SR 134 Magruder Blvd											
172)Cmdr Shepard Blvd	City of Hampton	0.61 <b>9000 F</b>	98%	0%	0%	1%	0%	0%	F	0.115	0.865	9600	F
	Τα	Armistead Ave			$\neg$ $\vdash$								
172)Cmdr Shepard Blvd	City of Hampton	0.42 <b>16000 F</b>	98%	0%	0%	1%	0%	0%	С	0.105	0.568	17000	ı
	To:	NASA Main Gate			—								
172)Armistead Ave	City of Hampton	0.85 <b>13000 F</b>	99%	0%	0%	0%	0%	0%	С	0.112	0.742	14000	F
1/2)/				0 70		0,0	0,70	0 / 0	Ū	0	0		
172)Wythe Creek Rd	City of Hampton	Semple Farm Rd 1.03 <b>15000 F</b>	99%	0%	0%	0%	0%	0%	F	0.103	0.762	16000	F
172) Wythe Creek Rd	City of Hampton	SCL Poquoson	99%	0%	0%	0%	0%	0%	Г	0.103	0.762	16000	Г
		·											
258 Mercury Blvd	City of Hampton	ECL Newport News 0.74 <b>45000 F</b>	98%	0%	0%	0%	1%	0%	F	0.088	0.520	46000	F
258 Mercury Biva	City of Hampton	0.74 <b>45000 F</b>	96%	0%	0%	0%	170	0%	Г	0.088	0.539	46000	Г
~~~	To: From:	114-7019 Chestnut Ave											
Mercury Blvd	City of Hampton	0.52 <b>48000 A</b>	98%	0%	0%	0%	1%	0%	С	0.097	0.505	50000	1
<del>~</del>	To: From:	114-7021 Big Bethel Rd			$\neg$ $\vdash$								
258 Mercury Blvd	City of Hampton	0.80 <b>50000 F</b>	98%	0%	0%	0%	1%	0%	F	0.088	0.500	51000	F
<del></del>	To	Aberdeen Rd											
258 Mercury Blvd	City of Hampton	0.43 <b>58000 F</b>	98%	0%	0%	0%	1%	0%	F	0.085	0.541	60000	F
230)	To:												
Moreum Plyd	City of Hampton	SR 415 Power Plant Pkwy 0.39 <b>70000 F</b>	98%	0%	0%	0%	1%	0%	F	0.09	0.541	73000	F
Mercury Blvd	City of Hampton		90 /6	0 /6	0 /6	0 /6	1 /0	0 /6	•	0.09	0.541	73000	'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	I-64											
258 134 Mercury Blvd	City of Hampton	0.36 <b>61000 F</b>	98%	0%	0%	0%	1%	0%	F	0.083	0.54	63000	F
<del></del>	To: From:	Coliseum Dr											
258 (134) Mercury Blvd	City of Hampton	0.42 <b>44000 F</b>	98%	0%	0%	0%	1%	0%	F	0.084	0.544	45000	F
~~	Τα	SR 152 Cunningham Dr											
258 134 Mercury Blvd	City of Hampton	0.24 <b>52000 F</b>	98%	0%	0%	0%	1%	0%	F	0.085	0.555	54000	F
,	To	CD 124 A											
258 Mercury Blvd	City of Hampton	SR 134 Armistead Ave 0.63 <b>51000 G</b>	99%	0%	0%	0%	0%	0%	С	0.088	0.583	54000	(
258 Weredry Biva	Oity of Flampion		33 76	0 70	0 70	0 /0	0 70	0 70	O	0.000	0.500	34000	
~~~~	To: From:	Lasalle Ave	000/	00/		00/	00/	201	_	0.005		0.4000	
Mercury Blvd	City of Hampton	0.89 <b>60000 F</b>	99%	0%	0%	0%	0%	0%	F	0.085	0.6	64000	F
	To: From:	SR 278 King St											
258 Mercury Blvd	City of Hampton	1.12 <b>29000 F</b>	99%	1%	0%	0%	0%	0%	С	0.089	0.634	30000	F
~	To	Andrews Blvd											
258 Mercury Blvd	City of Hampton	0.55 <b>18000 F</b>	99%	1%	0%	0%	0%	0%	F	0.095	0.586	19000	F
<del></del>	То	SR 351 Pembroke Ave											
258 Mercury Blvd	City of Hampton	0.94 <b>11000 F</b>	98%	1%	1%	0%	0%	0%	С	0.112	0.557	11000	F
258 141010019 15100	Transploi	SR 169 Mallory St	JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	J	0.112	0.557	1 1000	'

### Virginia Department of Transportation Traffic Engineering Division 2016

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

<b>5</b> .				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	Q
~~	From:	SR 169 Mallory St											
258 Mercury Blvd	City of Hampton	0.80 <b>2600 F</b>	98%	1%	1%	0%	0%	0%	F	0.131	0.624	2800	F
<b>~</b>	100	SR 143 Ingalls Rd											
~~~_	From:	US 258 East Exit 63B Ramp to I-	64 West										
258 Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b>								NA		NA	
	100	I-64 West											
East	From:	US 258 E, Mercury Blvd								0.004		47000	
Ramp	City of Hampton (Maint: 99)	0.05 <b>17000 G</b>								0.081		17000	(
East	To: From:	US 258 East Exit 63B Ramp to I-	64 West										
258 Ramp	City of Hampton (Maint: 99)	0.14 <b>7200 F</b>								0.068		7200	
	To:	I-64 East											
=ast	From:	US 258 East Exit 63A Ramp to I-	64 East										
258 Ramp	City of Hampton (Maint: 99)	0.56 <b>10000 F</b>								0.095		10000	
<del></del>	To:	US 258 West Exit 63B Ramp to I-	64 West										
West	From:	US 258 W, Mercury Blvd											
258 Ramp	City of Hampton (Maint: 99)	0.18 <b>5200 F</b>								0.078		5200	
<del></del>	To:	I-64 East											
Vest	From:	US 258 W, Mercury Blvd											
258 Ramp	City of Hampton (Maint: 99)	0.26 <b>9600 F</b>			<u>_</u>					0.087		9600	
~ <i>_</i>	Tα	I-64 West											
	From:	US 258 Mercury Blvd											
King Street North	City of Hampton	0.10 <b>23000 F</b>	99%	1%	0%	0%	0%	0%	F	0.091	0.598	25000	
<u> </u>	To	114-7047 Old Fox Hill Rd			$\neg$								
(278)King St	City of Hampton	0.85 <b>17000 F</b>	99%	1%	0%	0%	0%	0%	F	0.093	0.571	18000	
	То	Lamington Rd											
278 King St	City of Hampton	0.69 <b>6200</b> F	99%	1%	0%	0%	0%	0%	С	0.108	0.736	6600	
270)9 -1	Tα	Langley Air Force Base		- , ,	i			- , -					
	From:	WCL Hampton											
Rembroke Ave	City of Hampton	0.36 <b>8200</b> F	96%	1%	1%	1%	0%	0%	F	0.136	0.820	8700	
301)	Tecl	114-7025 Aberdeen Rd											
351)Pembroke Ave	City of Hampton	1.17 <b>8400 F</b>	96%	1%	1%	1%	0%	0%	F	0.109	0.638	8900	
351) I CHIBIONE AVE	Oity of Flampton		30 /6	1 /0	1 70	1 /0	0 /0	0 70	'	0.103	0.000	0300	
Daniela de Acce	To:	Powhatan Pkwy	000/	40/		40/	00/	00/	_	0.440	0.070	0000	
