2010

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

where available

Jurisdiction Report 27

City of Hampton

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

| North 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|----------|--------------------|--|
| 29 | US Route | |
| 7 | Virginia State Rou | te |
| (F241) | Frontage Road (F | precedes frontage route number) |
| (600) | Secondary Route | |

Special Routes

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

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| _ | _ | | | | | | | Tru | ıck | | | K | | Dir | | |
|---|--|----------------------------|-----------------------|-----------------|------------|----------|-----------------------|------------|-----------|----------|--------|------------|------|--------|--------|---|
| Route | Jurisdiction | n Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q |
| ~ | From: | | L Newport N | | | | | | | | | | | | | |
| O Kecoughtan Rd | City of Hamp | pton 1.18 | 5200 | F | 96% | 3% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.530 | 5500 | |
| <u> </u> | To: From: | P | Powhatan Pkw | у | | | \Box \vdash | | | | | | | | | |
| (0) Kecoughtan Rd | City of Hamp | pton 1.03 | 6000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.089 | F | 0.541 | 6400 | |
| ~ | To- From: | | Lasalle Ave | | | | | | | | | | | | | |
| Kecoughtan Rd | City of Hamp | pton 1.04 | 8100 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.552 | 8600 | |
| | To. From: | SR | 143 Victoria E | Blvd | | | | | | | | | | | | |
| (143) Kecoughtan Rd | City of Hamp | oton 0.26 | 10000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.522 | 11000 | |
| <i></i> | To: | | ttlers Landing | | | | | | | | | | | | | |
| Settlers Landing Rd | City of Hamp | - | Kecoughtan Ro | F F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.528 | 16000 | |
| 143 Settlers Landing Rd | ony or riamp | | | | 31 70 | 170 | 170 | 070 | 070 | 070 | O | 0.054 | ' | 0.520 | 10000 | |
| Settlers Landing Rd | City of Hamr | | 134 Armistead | Ave F | 97% | 1% | 10/ | 0% | 0% | 09/ | F | 0.095 | F | 0.555 | 14000 | |
| Settlers Landing Rd | City of Hamp | 7.0H 0.40 | | г | JI 70 | 1 70 | 1% | U 70 | U70 | 0% | F | 0.095 | Г | 0.555 | 14000 | |
| | To: From: | | Eaton St | | 070/ | 407 | | 201 | 201 | 00/ | | 0.00 | | 0.533 | 40000 | |
| 0 143 Settlers Landing Rd | City of Hamp | pton 0.67 | 17000 I-64 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.577 | 18000 | |
| | From: | US 6 | 1-04 50 SR 143 Tyl | ler St | | | | | | | | | | | | |
| 0 (64) Hampton Roads Beltwa | ay City of Hampton (N | | | | , | See I-6 | 4 for dire | ectional t | raffic vo | olume es | timate | s for this | segm | nent. | | |
| | Combined Traffic Estimates for 2 Paralle | | 87000 | F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.067 | F | 0.541 | 89000 | |
| | To | SF | R 169 Mallory | St | | | | | | | | | | | | |
| 0 (64) Hampton Roads Bridge | e Tunnel City of Hampton (N | | | | | See I-6 | 4 for dire | ectional t | raffic vo | olume es | timate | s for this | segm | nent. | | |
| -) () | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route | : 85000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.079 | A | 0.513 | 88000 | |
| | To: | | WCL Norfolk | (| | | | | | | | | | | | |
| | From: | SR 143; | 2US 60-P I-64 | 4-W267 <i>A</i> | A | | | | | | | | | | | |
| Ramp | City of Hampton (N | Maint: 99) 0.17 | 8300 | F | | | | | | | | 0.084 | F | | 8300 | |
| ر م | То: | I-64-W FROM RT | Γ 60 & 143SE | ETTLER | S LANDI | | | | | | | | | | | |
| ast | From: | EC | L Newport Ne | ews | | | | | | | | | | | | |
| 1 | City of Hampton (N | Maint: 99) 1.97 | 78000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.078 | F | | 80000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | : 154000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.076 | F | 0.539 | 158000 | |
| | To: From: | Hampton | Roads Center | r Parkwa | y | | \neg \vdash | | | | | | | | | |
| ast 4 | City of Hampton (N | Maint: 99) 1.33 | 69000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.073 | F | | 71000 | |
| 4) | Combined Traffic Estimates for 2 Paralle | , | | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 0.547 | 140000 | |
| | | | | | 30 /0 | 070 | 1 /0 | 1 /0 | 370 | 070 | ' | 0.074 | ' | 0.547 | 140000 | |
| st | To: From: | | 34 Magruder | Blvd | | | | | | | | | | | | |
| 4) (134) | City of Hampton (N | Maint: 99) 0.52 | 80000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.087 | В | | 83000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | : 160000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 0.553 | 165000 | |
| | To | US 258, | SR 134 Merc | ury Blvd | 1 | | \neg \blacksquare | | | | | | | | | |
| | From: | | | | | | 40/ | 40/ | 20/ | 00/ | _ | 0.077 | _ | | 78000 | |
| ast | City of Hamaton (A | \Anint: 00\ 1.10 | 76000 | | O60/ | (10/ | | | | | | | | | | |
| 64 64 | City of Hampton (N Combined Traffic Estimates for 2 Paralle | , | 76000 | F F | 96% 96% | 0% 0% | 1% 1% | 1% 1% | 3% 3% | 0% 0% | F | 0.077 | | 0.577 | 156000 | |

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| Canal Cana | | | | Elizabeth C | , mante | 101 100 | | | | Tru | ck | | | K | | Dir | | |
|---|--------------------------------|--|--------------|----------------|--------------|----------|-----------|------|-------|--------|-------|--------|----|--------|----|--------|--------|----|
| Sept Combined Traffic Estimates for 2 Parallel Roadways on this Route: 112000 F 95% 1% 1% 0% 2% 0% F 0.074 F 0.511 116000 F | Route | Jurisdiction | n | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | | AAWDT | QW |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$7000 F 89% 1% 1% 0% 2% 0% F 0.074 F 0.511 116000 F 11600 F 116000 F 1 | | From | | | T CC4 | | | | ZAXIE | 3+Axie | TITAL | ZTrall | | Factor | | Factor | | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route. 112200 F 95% 1% 1% 0% 2% 0% F 0.071 F 0.511 118000 F 0.071 F 0.511 118000 F 0.072 F 0.000 F 0.00 | | City of Hampton (| Agint: 00) | 0.77 | | | 06% | 10/ | 10/ | 00/ | 20/ | 09/ | _ | 0.074 | _ | | 57000 | _ |
| SR 167 LASSILE STATE SR 167 LASSILE STATE SR 167 LASSILE SR 16 | | | , | - | | | | | | | | | _ | | - | 0.511 | | |
| Cally of Hampton Roads Beltway Combined Traffic Estimates for 2 Parallel Roadways on this Route 89000 F 96% 1% 1% 0% 2% 0% F 0.073 F 0.505 91000 F 630 | | Combined Trainc Estimates for 2 Paralle | Roadways C | | | | 90% | 1% | 1% | 0% | 2% | 0% | Г | 0.071 | Г | 0.511 | 116000 | Г |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8900 F 96% 1% 1% 0% 2% 0% F 0.087 F 0.505 9100 F | East | To- From: | | SR 1 | 67 LaSalle | Ave | | | | | | | | | | | | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8900 F 96% 1% 1% 0% 2% 0% F 0.087 F 0.505 9100 F | (64) Hampton Roads Beltway | City of Hampton (N | /laint: 99) | 2.51 | 41000 | F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.073 | F | | 43000 | F |
| Second Control Contr | | Combined Traffic Estimates for 2 Paralle | l Roadways o | on this Route: | 89000 | F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.069 | F | 0.505 | 91000 | F |
| Combined Traffic Estimates for 2 Parallel Readways on this Route. 87000 F 96% 1% 1% 0% 2% 0% F 0.067 F 0.541 89000 F 866 660 Hampton Roads Bridge Tunnel City of Hampton (Maint: 99) 4.00 42000 A 96% 1% 1% 0% 2% 0% C 0.087 A 0.44000 A 0.000 A 0.000 | | To | | | | Landing | Rd | | | | | | | | | | | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 F 96% 1% 1% 0% 2% 0% F 0.667 F 0.541 89000 F | | City of Hampton (N | /Jaint: 99) | • | | | | 1% | 1% | 0% | 2% | 0% | F | 0.074 | F | | 43000 | F |
| SR 169 Mallucy SI | | | • | | | | | | | | | | F | | | 0.541 | | |
| Basi Gab Hampton Roads Bridge Tunnel City of Hampton (Maint: 99) 4.00 42000 A 96% 1% 1% 0% 2% 0% C 0.087 A 44000 A 44000 A 42000 A 96% 1% 1% 0% 2% 0% C 0.079 A 0.513 88000 A 44000 A 42000 A 42000 A 96% 1% 1% 0% 2% 0% C 0.079 A 0.513 88000 A 44000 A 440000 A | | Tanic Estimates for 21 arane | i Noauways C | | | | 30 /6 | 1 /0 | 1 70 | 076 | 270 | 070 | ' | 0.007 | ' | 0.541 | 03000 | • |
| Combined Traffic Estimates for 2 Parallel Readways on this Route: 85000 | East | From: | | SR | 169 Mallor | y St | | | | | | | | | | | | |
| Seat 16-6-E TO HAMPTON ROADS CENTER PARKWAY NA NA NA NA NA NA NA | (64) (60) Hampton Roads Bridge | e Tunnel City of Hampton (N | Лaint: 99) | 4.00 | 42000 | Α | 96% | 1% | 1% | 0% | 2% | 0% | С | 0.087 | Α | | 44000 | Α |