Pembroke Ave	City of Hampton	1.52 <b>9300 F</b>	96%	1%	1%	1%	0%	0%	С	0.119	0.679	9900	
	To: From:	Settlers Landing Rd											
Pembroke Ave	City of Hampton	0.14 <b>9700 F</b>	96%	1%	1%	1%	0%	0%	F	0.107	0.648	10000	
<u></u>	To: From:	Lasalle Ave			$\Box$ $\vdash$								
351)Pembroke Ave	City of Hampton	0.73 <b>7900 F</b>	96%	2%	1%	0%	0%	0%	С	0.11	0.606	8400	
$\smile$	To:	SR 134 Armistead Ave											
Pembroke Ave	City of Hampton	1.41 <b>8300</b> F	97%	2%	1%	0%	0%	0%	С	0.101	0.66	8900	
331)	To:	US 258 Mercury Blvd	-, ,	_,~	Ť	- / 0	- / 0	- / -	•		2.00	-555	

_						_		Tru	ıck		_	K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Pombroko Avo	City of Llow		58 Mercury	Blvd <b>F</b>	079/	2%	10/	00/	00/	00/	F	0.100		0.636	11000	F
351 Pembroke Ave	City of Ham		10000		97%	2%	1%	0%	0%	0%	г	0.108		0.636	11000	г
351)Pembroke Ave	City of Ham	II.	Woodland Rd	F	98%	1%	0%	0%	0%	0%	С	0.086		0.591	12000	F
331)	т.		W, Old Bucl													
351 (169) Pembroke Ave	City of Ham	11.1	3000	F	98%	1%	0%	0%	0%	0%	F	0.092		0.628	3200	F
	Tr. From	SR 1	69 E, Mallor	ry St												
351 Pembroke Ave	City of Ham	pton 0.07	3000	N	98%	1%	0%	0%	0%	0%	Ν	0.092		0.628	3200	Ν
<u> </u>	То	0:	Second St													
415)Power Plant Pkwy	City of Ham	U3 2	258 Mercury 2	Blvd <b>F</b>	98%	1%	0%	0%	0%	0%	F	0.115		0.701	17000	F
415) Tower Flant Fkwy	Only of Fram				30 70	1 /0	— <del>1</del>	0 70	0 70	0 /0	•	0.113		0.701	17000	•
415)Power Plant Pkwy	City of Ham	11.1	ine Chapel R 23000	.a F	98%	1%	0%	0%	0%	0%	С	0.105		0.652	24000	F
,	т.		Briarfield Rd													
415)Queen St	City of Ham		10000	F	97%	2%	1%	0%	0%	0%	С	0.104		0.525	11000	F
		0.	Michigan Dr													
415)Settlers Landing Rd	City of Ham		9800	F	97%	2%	1%	0%	0%	0%	F	0.107		0.527	10000	F
	To	SR 3	51 Pembroke	Ave												
East	Fron	(Maintroo)	I-64 East	_	0.40/	0%	10/	10/	40/	00/	F	0.100			00000	F
664 Hampton Roads Beltway	City of Hampton (		30000	F	94%	0%	1%	1%	4%	0%	г	0.100			33000	г
East	Fron		p from I-64 V													
664 Hampton Roads Beltway		,	44000	F	94%	0%	1%	1%	4%	0%	F	0.100	_	0.040	47000	F
	Combined Traffic Estimates for 2 Parallel	l Roadways on this Route: <i>East I-664 is</i>		F	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	92000	F
	T				11 1-004											
East	From	n:	whatan Parkv	•							_					_
664 Hampton Roads Beltway				F	94%	0% 0%	1%	1%	4%	0%	F	0.107	F	0.005	44000	F F
	Combined Traffic Estimates for 2 Parallel	East I-664 is		F Sout	94% h I-664	0%	1%	1%	4%	0%	Г	0.089	Г	0.665	87000	Г
	To	-	berdeen Roa		111 004											
East	From	12			0.40/	00/	101	40/	40/	00/	_	0.400			44000	
664 Hampton Roads Beltway	City of Hampton ( Combined Traffic Estimates for 2 Parallel	,	39000	F F	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.109 0.087	F	0.617	41000 83000	F F
	Combined Trainic Estimates for 2 Paramet	East I-664 is				076	1 70	1 70	470	0%	г	0.067	Г	0.017	63000	Г
	To		L Newport N													
East_	Fron	n:	I-664 East													
664 Ramp	City of Hampton (	·	5700	G								0.095			5700	G
$\smile$	Т	Po	wer Plant Pk	wy												
	From	n·	I-664 East													
East 664 Ramp	City of Hampton (	(Maint: 99) 0.14	6100	G								0.104			6100	G

### Virginia Department of Transportation Traffic Engineering Division 2016

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

Route	Jurisdictio	n	Length		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 664 Hampton Roads Beltway	City of Hampton (N	Maint: 99)	0.43	I-64 West 31000	F	94%	0%	1%	1%	4%	0%	F	0.104			34000	F
Most	T.c. From:		Rai	np to I-64 E	ast												
West (664) Hampton Roads Beltway	City of Hampton (N	Maint: 99)	1.23	42000	F	94%	0%	1%	1%	4%	0%	F	0.104			45000	F
(864)pto	Combined Traffic Estimates for 2 Parallel	,		86000	F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.62	92000	F.
		-		signed a	s Nort			.,.	.,.	.,.		Ī		-			
	To:			hatan Parky													
West	From:				vay												
664 Hampton Roads Beltway			1.27	40000	F	94%	0%	1%	1%	4%	0%	F	0.112			43000	F
	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.626	87000	F
		Wes	st I-664 is	signed a	s Nort	h I-664											
West	To: From:		A	berdeen Roa	ıd												
Hampton Roads Beltway	City of Hampton (N	Maint: 99)	0.28	38000	F	94%	0%	1%	1%	4%	0%	F	0.116			41000	F
004)	Combined Traffic Estimates for 2 Parallel	,		77000	F	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	83000	F
		•		signed a	s Nort		• , •										
	To:			Newport N													
West	From:			I-664 West													
Ramp	City of Hampton (	Maint: 99)	0.22	11000	F								0.108			11000	F
	To:	,		I-64 East													
West	From:			I-664 West													
(664)Ramp	City of Hampton (N	Maint: 99)	0.13	4100	F								0.139			4100	F
	To:	]	Power Plant	Pkwy; Pow	hatan P	cwy											
West	From:			I-664 West													-
(664) Ramp	City of Hampton (N	Maint: 99)	0.16	3200	G								0.101			3200	G
$\smile$	To:		114-7	025 Aberdee	en Rd												

Route	Length	AADT	QA	4Tire	Bus		Tru	• • •	2Trail	QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Hampton															
O		From	<u> </u>				tan Pkwy							_	
(7006) Shell Rd	1.21	3700	F	98%	1%	0%	0%	0%	0%	С	0.09	0.52	4000	F	2016