| Fast | | Combined Traffic Estimates for 2 Paralle | l Roadways o | on this Route: | 85000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.079 | Α | 0.513 | 88000 | Α |
| City of Hampton (Maint: 99) 0.21 NA | | To: | | V | VCL Norfol | k | | | | | | | | | | | | |
| Total 114-7026 FROM 1-64 EAST 114-7026 | East | From: | | E TO HAMPTO | N ROADS (| CENTER | PARKW. | AY | | | | | | | | | | |
| Total 114-7026 FROM 1-64 EAST 114-7026 | (64) Ramp | City of Hampton (N | Лаint: 99) | 0.21 | NA | | | | | | | | | NA | | | NA | |
| City of Hampton (Maint: 99) 0.33 NA | $\overline{}$ | To: | | 114-7020 | 5 FROM I-6 | 54 EAST | | | | | | | | | | | | |
| City of Hampton (Maint: 99) 0.33 NA | East | From: | I-64-1 | E TO HAMPTO | N ROADS (| CENTER | PARKW | AY | | | | | | | | | | |
| Total Tota | (64) Ramp | City of Hampton (N | /laint: 99) | 0.33 | NA | | | | | | | | | NA | | | NA | |
| City of Hampton (Maint: 99) 0.10 NA | | To: | | 114-7020 | FROM I-6 | 64 EAST | | | | | | | | | | | | |
| City of Hampton (Maint: 99) 0.10 NA | East | From: | | I-64 | 1-E TO RT | 258 | | | | | | | | | | | | |
| 1-64-12-63 B TO RT 258 WEST 1-64 | (64) (134) Ramp | City of Hampton (N | /laint: 99) | | | | | | | | | | | NA | | | NA | |
| Ramp City of Hampton (Maint: 99) 0.13 NA | | то | | I-64-F263 | B TO RT 2 | 58 WFS | Т | | | | | | | | | | | |
| Second S | East | From: | | | | 30 WES | 1 | | | | | | | | | | | |
| From | 64) Ramp | City of Hampton (N | Maint: 99) | | | DEED CA | C + 0.000 | | | | | | | NA | | | NA | |
| City of Hampton (Maint: 99) 0.32 NA | | 10. | | | | | | | | | | | | | | | | |
| S 258 FROM I-64 EAST S 258 FROM I-64 EAST | East | From: | | | | CURY B | OULEVA | R | | | | | | | | | | |
| Form | (64) (134) Ramp | City of Hampton (N | /laint: 99) | | | | | | | | | | | NA | | | NA | |
| City of Hampton (Maint: 99) 0.24 6700 F 0.077 F 6700 F | | 10: | | US 258 | | 4 EAST | | | | | | | | | | | | |
| To | East | From: | | | | | | | | | | | | | | | | _ |
| From: | (64) Ramp | City of Hampton (N | Maint: 99) | | | | | | | | | | | 0.077 | F | | 6700 | F |
| City of Hampton (Maint: 99) 0.11 NA NA NA NA NA NA NA | | To: | | 114-7 | 7035 Lasalle | e Ave | | | | | | | | | | | | |
| From | East | From: | | | | AP ROA | D | | | | | | | | | | | |
| From: I-64 East | (64) Ramp | City of Hampton (N | /laint: 99) | | | | | | | | | | | NA | | | NA | |
| East [64] Ramp City of Hampton (Maint: 99) 0.07 7600 F 0.097 F 7600 F East [64] Ramp City of Hampton (Maint: 99) 0.13 4700 F 0.097 F 7600 F | $\overline{}$ | To: | | 114-7037 (| Gap FROM | I-64 EAS | ST | | | | | | | | | | | |
| East East US 60 Settlers Landing Rd East I-64 East 64 Ramp City of Hampton (Maint: 99) 0.13 4700 F 0.12 F 4700 F | East | From: | | | | | | | | | | | | | | | | |
| East East US 60 Settlers Landing Rd East I-64 East 64 Ramp City of Hampton (Maint: 99) 0.13 4700 F 0.12 F 4700 F | (64) Ramp | City of Hampton (N | //aint: 99) | | | | | | | | | | | 0.097 | F | | 7600 | F |
| (Maint: 99) 0.13 4700 F 0.12 F 4700 F | $\overline{}$ | To: | | US 60 S | Settlers Lan | ding Rd | | | | | | | | | | | | |
| (64) Ramp City of Hampton (Maint: 99) 0.13 4700 F 0.12 F 4700 F | East | From: | | | I-64 East | | | | | | | | | | | | | |
| | | City of Hampton (N | //aint: 99) | 0.13 | 4700 | F | | | | | | | | 0.12 | F | | 4700 | F |
| | \smile | To: | | 114- | 7057 Mallo | ry St | | | | | | | | | | | | |