<u> </u>		To	П			Lasa	ille Ave								
(7006) Shell Rd	0.33	1000	F	98%	1%	0%	0%	0%	0%	F	0.101	0.53	8 1100	F	2016
$\bigcirc$		To				Newpor	t News Av	'e							
		From					ell Rd								
(7006) Newport News Ave	0.20	1200	F	98%	1%	0%	0%	0%	0%	F	0.086	0.53	7 1300	F	2016
$\overline{}$		To				Back	River Rd								
		From				SR 169;	Fox Hill F	Rd							
7008) Nickerson Blvd	0.43	8200	F	99%	1%	0%	0%	0%	0%	F	0.096	0.59	8700	F	2016
$\bigcirc$		To				A m dan	vera Dleid								
7008 Nickerson Blvd	0.69	4900	F	99%	1%	0%	ews Blvd 0%	0%	0%	С	0.116	0.65	7 5200	F	2016
(7008) Nickerson Biva	0.09	4900 To		99 /o					0 /6	U	0.110	0.03	7 3200	'	2010
			1			SR 169; O	id Buckro	e Ka							
		From					wport Ne							_	
(7011) Orcutt Ave	0.18	3000	F	93%	4%	2%	0%	0%	0%	С	0.090	0.52	2 3200	F	2016
$\overline{}$		To From	-			US 258 N	Mercury Bl	vd			$\neg$ —				
(7011) Orcutt Ave	1.37	10000	F	93%	4%	2%	0%	0%	0%	F	0.091	0.54	1 11000	F	2016
		To					Todds Lan				$\neg$				_
		From									<u> </u>				
(7012) Briarfield Rd	0.39	8100	F	98%	1%	1%	wport Nev 1%	0%	0%	С	0.094	0.55	1 8600	F	2016
(7012) Briaffield Rd	0.39	0100		90 /0	1 /0	1 /0	1 /0	0 /6	0 /6	C	0.034	0.55	1 8000	'	2010
		From				Big E	ethel Rd								
(7012) Briarfield Rd	0.48	9100	F	98%	1%	1%	1%	0%	0%	F	0.098	0.513	3 9700	F	2016
$\bigcirc$		To				Abor	deen Rd								
(7012) Briarfield Rd	0.99	11000	F	98%	1%	1%	1%	0%	0%	F	0.098	0.60	2 11000	F	2016
(7012) Briarfield Hd	0.55	TO TO	_	90 /0	1 /0			0 /6	0 /6		0.036	0.00	2 11000	'	2010
							een St								
		From	<u> </u>				ewport Ne							_	
( <sub>7015</sub> ) New Market Dr	0.13	8600	F	97%	1%	1%	1%	0%	0%	F	0.083	0.52	9100	F	2016
<u> </u>		To	1			US 258 N	lercury Bl	vd							
		From				SWCL N	ewport Ne	ws							
(7017) Roanoke Ave	0.17	3900	F	99%	1%	0%	0%	0%	0%	F	0.109	0.58	6 4200	F	2016
		To				********	, D				_				
Wheelton Dd	1.00	From	┖—	000/	1%		1ercury Bl		00/	С	0 114	0.64	2 4400	F	2016
(7017) Whealton Rd	1.30	4100	F	99%	170	0%	0%	0%	0%	C	0.114	0.64	3 4400	Г	2016
		10				SR 152	Todds Lan	ie							
		From				SWCL N	ewport Ne	ws							
(7019) Chestnut Ave	0.19	4400	F	99%	1%	0%	0%	0%	0%	С	0.1	0.55	5 4600	F	2016
$\bigcirc$		To				US 258 N	lercury Bl	vd							
		From	:			Brian	field Rd								
(7021) Big Bethel Rd	1.11	9700	F	98%	1%	0%	0%	0%	0%	F	0.099	0.64	2 10000	F	2016
3 3 3															
											_				
(7021) Big Bethel Rd		From	<u> </u>				Mercury Bl	vd							
	0.94	10000	F	98%	1%	US 258 N			0%	С	0.091	0.55	4 11000	F	2016
<u> </u>	0.94	10000 To	F	98%	1%	0%	Mercury Bl	vd 0%	0%	С	0.091	0.55	4 11000	F	2016
(7021) Big Bethel Rd	0.94	10000 From From 16000	F	98%	1%	0%	1ercury Bl	vd 0%	0%	C	0.091	0.55		F F	
(7021) Big Bethel Rd		To From			1%	0% SR 152 0%	1ercury Bl 0% Todds Lan	0% le 0%							
	1.31	16000 To	F	98%	1% H	0% SR 152 0% ampton Roa	Mercury BI 0% Fodds Lan 0% ads Center	o%  le  0%  Pkwy	0%	F	0.089	0.57	1 17000	F	2016
		To From			1%	0% SR 152 0%	1ercury Bl 0% Todds Lan	0% le 0%					1 17000		2016
	1.31	16000 To	F	98%	1% H	0% SR 152 0% ampton Ros 0%	Mercury BI 0% Fodds Lan 0% ads Center	0%  e 0%  Pkwy 0%	0%	F	0.089	0.57	1 17000	F	2016
7021 Big Bethel Rd	1.31	16000 To	F	98%	1% H	0% SR 152 0% ampton Ros 0%	Mercury Bl 0% Todds Lan 0% ads Center 0%	0%  e 0%  Pkwy 0%	0%	F	0.089	0.57	1 17000 6 22000	F	2016
7021 Big Bethel Rd	1.31	16000 To From 21000	F F	98%	1% H: 1%	0% SR 152 0% ampton Roz 0% Thomas 0%	Mercury BI 0% Todds Lan 0% ads Center 0% Nelson D 0%	0%  e  0%  Pkwy  0%  r  0%	0%	F F	0.089	0.57	1 17000 6 22000	F	2016
7021 Big Bethel Rd 7021 Big Bethel Rd	1.31 0.48 1.41	16000 16000 To From 21000 To From 14000	F F F	98% 98% 98%	1% H: 1%	0%  SR 152  0%  ampton Ros  0%  Thomas  0%  Semple	Todds Lan 0%  ads Center 0%  Nelson D 0%  Farm Rd	vd 0% se 0% Pkwy 0% r 0%	0%	F F	0.089	0.57 0.54 0.60	1 17000 6 22000 5 15000	F F	2016 2016 2016
7021 Big Bethel Rd	1.31	16000 16000 21000 14000	F F	98%	1% H: 1%	SR 152 0% ampton Ros 0% Thomas 0% Semple 0%	Todds Lan  O%  Todds Lan  O%  ads Center  O%  Nelson D  O%  Farm Rd  O%	vd 0% se 0% Pkwy 0% r 0% 0%	0%	F F	0.089	0.57	1 17000 6 22000 5 15000	F	2016 2016 2016
7021 Big Bethel Rd 7021 Big Bethel Rd	1.31 0.48 1.41	16000  To From 14000  To From 9900  To To From 9900	F F F	98% 98% 98%	1% H: 1%	SR 152 0% ampton Ros 0% Thomas 0% Semple 0%	Todds Lan 0%  ads Center 0%  Nelson D 0%  Farm Rd	vd 0% se 0% Pkwy 0% r 0% 0%	0%	F F	0.089	0.57 0.54 0.60	1 17000 6 22000 5 15000	F F	2016 2016 2016
7021 Big Bethel Rd 7021 Big Bethel Rd 7021 Big Bethel Rd	1.31 0.48 1.41 0.34	16000 To From 14000 To From 9900 To From From From From From From From Fro	F F F	98% 98% 98%	1% H: 1% 1%	0% SR 152 0% ampton Ros 0% Thomas 0% Semple 0% York C	Todds Lan  O%  Melson D  O%  Perm Rd  O%  ounty Line  wer Plant F	0%  10%  10%  10%  10%  10%  10%  10%	0%	F F	0.089 0.089 0.101 0.110	0.57 0.54 0.60 0.65	1 17000 6 22000 5 15000 7 11000	F F F	2016 2016 2016
(7021) Big Bethel Rd (7021) Big Bethel Rd	1.31 0.48 1.41	16000  To From 14000  To From 9900  To To From 9900	F F F	98% 98% 98%	1% H: 1% 1%	0% SR 152 0% ampton Ros 0% Thomas 0% Semple 0% York C	Todds Lan  O%  Mads Center  O%  Nelson D  O%  Farm Rd  O%  ounty Line	0% ee 0% 0% o%	0%	F F	0.089	0.57 0.54 0.60	1 17000 6 22000 5 15000 7 11000	F F	2016 2016 2016 2016
(7021) Big Bethel Rd (7021) Big Bethel Rd (7021) Big Bethel Rd	1.31 0.48 1.41 0.34	16000  To From 14000  To From 9900  To From 9500	F F F	98% 98% 98%	1% H: 1% 1%	O%  SR 152 O%  ampton Ros O%  Thomas O%  Semple O%  York C  SR 415 Pox O%	Todds Lan  O%  Todds Lan  O%  Mads Center  O%  Nelson D  O%  Farm Rd  O%  ounty Line  ver Plant F  O%	0%  10%  10%  10%  10%  10%  10%  10%	0%	F F	0.089 0.089 0.101 0.110	0.57 0.54 0.60 0.65	1 17000 6 22000 5 15000 7 11000	F F F	2016 2016 2016 2016 2016
(7021) Big Bethel Rd (7021) Big Bethel Rd (7021) Big Bethel Rd	1.31 0.48 1.41 0.34	16000 To From 14000 To From 9900 To From From From From From From From Fro	F F F	98% 98% 98%	1% H: 1% 1%	O%  SR 152 O%  ampton Ros O%  Thomas O%  Semple O%  York C  SR 415 Pox O%	Todds Lan  O%  Melson D  O%  Perm Rd  O%  ounty Line  wer Plant F	0%  10%  10%  10%  10%  10%  10%  10%	0%	F F	0.089 0.089 0.101 0.110	0.57 0.54 0.60 0.65	1 17000 6 22000 5 15000 7 11000 6 10000	F F F	2016 2016 2016 2016

SWCL Newport News   SWCL							City of Ha	при							
Aberdeen Rd	Route	Length	AADT	QA	4Tire	Bus				QC		ΩK	AAWDT	QW	Yea
Aberdeen Rd	ity of Hampton										1				
	~ AL	0.40		<u> </u>	050/	40/			201			0.500	40000	_	0016
Mampton Rds Ctr Pkwy   1.20   2000   F   99%   0%   0%   0%   0%   0%   0%   0	Aberdeen Rd	0.40	12000	F	95%	1%	1% 1	% 2%	0%	F	0.079	0.566	12000	F	2016
Britantied Rd   1.32   17000   F   97%   17%   17%   07%   07%   07%   0.084   0.568   18000   F   2011			To From				I-664	l							
## Aberdeen Rd	7025) Aberdeen Rd	1.10	20000	F	95%	1%	1% 1	% 2%	0%	С	0.086	0.607	22000	F	2016
## Aberdeen Rd			To				Briarfiel	1 D.4							
US 258 Mercury Bibd	Aberdeen Bd	1.32	17000	F	97%	1%			0%	С	0.084	0.568	18000	F	2016
Pamp	025) / 120/00011 / 10				0.70	. , 0			0 / 0			0.000	.0000	•	
SR 1357 5464 Lurs   SR 1457 5464 Lurs   SR 1	<u> </u>		To From	<u> </u>											
See   Pamp	<sub>025)</sub> Aberdeen Rd	0.19	11000	<u>_F</u>	97%	1%			0%	F	0.093	0.524	12000	F	2016
Ramp	<u> </u>		To				SR 152 Tod	ds Lane							
Pamp			From				114-7025 Abe	erdeen Rd							
114-7025 Aberdeck Rd   124-7025 Aberdeck Rd	Ramp	0.14	6000	G							0.098		6000	G	2016
Second   Pamp   0.17   3500   G			To				I-664-	W							
SAMP			From	:			114-7025 Abe	rdeen Rd							
	Ramn	0.17	3500				114-7023 7100	Aucen Ru			0.09		3500	G	2016
Second   Hampton Rds Ctr Pkwy   1.20   2000   A   99%   0%   0%   0%   0%   0%   0%   0	025) 1141115	0.17	To	r <u>~</u>			I-664-	F			-0.00		0000	ď	2010
Mampton Rds Ctr Pkwy			_								-				
Hampton Rds Ctr Pkwy   0.26   4000   F   99%   0%   0%   0%   0%   0%   0%   0		4.00		ب	0001				601			25:2	0.4000		00.4
Hampton Rds Ctr Pkwy   0.26   40000   F   99%   0%   0%   0%   0%   0%   0%   0	1026) Hampton Rds Ctr Pkwy	1.20	22000	Α	99%	0%	0% 0	% 0%	0%	C	0.112	0.542	24000	Α	2010
Hampton Rds Ctr Pkwy   0.26   40000   F   99%   0%   0%   0%   0%   0%   0%   F   0.084   0.587   44000   F   2016	<u> </u>		To				Big Beth	el Rd			<b>—</b>				
Hampton Rds Ctr Pkwy   1.02   37000   F   99%   0%   0%   0%   0%   0%   0%   F   0.099   0.643   40000   F   2014	(026) Hampton Rds Ctr Pkwv	0.26	40000	F	99%	0%			0%	F	0.084	0.587	44000	F	2016
Hampton Rds Ctr Pkwy   1.02   37000   F   99%   0%   0%   0%   0%   0%   0%   0	<i>"</i>										_				
SR 134 Magruder Blvd	A Lie works on Bulle Otto Bloom	4.00	From	<u> </u>	000/	00/			00/		0.000	0.040	40000		004
Hampton Rds Ctr Pkwy   0.65   28000   F   99%   0%   0%   0%   0%   0%   F   0.094   0.594   31000   F   2016	1026) Hampton Rds Ctr Pkwy	1.02	37000	F	99%	0%	0% 0	% 0%	0%	F	0.099	0.643	40000	F	2016
Hampton Rds Ctr Pkwy   0.65   28000   F   99%   0%   0%   0%   0%   0%   F   0.094   0.594   31000   F   2016	<u> </u>		To				SR 134 Magr	uder Blvd			<b>—</b> —				
Hampton Rds Ctr Pkwy	nan Hampton Rds Ctr Pkwy	0.65	28000	F	99%	0%			0%	F	0.094	0.594	31000	F	2016
Hampton Rds Ctr Pkwy   0.40   23000   F   99%   0%   0%   0%   0%   0%   0%   0	020)		_												
Armistead Ave   1.52   1700   F   99%   0%   0%   0%   0%   0%   0%   0			From	<u> </u>											
Ramp   0.42   7200   G   114-7026   Hampton Rds Ctr Pkwy   0.090   7200   G   2016	1026) Hampton Rds Ctr Pkwy	0.40	23000		99%	0%			0%	F	0.095	0.598	24000	F	2016
Company   Comp	<u> </u>		To				Armistead	l Ave							
Total   114-7026 Hampton Rds Ctr Pkwy	ast		From			114	-7026 Hampton	Rds Ctr Pkv	/y						
Total   Page	7 <sub>026</sub> ) Ramp	0.42	7200	G							0.090		7200	G	2016
September   Sept			To				I-64 E	ast							
Name	act		From			114	-7026 Hampton	Rde Ctr Ply	737						
Vest   Ramp   0.38   10000   G   114-7026   Hampton Rds Ctr Pkw		0.18	4500	G		117	-7020 Hampton	Rus Cu i kv	, y		0.079		4500	G	2016
From	026) 1141115	0.10	<b>4300</b>	r <u>~</u>			I 64 V	X/			0.073		4000	ď	201
See				1											
Time						114	-7026 Hampton	Rds Ctr Pkv	/y		<u> </u>			_	
Tide Mill Lane	<sub>'026)</sub> Hamp	0.38	10000	G							0.141		10000	G	2016
Tide Mill Lane  0.83  7000  F 99% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0.652 7400 F 2016  1.652 7400 F 2016 F 201	$\smile$		To				I-64-V	V							