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| | | Elizab | th City Mai | ntenance | Area | | | | | | | | | | | |
|---------------------------------|---|--|-----------------------|-------------|----------|------|-----------------|--------|--------|--------|----|--------|-----|--------|---------------|----------|
| | | | | | 4 | | | Tru | ıck | | | K | 01/ | Dir | 4 4 14 / D.T. | 0147 |
| Route | Jurisdiction | on Le | ngth AAD | I QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| Fast | From | I-64-F | TO INSPECT | TON STA | LION | | | | | | | | | | | |
| East (64) Ramp | City of Hampton (| | 04 NA | 1011 5171 | 11011 | | | | | | | NA | | | NA | |
| 64) Kamp | Oity of Hampton | | | | | | | | | | | 14/-1 | | | INA | |
| East | Te From | 114-7057- | T INSPECTION | ON BOOT | H AREA | | | | | | | | | | | |
| (64) Ramp | City of Hampton (| Maint: 99) 0 | 04 NA | | | | | | | | | NA | | | NA | |
| 64) | Tr | | -7057- A TO I | RT 64 FAS | T | | 1 | | | | | | | | | |
| | | 11- | | | ,,, | | | | | | | | | | | |
| West 64 | eron (III | " | ECL Newpo | | 000/ | 00/ | | 407 | 00/ | 001 | _ | 0.000 | _ | | 70000 | _ |
| (64) | City of Hampton (| • | 41 7600 | | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.082 | F | | 78000 | F |
| \smile | Combined Traffic Estimates for 2 Parall | el Roadways on this R | oute: 15400 | 00 F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.076 | F | 0.539 | 158000 | F |
| · | To | Han | pton Roads Co | enter Parkv | vay | | \neg \vdash | | | | | | | | | |
| West | City of Household | (Maint 00) | 70 6000 | <u> </u> | 000/ | 00/ | 40/ | 40/ | 20/ | 00/ | _ | 0.000 | _ | | 00000 | _ |
| 64 | City of Hampton (| , | 78 6800 | | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.083 | F | | 69000 | |
| | Combined Traffic Estimates for 2 Parall | el Roadways on this R | oute: 13700 | 00 F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 0.547 | 140000 | F |
| | Tr. | 2 | SR 134 Magrı | ıder Blvd | | | | | | | | | | | | |
| West | City of Hampton (| Maint: 00) | 79 8000 | 0 F | 96% | 0% | 1% | 1% | 3% | 0% | _ | 0.005 | F | | 82000 | _ |
| 64 (134) | , , | , | | | | | | | | | _ | 0.085 | | | | _ _ |
| | Combined Traffic Estimates for 2 Parall | el Roadways on this R | oute: 1600 0 | 00 F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 0.553 | 165000 | F |
| West | To From | US | 258, SR 134 N | Mercury Bl | vd | | | | | | | | | | | |
| West | City of Hampton (| Maint: 00) | 92 7600 | 0 F | 96% | 0% | 1% | 1% | 3% | 0% | _ | 0.089 | F | | 77000 | _ |
| 64 | , , | , | | - | | | | | | | _ | | • | | | _ |
| | Combined Traffic Estimates for 2 Parall | | | | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.073 | F | 0.577 | 156000 | F |
| West | From | 1-6 | 4 Hampton Ro I-664 | | ay | | | | | | | | | | | |
| | City of Hampton (| Maint: 00) 1 | 05 5700 | | 96% | 0% | 1% | 1% | 3% | 0% | _ | 0.072 | F | | 58000 | _ |
| 64 Hampton Roads Beltway | , , | , | | - | | | | | | | _ | | • | | | г - |
| | Combined Traffic Estimates for 2 Parall | el Roadways on this R | oute: 11200 | 00 F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.071 | F | 0.511 | 116000 | F |
| West | To From | 12 | SR 167 LaSa | alle Ave | | | | | | | | | | | | |
| West 64 Hampton Roads Beltway | City of Hampton (| Maint: 00) | 36 4800 | 0 F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | | 49000 | _ |
| 1 Hampton Roads Beitway | , , | , | | • | | | | | | | • | | • | 0.505 | | <u>'</u> |
| | Combined Traffic Estimates for 2 Parall | el Roadways on this R | oute: 8900 | 0 F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.069 | F | 0.505 | 91000 | F |
| West | Te Fron | US 6 | , SR 143 Settl | ers Landin | g Rd | | | | | | | | | | | |
| | way City of Hampton (| Maint: 99) 0 | 38 4500 | 0 F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.072 | F | | 46000 | F |
| 64 (60) Hampton Roads Beltv | • | , | | - | | | | | | | F | | F | 0.544 | | F |
| | Combined Traffic Estimates for 2 Parall | ei Roadways on this R | oute: 8700 | 0 F | 96% | 1% | 1% | 0% | 2% | 0% | г | 0.067 | Г | 0.541 | 89000 | Г |
| West | To From | 11 | SR 169 Mal | llory St | | | | | | | | | | | | |
| (64) (60) Hampton Roads Bridge | ge Tunnel City of Hampton (| Maint: 99) 3 | 93 4300 | 0 A | 97% | 0% | 1% | 0% | 2% | 0% | С | 0.079 | Α | | 44000 | Α |
| 64) (60) Hampton Roads Bridg | Combined Traffic Estimates for 2 Parall | , | | - | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.079 | Α | 0.513 | 88000 | |
| | Tombined Hame Estimates for 2 Parall | TO TO THE REPORT OF THE REPORT | WCL No | | 9170 | I 70 | 170 | U% | ∠70 | U-70 | C | 0.079 | А | 0.513 | 00000 | Α |
| | | <u> </u> | | | | | | | | | | | | | | |
| West | From | I-64-W TO HAN | | OS CENTE | ER PARKW | AY | | | | | | | | | | |
| (64) Ramp | City of Hampton (| | 28 NA | | | | | | | | | NA | | | NA | |
| \sim | To | 11 | I-7026 FROM | I-64 WES | T | | | | | | | | | | | |
| West | From | r | I-64 V | V | | | | | | | | | | | | |
| (64) Ramp | City of Hampton (| Maint: 99) 0 | 23 NA | | | | | | | | | NA | | | NA | |
| | To | | US 258 Mec | ury Blvd | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | Tru e 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|--|--|--------------------|-------|---------------|------------|-----------------|----------|----------|--------|---------------------|--------|----------------|--------|----|
| West Ramp | City of Hampton (Maint: 99) | I-64 West 0.17 6500 US 258 | F | | | | | | | | 0.091 | F | | 6500 | F |
| West 64 Ramp | City of Hampton (Maint: 99) | I-64-W TO I-664 0.46 NA I-664-E FROM I-6 | | | | | | | | | NA | | | NA | |
| West 64 Ramp | City of Hampton (Maint: 99) | | | | | | | | | | NA | | | NA | |
| West 64 Ramp | City of Hampton (Maint: 99) | SR 134 CONNECTOR FRO 0.09 NA 114-7035 FROM RT | | | | <u> </u> - | | | | | NA | | | NA | |
| West 64 Ramp | City of Hampton (Maint: 99) | I-64-W TO RT 134-ARMIS | TEAD A | VENUE | | | | | | | NA | | | NA | |
| West 64 Ramp | City of Hampton (Maint: 99) | I-64 West | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.095 | F | | 5000 | F |
| West 64 Ramp | City of Hampton (Maint: 99) | I-64-W TO MALLOR 0.15 NA 114-7057; 114-7057- B SE | | | | | | | | | NA | | | NA | |
| 134 Magruder Blvd | City of Hampton | York County I 0.28 24000 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.100 | F | 0.714 | 25000 | F |
| 134 Magruder Blvd | City of Hampton | 0.83 23000 | F | | | | | | | | 0.091 | F | 0.644 | 24000 | F |
| 134 Magruder Blvd | City of Hampton | SR 172 Cmdr Shep 1.46 31000 | F | | | | | | | | 0.092 | F | 0.512 | 32000 | F |
| 134 Magruder Blvd | City of Hampton | Hampton Roads Cer 0.94 30000 I-64 WB | F | y | | | | | | | 0.085 | F | 0.505 | 31000 | F |
| 134 Ramp | City of Hampton (Maint: 99) | I-64 0.10 I-64-E FROM RT 1 | 34 EAST | | e VA 13 | 34 for | directional | traffic | volume (| estima | tes for th | is seg | gment. | | |
| 134 64 | City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadwa | | r Blvd F | 96% | ee I-64 0% | for di | rectional tr | affic vo | olume es | | s for this 0.074 | _ | nent. 0.553 | 165000 | F |
| 134 64 Ramp | City of Hampton (Maint: 99) | US 258, SR 134 Me 0.10 End Label He | | | ee I-64 | for di | rectional tr | affic v | olume es | timate | s for this | segm | nent. | | |
| 134 64 Ramp | City of Hampton (Maint: 99) | I-64-E TO RT 258 EAST-MER 0.32 US 258 FROM I-6 | | | | for di | rectional tr | affic v | olume es | timate | s for this | segm | nent. | | |