Company   Comp	_		From				Armistead	l Ave							
Company   Comp	Tide Mill Lane	0.83	7000	F	99%	1%	0% 0	% 0%	0%	С	0.109	0.652	7400	F	2016
Semple Farm Rd   Semp	$\mathcal{L}$		To												
Armistead Ave 0.72 23000 F 99% 0% 0% 0% 0% 0% 0% F 0.088 0.558 25000 F 2016  To Tide Mill Lane  Tidemill Lane  1033 Armistead Ave 0.53 23000 A 99% 0% 0% 0% 0% 0% 0% 0% C 0.11 0.524 25000 A 2016  Trong Hampton Rds Ctr Pkwy  1033 Armistead Ave 1.52 17000 F 99% 0% 0% 0% 0% 0% 0% F 0.097 0.668 18000 F 2016  Trong Cmdr Shepard Blvd  1034 Saunders Rd 0.72 9100 G 97% 2% 1% 0% 0% 0% 0% F 0.094 0.522 9700 G 2016  Trong Big Bethel Rd  1034 Cmdr Shepard Blvd 0.19 19000 F 97% 2% 1% 0% 0% 0% 0% F 0.090 0.51 20000 F 2016			From	1							1				
To Tide Mill Lane    1	Armistand Ava	0.72		두	90%	Nº/-			00/-	F	U U88	0 559	25000	F	2014
Tidemill Lane   1.52   17000   A   99%   0%   0%   0%   0%   0%   0%   0	1033) Allinsidad Ave	0.12	<b>23000</b>		JJ /6	U /0			U /0	- '	0.000	0.556	23000	•	2011
Armistead Ave 0.53 23000 A 99% 0% 0% 0% 0% 0% 0% C 0.11 0.524 25000 A 2010    Hampton Rds Ctr Pkwy			From												
Hampton Rds Ctr Pkwy     Hampton Rds Ctr Pkwy   Hampto	Armistead Ave	0.53	23000		99%	0%			0%	C	0 11	0 524	25000	Δ	201
Armistead Ave 1.52 17000 F 99% 0% 0% 0% 0% 0% 0% F 0.097 0.668 18000 F 2010    Comdr Shepard Blvd   ECL Newport News   ECL Newport News   Sing Bethel Rd   Semple Farm Rd   2.07 1700 F 97% 2% 1% 0% 0% 0% 0% C 0.11 0.534 1800 F 2010    Semple Farm Rd   Semple Far	033) / 11111010000 / 100	0.00	2000		0070	0 70			J /0			0.024	20000	73	2011
Cmdr Shepard Blvd   Cmdr Shepard Blvd   Cmdr Shepard Blvd   ECL Newport News   Cmdr Shepard Blvd   Cmdr Shepard Blvd   O.72   9100   G   97%   2%   1%   0%   0%   0%   F   0.094   0.522   9700   G   2016   O.72   O.72   O.72   O.73   O.74   O.75	<u> </u>														
Saunders Rd   0.72   9100   G   97%   2%   1%   0%   0%   0%   F   0.094   0.522   9700   G   2010	033) Armistead Ave	1.52	17000	F	99%	0%			0%	F	0.097	0.668	18000	F	2016
Saunders Rd 0.72 9100 G 97% 2% 1% 0% 0% 0% F 0.094 0.522 9700 G 2010      Semple Farm Rd   2.07   1700   F 97% 2% 1% 0% 0% 0% 0% C 0.11   0.534 1800   F 2010     SR 134 Magruder Blvd   134 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<i></i>		To				Cmdr Shepa	rd Blvd							
Saunders Rd 0.72 9100 G 97% 2% 1% 0% 0% 0% F 0.094 0.522 9700 G 2010    Semple Farm Rd   2.07   1700   F 97% 2% 1% 0% 0% 0% 0% C 0.11   0.534 1800   F 2010			From				ECL Newno	rt News							
Semple Farm Rd   2.07   1700   F   97%   2%   1%   0%   0%   0%   C   0.11   0.534   1800   F   2010	Saunders Rd	0.72	9100	G	97%	2%			0%	F	0.094	0.522	9700	G	201
Semple Farm Rd   2.07   1700   F   97%   2%   1%   0%   0%   0%   C   0.11   0.534   1800   F   2010   1800   F   2010	007)					_, ~			3,0	•		0.022	2.00	~	
Tid   SR 134 Magruder Blvd   SR 134 Magrude															
0.19 <b>19000 F</b> 97% 2% 1% 0% 0% F 0.090 0.51 20000 F 2010	<sub>7034)</sub> Semple Farm Rd	2.07	1700	F	97%	2%	1% 0	% 0%	0%	С	0.11	0.534	1800	F	201
034) Cmdr Shepard Blvd 0.19 <b>19000 F</b> 97% 2% 1% 0% 0% 0% F 0.090 0.51 20000 F 2010	<u> </u>		To				SR 134 Maor	uder Blvd							
	Cmdr Shepard Blvd	0.19		F	97%	2%			0%	F	0.090	0.51	20000	F	2016
	004)		To	<u> </u>	, •	_,,			3,0	•		0.01	_0000	-	

					City 0								
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK Dir Factor	AAWDT	QW	Year
		1											
4.40		` <u> </u>	000/	00/						0.500	4000	_	0040
1.13	1200	r	99%	0%	1%	0% 0	% 0%	C	0.107	0.569	1300	F	2016
	To From	) ·			Powh	atan Pkwy			$\Box$				
0.83	1200	F	99%	0%	1%	0% 0	% 0%	F	0.11	0.547	1200	F	2016
	To	):			Las	salle Ave							
		·					.,				.=	_	
0.37	1400	<u> </u>	99%	0%			% 0%	<u> </u>	0.099	0.505	1500	F	2016
	From	):											
0.57		ᄂ	00%	Nº/-			ρ/ <sub>-</sub> Ω°/ <sub>-</sub>	F	0.004	0.573	5500	F	2016
0.07	3100		0070	0 70	1 70	070 0	70 070	'	0.004	0.070	0000	•	2010
	From		2221										
0.66	15000	F	99%	0%	1%	0% 0	% 0%	F	0.085	0.540	16000	F	2016
	To				Settlers	Landing Rd							
0.12	16000	F	99%	0%	1%	0% 0	% 0%	F	0.083	0.561	17000	F	2016
	To				CD 251 I	Dombrolza Ava							
0.27	19000		99%	0%			% 0%	F	0.08	0 597	21000	F	2016
V.L1	.5500		0070	5 /0			, 5 0 / 0			0.007		•	_010
	From	<u></u>	0000				v 5-:			<b>-</b>			
0.24	24000	F	98%	1%	1%	0% 0	% 0%	F	0.095	0.559	25000	F	2016
	To				SR 134	Armistead Ave			$\Box$				
0.50	13000	F	98%	1%	1%	0% 0	% 0%	С	0.091	0.525	13000	F	2016
	Te				110 250	Maraury Dlyd							
1 2/	9600	F	08%	10/-			ρ/ <sub>-</sub> Ωο/ <sub>-</sub>	F	0.107	0.637	10000	F	2016
1.24	3000		30 /6	1 /0	1 /0	076 0	/6 0 /6	'	0.107	0.037	10000		2010
					Tide	Mill Lane							
0.31	8900	F_	98%	1%	1%	0% 0	% 0%	F	0.121	0.918	9400	F	2016
	Tr	1.			Lan	gley Gate							
	From	1:			114-703	5 Lasalle Ave							
0.12	910	G							0.077		910	G	2016
	To	):				-64-E							
		•											
	From	1:			114-703								
0.19	2000	G			114-703	5 LaSalle Ave			0.092		2000	G	2016
0.19		G							0.092		2000	G	2016
0.19	2000	G			]	5 LaSalle Ave			0.092		2000	G	2016
	2000 To	1	97%	1%	Newpo	5 LaSalle Ave -64-E rt News Ave	% 0%	F		0.623			