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| | | | | | | | Tru | ıck | | | K | | Dir | | |
|--------------------------------|---|------------------------------------|---------|--------|-------|-----------------|--------|-------|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۷ |
| | From: | I-64 | | | | | | | | | | | | | |
| 134 258 Mercury Blvd | City of Hampton | 0.36 50000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 51000 | G |
| | To: From: | Coliseum D | | | | | | | | | | | | | |
| 134 258 Mercury Blvd | City of Hampton | 0.42 45000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 46000 | G |
| | To: From: | SR 152 Cunningl | | | | | | | | | | | | | |
| 134 258 Mercury Blvd | City of Hampton | 0.24 48000 | F | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.085 | F | 0.527 | 49000 | F |
| | To: From: | US 258; Arminste US 258 Mercury | | | | | | | | | | | | | |
| 134)Armistead Ave | City of Hampton | 0.24 19000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.083 | F | 0.535 | 20000 | F |
| 134) | Too | Pine Chapel | | | | | | | | | | | | | |
| 134)Armistead Ave | City of Hampton | 0.89 20000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.082 | F | 0.528 | 22000 | F |
| 134)/ | To: | I-64; Lasalle | | 0070 | 170 | | 070 | 070 | 070 | Ū | 0.002 | | 0.020 | 22000 | • |
| | From: | I-64 | | | | | | | | | | | | | |
| Armistead Ave | City of Hampton | 0.41 16000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.705 | 17000 | F |
| <u> </u> | To: From: | Rip Rap Ro | i | | | | | | | | | | | | |
| 134) Armistead Ave | City of Hampton | 0.38 13000 | F | | | | | | | | 0.097 | F | 0.61 | 14000 | F |
| <u> </u> | To: From: | SR 351 Pembrok | e Ave | | | \neg \vdash | | | | | | | | | |
| 134) Armistead Ave | City of Hampton | 0.27 13000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.58 | 14000 | F |
| \smile | Tay | Queen St | | | | <u> </u> | | | | | | | | | |
| 134)Armistead Ave | City of Hampton | 0.10 13000 | N | 98% | 1% | 1% | 0% | 0% | 0% | Ν | 0.095 | Ν | 0.58 | 14000 | 1 |
| | To: | US 60 Settlers Lar | ding Rd | | | | | | | | | | | | |
| | From: | SR 134 Armistea | d Ave | | | | | | | | | | | | |
| 134)Ramp | City of Hampton (Maint: 99) | 0.22 15000 | F | | | | | | | | 0.086 | F | | 15000 | ı |
| <u> </u> | To: | I-64 West | | | | | | | | | | | | | |
| East | From: | SR 134 Ramp to Cum | ningham | | | | | | | | | | | | |
| Ramp | City of Hampton (Maint: 99) | 0.10 11000 | F | 96% | 0% | 1% | 1% | 3% | 0% | F | 0.104 | В | | 12000 | ا |
| <u> </u> | Ta: | I-64 East | | | | | | | | | | | | | |
| | From: | SR 134; Hardy Cash Dr; E | | e Pkwy | | | | | | | | _ | | | |
| Ramp from I 64 W to SR 134 W | City of Hampton | 0.52 14000 | F | | | | | | | | 0.096 | F | | 14000 | ١ |
| Combined | d Traffic Estimates for 2 Parallel Roadways o | on this Route: 43000 I-64 West | N | | | 1 | | | | | NA | | | 45000 | 1 |
| | From | | D1 1 | | | | | | | | | | | | |
| 143)Ingalls Rd | City of Hampton (Maint: US) | US 258 Mercury 0.28 4600 | F F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.135 | F | 0.915 | 4900 | ı |
| 143) Iligaiis Ku | City of Frampton (Maint. 00) | | | 3376 | 070 | 070 | 076 | 070 | 076 | C | 0.155 | ' | 0.913 | 4300 | |
| Mallan Ct | To: | Begin State Main | | 000/ | 00/ | | 00/ | 00/ | 00/ | | 0.405 | _ | 0.045 | 4000 | |
| Mellen St | City of Hampton | 0.41 4600 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.135 | F | 0.915 | 4900 | F |
| | To: From: | SR 169 Mallor | | | | _} | | | | | | | | 4= | |
| County St | City of Hampton | 0.59 4400 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.119 | F | 0.670 | 4700 | ı |
| <u>~</u> | From: | I-64 Tyler St | | | | | | | | | | | | | |
| (143) (60) Settlers Landing Rd | City of Hampton | 0.67 17000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.577 | 18000 | F |
| 143/ (00) 000000 200000 110 | ony or manipuor | Eaton St | • | 01.70 | 1 / 0 | . , , | 0,0 | 0 / 0 | 0,0 | • | 0.00 | • | 3.011 | 10000 | |