0.19	<b>2000</b>	G	97%	1%	Newpo	5 LaSalle Ave 6-64-E rt News Ave 0% 0	% 0%	F	0.092	0.623	2000	G F	
0.19	2000 From 1000	F			Newpo 1%	5 LaSalle Ave  1-64-E  11 News Ave  0%  0  Landing Rd			0.1		1100	F	2016
	2000 To Prom 1000	F	97%	1%	Newpoo 1% Settlers 1%	5 LaSalle Ave  1-64-E  It News Ave  0%  0  Landing Rd  0%  0  0		F		0.623			2016
0.19	2000 From 1000	F			Newpo 1% Settlers 1% SR 3511	5 LaSalle Ave  -64-E  rt News Ave  0%  0  Landing Rd  0%  0  Pembroke Ave			0.1		1100	F	2016
0.19	2000 To From 1000 To From 1400	F	97%	1%	Newpo 1% Settlers 1% SR 3511	5 LaSalle Ave  -64-E  rt News Ave  0%  0  Landing Rd  0%  0  Pembroke Ave  broke Ave	% 0%	С	0.1	0.514	1100 1500	F	2016
0.19	2000 From 1000	F			Newpo 1% Settlers 1% SR 351 I Pemi 1%	5 LaSalle Ave  1-64-E  1 News Ave  0% 0  1 Landing Rd  0% 0  2 Pembroke Ave  0% 0% 0  0  0  0  0  0  0  0  0  0  0	% 0%		0.1		1100	F	2016
0.19	2000 To From 1000 To From 1400	F	97%	1%	Newpoo 1% Settlers 1% SR 3511 Pem 1%	5 LaSalle Ave  1-64-E  IT News Ave  0%  0  Landing Rd  0%  0  Pembroke Ave  broke Ave  0%  0  Rap Rd	% 0%	С	0.1	0.514	1100 1500	F	2016
0.19 0.31 0.29	2000 To From 1000 To From 1400 To From 1800	F F F	97%	1%	Newpoo 1% Settlers 1% SR 3511 Pemi 1% Rig	5 LaSalle Ave  -64-E  rt News Ave  0%  0  Landing Rd  0%  0  Pembroke Ave  oroke Ave  0%  0  Rap Rd  River Rd	% 0%	С	0.1 0.091 0.105	0.514	1100 1500 1900	F	2016 2016 2016
0.19	2000 Te From 1000 Te From 1400 Te From 1800	F	97%	1%	Newpoo 1% Settlers 1% SR 3511 Pem 1% Rip Back 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0 Landing Rd  0% 0 Pembroke Ave  0% 0 Rap Rd Eriver Rd  0% 0 0	% 0%	C F	0.1	0.514	1100 1500	F F	2016 2016 2016
0.19 0.31 0.29	2000 To From 1000 To From 1400 To From 1800 To From 8000	F	97% 97% 97%	1%	Newpoo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  broke Ave  0% 0  Rap Rd River Rd  0% 0  I-64	% 0% % 0%	F F	0.105 0.105	0.514 0.607 0.607	1100 1500 1900 8500	F F F	2016 2016 2016 2016
0.19 0.31 0.29	2000 To From 1000 To From 1400 To From 1800	F F F	97%	1%	Newpoo 1% Settlers 1% SR 3511 Peml 1% Rig Back 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  brooke Ave  0% 0  Rap Rd  0% 0  Rap Rd  0% 0  1-64  0% 0	% 0% % 0%	C F	0.1 0.091 0.105	0.514	1100 1500 1900	F F	2016 2016 2016 2016
0.19 0.31 0.29	2000 To From 1000 To From 1400 To From 1800 To From 12000	F	97% 97% 97%	1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  0% 0  Rap Rd  River Rd  0% 0  I-64  0% 0  Ging St	% 0% % 0%	F F	0.105 0.105	0.514 0.607 0.607	1100 1500 1900 8500	F F F	2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 12000	F	97% 97% 97%	1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  1%  SR 3511  SR 3511	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  rooke Ave  0% 0  Rap Rd  River Rd  0% 0  I-64  0% 0  Ging St  Pembroke Ave	% 0% % 0% % 0%	F C	0.1 0.091 0.105 0.105	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016
0.19 0.31 0.29	2000 To From 1000 To From 1400 To From 1800 To From 12000	F	97% 97% 97%	1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  0% 0  Rap Rd  River Rd  0% 0  I-64  0% 0  Ging St	% 0% % 0% % 0%	F F	0.105 0.105	0.514 0.607 0.607	1100 1500 1900 8500	F F F	2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 12000	F	97% 97% 97%	1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  1%  FR 3511	5 LaSalle Ave  -64-E  rt News Ave  0% 0 Dentify a control of the c	% 0% % 0% % 0%	F C	0.1 0.091 0.105 0.105	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 Term 1000 Term 1400 Term 1400 Term 1800 Term 12000 Term 7100	F	97% 97% 97% 97%	1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  FR 3511 1% Rip	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  rooke Ave  0% 0  Rap Rd  River Rd  0% 0  I-64  0% 0  Ging St  Pembroke Ave	% 0% % 0% % 0%	F C	0.105 0.105 0.105 0.102	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 12000		97% 97% 97%	1% 1% 1% 1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  FR 3511 1% Rip 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  1 Landing Rd  0% 0  2 Pembroke Ave  0% 0  8 Rap Rd  1 River Rd  0% 0  Ging St	% 0% % 0% % 0%	F C	0.1 0.091 0.105 0.105	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 7100		97% 97% 97% 97%	1% 1% 1% 1%	Newpoo 1% Settlers 1% SR 351 I Pemi 1% Rip Back 1%  1%  FR 351 I 1%  Rip 1% US 258	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  0% 0  Rap Rd  E River Rd  0% 0  I-64  0% 0  Ging St  Pembroke Ave  0% 0  Mercury Blvd	% 0% % 0% % 0%	F C	0.105 0.105 0.105 0.102	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 7100 To From 16000 To From From 16000	F	97% 97% 97% 97%	1% 1% 1% 1% 1%	Newpoo 1% Settlers 1% SR 351 I Pemi 1% Rip Back 1%  1% SR 351 I Rip Back 1%  I SR 351 I SR 35	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  0% 0  Rap Rd  E River Rd  0% 0  I-64  0% 0  L-64  0% 0  Rap Rd  Pembroke Ave  0% 0  Marg St  Pembroke Ave  0% 0  Rap Rd  0% 1  Pembroke Ave  0% 0  Rap Rd  0% 0  Rap Rd  0% 0  Rap Rd  0% 1  Pembroke Ave  0% 0  Rap Rd  0% 0  Rap Rd  0% 0  Rap Rd	% 0% % 0% % 0% % 0%	F C F	0.105 0.105 0.105 0.102 0.086	0.514 0.607 0.607 0.81 0.572 0.743	1100 1500 1900 8500 13000 7500	F F F F	2016 2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 7100		97% 97% 97% 97%	1% 1% 1% 1%	Newpoo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  SR 3511 1%  Rip 1% SR 3511 1% SR 3511 1% Rip 1%	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  rooke Ave  rooke Ave  0% 0  Rap Rd  River Rd  0% 0  L-64  0% 0  L-64  0% 0  Rap Rd  0% 0  Mary St  Pembroke Ave  0% 0  Mary St  Pembroke Ave  0% 0  Rap Rd  0% 0	% 0% % 0% % 0% % 0%	F C	0.105 0.105 0.105 0.102	0.514 0.607 0.607 0.81	1100 1500 1900 8500 13000	F F F	2016 2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 Te  From 1000 Te  1400 Te  From 1800 Te  From 12000 Te  From 7100 Te		97% 97% 97% 97%	1% 1% 1% 1% 1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  SR 3511 1%  Rip 1% SR 3511 1%  Rip 1% Little B	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  0% 0  Rap Rd  River Rd  0% 0  Ging St  Pembroke Ave  0% 0  And Ave  0% 0  Are  0% 0	% 0% % 0% % 0% % 0%	F C F	0.105 0.105 0.105 0.102 0.086	0.514 0.607 0.607 0.81 0.572 0.743	1100 1500 1900 8500 13000 7500	F F F F	2016 2016 2016 2016 2016 2016
0.19 0.31 0.29 0.18 0.48	2000 To From 1000 To From 1400 To From 1800 To From 7100 To From 16000 To From From 16000		97% 97% 97% 97%	1% 1% 1% 1% 1%	Newpo 1% Settlers 1% SR 3511 Pemi 1% Rip Back 1%  SR 3511 1%  Rip 1% SR 3511 1%  Rip 1% Little B	5 LaSalle Ave  -64-E  rt News Ave  0% 0  Landing Rd  0% 0  Pembroke Ave  rooke Ave  rooke Ave  0% 0  Rap Rd  River Rd  0% 0  L-64  0% 0  L-64  0% 0  Rap Rd  0% 0  Mary St  Pembroke Ave  0% 0  Mary St  Pembroke Ave  0% 0  Rap Rd  0% 0	% 0% 0% 0% 0% 0% 0% 0%	F C F	0.105 0.105 0.105 0.102 0.086	0.514 0.607 0.607 0.81 0.572 0.743	1100 1500 1900 8500 13000 7500	F F F F	2016 2016 2016 2016
	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 0.57 5100 0.66 15000 0.12 16000 0.27 19000 0.24 24000 0.50 13000 1.24 9600 1.24 9600 0.31 8900 0.31 8900 0.31 8900	1.13 1200 F  0.83 1200 F  1.083 1200 F  1.09 From:  0.37 1400 F  1.09 From:  0.57 5100 F  1.09 From:  0.12 16000 F  1.09 From:  0.27 19000 F  1.24 24000 F  1.24 9600 F	1.13 1200 F 99%  0.83 1200 F 99%  1.00 F 99%  1.01 16000 F 99%  1.02 16000 F 99%  1.02 14000 F 99%  1.02 14000 F 98%  1.03 14000 F 98%  1.04 14000 F 98%  1.05 14000 F 98%  1.05 14000 F 98%  1.06 15000 F 98%  1.07 From From From From From From From From	1.13 1200 F 99% 0%    To   From	Company   Comp	SECL Newport News	SECL Newport News	Columbia	Content	Continue	AAD	AADI

						, -									
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle	_		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Hampton															
	0.04	From	<u> </u>	000/	40/		wood Pkwy	00/	201			0.000	10000	_	0010
Little Back River Rd	0.34	9400	F	98%	1%	0%	0%	0%	0%	С	0.094	0.638	10000	F	2016
		From					kwell Rd							_	
Little Back River Rd	0.84	4000	F	98%	1%	0%	0%	0%	0%	F	0.102	0.652	4200	F	2016
			1				s Creek Rd								
Beach Rd	0.76	F400		000/	10/		Fox Hill R		00/	С	0.115	0.633	E700	F	2016
Beach Rd	2.76	5400 To	┌╴	98%	1%	0%	0% thouse Dr	0%	0%		0.115	0.633	5700	Г	2016
		From	<u> </u>								_				
Woodland Rd	0.35	19000		98%	1%	1%	ty St West 0%	0%	0%	С	0.078	0.798	20000	F	2016
Woodland Rd	0.00	19000		30 70	1 /0				0 70		0.070	0.730	20000	•	2010
Manada Dd	0.45	From	<u> </u>	000/	00/		Mercury Bl		00/		0.070	0.570	45000		0046
Woodland Rd	0.45	14000	F	98%	2%	0%	0%	0%	0%	F	0.078	0.579	15000	F	2016
		From					Pembroke A embroke A								
7049) Woodland Rd	0.62	9100	F	98%	2%	0%	0%	0%	0%	F	0.094	0.542	9600	F	2016
		To													
Woodland Rd	1.20	9100		98%	2%	0%	rews Blvd 0%	0%	0%	С	0.103	0.511	9700	F	2016
	0	T. T.		20/0	_ /0		Fox Hill R		3,0			0.011	0,00	•	_5.0
		From					Mercury Bl				<u> </u>				
Old Buckroe Rd	1.50	3500	F	98%	1%	1%	0%	0%	0%	С	0.088	0.5	3800	F	2016
7051) 614 2461.106 114		To	-	0070	. , 0		Pembroke A		0,0			0.0	0000	-	
		From	d				Mercury Bl				i				
7053) Andrews Blvd	0.53	13000	F	98%	1%	0%	0%	0%	0%	С	0.098	0.606	14000	F	2016
053) 7 6 6 2 6	0.00				. , ,							0.000		-	_0.0
Androwe Plyd	1 20	4500	1	97%	2%	1%	odland Rd	0%	00/	С	0.098	0.594	4900	F	2016
Andrews Blvd	1.38	4300 Te	┌╴	9770	270		0% old Buckroe		0%	U	0.096	0.594	4800	Г	2016
		From													
7055) Harris Creek Rd	0.82	3100	F	98%	1%	1%	Fox Hill R	0%	0%	С	0.096	0.56	3300	F	2016
Harris Creek Ho	0.02	3100		30 /6	1 /0	1 /0	0 /6	0 76	0 /6		0.030	0.50	3300	ı	2010
	0.40	From	<u> </u>	000/	40/		ack River R		201			2.211	0500		0010
Harris Creek Rd	0.42	2300	F	98%	1%	1%	0%	0%	0%	F	0.1	0.644	2500	F	2016
			1				nouse Lane								
Mallana Ot	0.00	From	<u> </u>	000/	40/		-E Ramp	00/	00/			0.705	0400	_	0046
Mallory St	0.36	8600 To	F	98%	1%	1%	0%	0%	0%	F	0.079	0.765	9100	F	2016
			1				3 Mellen St								
O Doma	0.04	4600				114-7057	7 S Mallory	St			0.177		4600	_	2016
7057) Ramp	0.04	4000 To	G			11	4-7057				0.177		4600	G	2010
		From	12		I-6		Inspection	Station							
7057) Ramp	0.04	7100	F								NA		7100	F	2016
		To	:			I-0	64 East								
		From	ı			114-705	7 Mallory	St							
7057) Ramp	0.21	6400	G							_	0.130		6400	G	2016
$\overline{}$		To				I-6	64 West								
_		From				Chesa	peake Ave								
Powhatan Pkwy	0.33	640	F	99%	0%	0%	0%	0%	0%	С	0.107	0.513	680	F	2016