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

| | | Elizabeth City M | iamienance | Area | | | | | | | | | | | |
|-----------------------------|-----------------|------------------|---------------|-------|------|-------|--------|--------|--------|----|--------|----|--------|--------|------|
| Route | Jurisdiction | Length AA | DT QA | 4Tire | Bus | | Tru | | | QC | K | QK | Dir | AAWDT | . Q' |
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Factor | | Factor | | |
| 0 11 1 1 5 1 | From: | Eato | | 070/ | 407 | | 00/ | 007 | 00/ | _ | 0.005 | _ | 0.555 | 4.4000 | |
| 43) 60) Settlers Landing Rd | City of Hampton | 0.46 130 | 000 F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.555 | 14000 | I |
| | To: From: | SR 134 Am | nistead Ave | | | | | | | | | | | | |
| 143) 60 Settlers Landing Rd | City of Hampton | 0.13 150 | 000 F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.528 | 16000 | - 1 |
| | To: | Kecoug | | | | | | | | | | | | | |
| | From: | | anding Rd | 000/ | 40/ | 40/ | 00/ | 00/ | 00/ | _ | 0.007 | _ | 0.500 | 44000 | |
| (43) (60) Kecoughtan Rd | City of Hampton | 0.26 10 0 | 000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.522 | 11000 | |
| | To: From: | US 60 Kec | oughtan Rd | | | | | | | | | | | | |
| 43) Victoria Blvd | City of Hampton | 0.54 33 | 00 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.566 | 3500 | |
| <u> </u> | To | I asall | le Ave | | | | | | | | | | | | |
| Victoria Blvd | City of Hampton | 1.25 63 | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.090 | F | 0.532 | 6800 | |
| 43) | | | | | | | -,- | -,- | | - | | - | | | |
| Violente Blad | From: | Powhata | | 000/ | 40/ | 40/ | 00/ | 007 | 00/ | _ | 0.000 | _ | 0.700 | 0000 | |
| 43) Victoria Blvd | City of Hampton | | 00 F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.086 | F | 0.769 | 6900 | |
| | 10 | ECL New | port News | | | | | | | | | | | | |
| | From: | ECL New | | | | | | | | | | | | | |
| 52)Todds Lane | City of Hampton | 1.21 170 | 000 F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.534 | 18000 | |
| | To: | Big Bet | thel Rd | | | | | | | | | | | | |
| 52)Todds Lane | City of Hampton | 1.03 160 | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | F | 0.576 | 17000 | |
| 32) | To | Alexad | D.1 | | | | | | | | | | | | |
| 52) Todds Lane | City of Hampton | 0.61 200 | 000 F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.090 | F | 0.544 | 22000 | |
| 52) Todds Larie | City of Hampton | 0.01 200 | 000 F | 9970 | 1 /0 | 0 /6 | 076 | 076 | 0 /6 | C | 0.090 | | 0.544 | 22000 | |
| | To: From: | Mag-Cunningh | | | | | | | | | | | | | |
| 52 Cunningham Dr | City of Hampton | 0.59 200 | 000 F | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.097 | F | 0.508 | 22000 | |
| <u> </u> | To | Colise | um Dr | | | | | | | | | | | | |
| 52)Cunningham Dr | City of Hampton | 0.77 99 | 00 F | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.095 | F | 0.552 | 11000 | |
| 32) | To: | US 258, SR 134 | 4 Mercury Blv | rd . | | | | | | | | | | | |
| | From | SR 143 N | Mellen St | | | | | | | | | | | | |
| 69) Mallory St | City of Hampton | | 00 N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.083 | Ν | 0.754 | 9100 | |
| 09) | | | | | | | | | | | | | | | |
| | From | | County St | 000/ | 40/ | | 00/ | 00/ | 201 | _ | 0.000 | _ | 0.754 | 0400 | |
| 69 Mallory St | City of Hampton | 0.15 86 | 600 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.754 | 9100 | |
| <u> </u> | To: From: | US 258 Me | ercury Blvd | | | | | | | | | | | | |
| 69) Mallory St | City of Hampton | 1.95 64 | -00 F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.087 | F | 0.628 | 6800 | |
| | To: | SR 351 E, Pe | embroke Ave | | | | | | | | | | | | |
| 69)(351)Pembroke Ave | City of Hampton | | 00 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.591 | 4700 | |
| 03/ 331). 52.5 | c., or rampion | | | 5570 | . 70 | . , , | 2 / 0 | 570 | 0,0 | • | 5.500 | • | 0.001 | ., 00 | |
| | From: | SR 351 W, Pe | | 000/ | 407 | | 00/ | 00/ | 201 | _ | 0.00: | _ | 0.50 | 0700 | |
| 69 Old Buckroe Rd | City of Hampton | | 00 F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.59 | 6700 | |
| <u> </u> | From: | | Hill Rd | | | | | | | | | | | | |
| _ | | Old Buc | | | | | | | | | | _ | | | |
| 69) Fox Hill Rd | City of Hampton | 1.08 140 | 000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.090 | F | 0.588 | 15000 | |