$\overline{}$		To	-			US 60 K	ecoughtan l	Rd							
Powhatan Pkwy	0.24	4400	F	99%	0%	0%	0%	0%	0%	F	0.084	0.540	4700	F	2016
·		To					Victoria Bl								
Powhatan Pkwy	0.56	9400 From	F	98%	1%	0%	0%	0%	0%	С	0.083	0.508	10000	F	2016
Pownatan Pkwy	0.50	3-00		JU /0	1 /0				0 /0	<u> </u>	0.000	0.500	10000	'	2010
O Barrelanta Bi	0.10	From	<u> </u>	000/	401		Pembroke A		001			2 2 4 2	00000		0045
Powhatan Pkwy	0.16	21000	F	98%	1%	0%	0%	0%	0%	F	0.089	0.612	22000	F	2016
<u> </u>		To From					I-664								
7059 Power Plant Pkwy	0.76	14000	F	94%	0%	1%	2%	2%	0%	F	0.119	0.714	15000	F	2016
$\sim$		To				Brig	ırfield Rd				1				

Route Length AADT QA 4Tire Bus	$\Delta \Delta M DT$	QW	Year
7059 Ramp 0.16 <b>5800 G</b> 0.097			
059 Ramp 0.16 <b>5800 G</b> 0.097			
	5800	G	2016
1-004-W			
From: 114-7059 Powhatan Pkwy			
059 Ramp 0.13 <b>3300 G</b> 0.084	3300	G	2016
To: I-664-E			
From: SR 351 Pembroke Ave			
2nd St <b>560 G</b> 0.114 0.66	590	G	2016
To: Buckroe Ave			
Aberdeen Rd 1900 G SR 351 Pembroke Ave 0.082 0.64	18 21000	G	2016
To: I-664	<i>1</i> 0 21000	G	2010
From: SR 143 Victoria Blvd			
Armistead Ave <b>2400 F</b> 0.094 0.63	3 2600	F	2016
To: Settlers Landing Rd			
From: SR 152 Todds Lane			
Bellwood Rd 1200 F 0.100 0.500	1300	F	2016
To: ECL Newport News			
From: Fairfax Dr			
Brightwood Ave 770 G 98% 1% 1% 0% 0% 0 C 0.087 0.67	77 770	G	2016
To: Lauderdale Ave			
From Worden Ave		_	004
Catesby Jones Dr <b>480 F</b> 0.112 0.53	37 510	F	201
To: Eggleston Ave			
Pine Chapel Rd	19 8200	F	201
	9 0200	ı	2010
US 258 Mercury Blvd   US 258 Mercury Blvd	12 24000	G	2016
	.2 24000	G	2010
SR 152 Cunningham Dr	74 00000		004
Coliseum Dr <b>21000 G</b> 0.085 0.674	74 23000	G	2016
To Marcella Rd			
Coliseum Dr <b>22000 G</b> 0.083 0.51	11 24000	G	2016
To From 0.40 MN Of Marcella Rd			
Coliseum Dr 18000 G 0.084 0.52	24 20000	G	2016
To: Hampton Rds Ctr Pkwy			
Elizabeth Lako Dr	0000	_	004
Elizabeth Lake Dr <b>2100 F</b> 0.103 0.56	68 2200	F	2016
Farmington Blvd <b>3300 F</b> Woodlawn Dr 0.092 0.57	71 3500	F	2016
Templewood Dr	. 5500	•	_510
From: Old Buckroe Rd			
Fox Grove Dr <b>780 G</b> 0.112 0.61	16 780	G	2016
To: Revere Dr			
From Hurst Dr			
Grimes Rd 1800 G 0.12 0.56	1800	G	2016
To Canavan Dr			
From: Beach Rd			
Hall Rd 620 F 0.112 0.52	29 660	F	2016
To: Emma Dr From: Oldenburg Lane			
Hall Rd <b>640 G</b> 97% 0% 1% 1% 0% 0% C 0.097 0.58	31 640	G	201
To: Edmonds Cove	310	<u>.</u>	_0.,
Farmnouse Lane	74 070	F	2016
Harris Creek Rd <b>630 F</b> 0.118 0.67	71 670		

					City of Hampton							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	(	(.)(;	K actor	QK Dir Facto	AAWDT	QW	Yea
v of Hampton	From				Somerset Lane			1				
Ivy Home Rd	2400	F			Somerset Lane		0	107	0.598	3 2500	F	2016
,	To				Pratt St							
	From				SR 351 Pembroke Ave			1				
Kingsway	4200	G					C	.09	0.619	9 4700	G	201
	To				Lincoln St							
	From				Martha Lee Dr							
Lassiter St	2400	F					0	.084	0.536	6 2600	F	201
	To	<u> </u>			Freda Ct							
Lewis Dr	From:	G	99%	1%	Aspenwood Dr 0% 0% 0%	0%	C 0	.089	0.625	5 1200	G	201
Lewis Di	1200 <sub>то:</sub>		99%	1 76	Hickory Hill Rd	076	0 0	1	0.023	3 1200	G	201
	From							1				
Lincoln St	4400				North King St		0	101	0.514	4 4600	F	201
Lindoni ot	To	Ė			Franklin St			1	0.01	1 1000		
	From:				Florence Dr							
Macon Rd	720	F					0	115	0.66	760	F	201
	To				Roberta Dr							
	From:				Roberta Dr							
Martha Lee Dr	1400	F					0	117	0.602	2 1500	F	201
	To				Pecan Rd							
	From				Rollingwood Rd						_	
Michaels Wood Dr	5200	G					0	.093	0.559	9 5200	G	201
	10.	<u> </u>			Jimmy Ct							
Navitaia Dal	From	F			Rawood Dr			]	0.500		_	001
Newton Rd	650				Gurley Ct		U	.094 1	0.526	6 690	F	201
	From							1				
Queen St	740	F			Armistead Ave		0	.096	0.532	2 780	F	201
	To				Stewart St			1				
	From:				Queen St							
Salters Creek Rd	2100	F					0	139	0.784	4 2200	F	201
	To				Powhatan Pkwy							
	From				Beall Dr							
Seward Dr	950	F	97%	2%	1% 0% 0%	0%	C 0	106	0.598	3 1000	F	201
	To				Winfree Rd							
	From				WCL Hampton							
Shell Rd	610	F					0	107	0.674	4 650	F	201
	10:	<u> </u>			Maple Ave			<u> </u>				
Silver Isle Blvd	From:				Revere Dr		0	002	0.50	4 4000	_	201
Sliver Isle bivu	4300 <sub>To:</sub>	F			Glenhaven Dr		U	.093 1	0.594	4 4600	F	201
	From							l				
Smiley Rd	630	G			Pembroke Ave		0	.092	0.593	3 630	G	201
Omnoy Ha	To	<u> </u>			Fordham Lane			1	0.000	3 000	ŭ	
	From:				Nathan St			1				
Stockton St	350	F	97%	3%	0% 0% 0%	0%	C 0	101	0.5	370	F	201
	To				Fairfield Blvd			1				
	From				Todds Lane							
Warner Rd	240	F					0	121	0.662	2 250	F	201
	To				0.20 MS of Todds Lane							
	From				Blackmore Place							
Westbrook Dr	490	G	99%	0%	1% 0% 0%	0%	C 0	137	0.519	9 490	G	201
	To				Armistead Ave N		-					
	From:				Willow Oaks Blvd							
Wilderness Rd	420	G					0	129	0.59	5 420	G	201
	To	<u> </u>			Rapidan Rd							

Route City of Hampton	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Willard Ave S		340	F			Howard St  Mellon St		0.109		0.636	360	F	2016
Willow Oaks Blvd		2600 To	F			Missionary Bridge  Beauregard Hgts		0.108		0.544	2800	F	2016