6/30/2011 12

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| | | | | | | Trι | ıck | | | K | | Dir | | |
|--|------------------|---------------------------------|-------|-----|------|--------|------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۷ |
| | From: | Woodland Rd | | | | | | | | | | | | |
| 169) Fox Hill Rd | City of Hampton | 0.88 20000 F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.584 | 22000 | F |
| <u> </u> | To: From: | Clemwood Pkwy | | | | | | | | | | | | |
| 169) Fox Hill Rd | City of Hampton | 0.95 25000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.61 | 27000 | F |
| <u> </u> | То: | US 258; Mercury Blvd | | | | | | | | | | | | |
| | From: | SR 134 Magruder Blvd | | | | | | | | | | | | |
| 172 Cmdr Shepard Blvd | City of Hampton | 0.61 7700 G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 8400 | G |
| | To: From: | Armistead Ave | | | | | | | | | | | | |
| 172 Cmdr Shepard Blvd | City of Hampton | 0.42 20000 F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.102 | F | 0.594 | 22000 | F |
| <u> </u> | To. From: | NASA Main Gate | | | | | | | | | | | | |
| 172) Armistead Ave | City of Hampton | 0.85 18000 F | 98% | 0% | 0% | 0% | 0% | 0% | С | 0.101 | F | 0.727 | 19000 | F |
| <u> </u> | To | Semple Farm Rd | | | | | | | | | | | | |
| 172)Wythe Creek Rd | City of Hampton | 1.03 16000 F | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.100 | F | 0.74 | 17000 | F |
| <u> </u> | То: | SCL Poquoson | | | | | | | | | | | | |
| | From: | ECL Newport News | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.74 49000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 49000 | (|
| ~ <i>_</i> | To: | 114-7019 Chestnut Ave | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.52 50000 F | 99% | 0% | 0% | 0% | 1% | 0% | С | 0.094 | В | 0.518 | 52000 | F |
| | To: | 114-7021 Big Bethel Rd | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.80 56000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 57000 | (|
| 238) | 7 | | | 0,0 | | 0,0 | .,0 | 0,0 | • | | | | 0.000 | |
| 258 Mercury Blvd | City of Hampton | Aberdeen Rd 0.43 57000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 58000 | (|
| 258 Welcury Blvd | City of Flampton | | 3376 | 070 | 078 | 070 | 1 70 | 078 | ' | INA | | | 30000 | |
| Marana Dhad | From: | SR 415 Power Plant Pkwy | 000/ | 00/ | -00/ | 00/ | 40/ | 00/ | | NIA | | | 04000 | _ |
| Mercury Blvd | City of Hampton | 0.39 63000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 64000 | (|
| ~~~ | To: From: | I-64 | | | | | | | | | | | | |
| 258 134 Mercury Blvd | City of Hampton | 0.36 50000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 51000 | (|
| ~ ~ | To: From: | Coliseum Dr | | | | | | | | | | | | |
| 258 134 Mercury Blvd | City of Hampton | 0.42 45000 G | 99% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 46000 | (|
| \sim | To- From: | SR 152 Cunningham Dr | | | _ | | | | | | | | | |
| 258 134 Mercury Blvd | City of Hampton | 0.24 48000 F | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.085 | F | 0.527 | 49000 | F |
| | Tot | SR 134 Armistead Ave | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.63 58000 G | 99% | 0% | 0% | 0% | 0% | 0% | С | NA | | | 63000 | (|
| , | To: | Legalle Ave | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.89 57000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | F | 0.518 | 61000 | F |
| 250) Moroury Biva | Oity of Hampton | | J3 /0 | 070 | J /0 | 0 /0 | 0 /0 | 0 /0 | • | 0.004 | • | 0.010 | 01000 | , |
| Maraum Dhad | From: | SR 278 King St | 000/ | 40/ | -00/ | 00/ | 007 | 00/ | | 0.004 | | 0.504 | 24000 | F |
| Mercury Blvd | City of Hampton | 1.12 29000 F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.584 | 31000 | ŀ |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To: From: | Andrews Blvd | | | | | | | | | | | | |
| 258 Mercury Blvd | City of Hampton | 0.55 18000 F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.095 | F | 0.52 | 19000 | F |
| ~ | To: | SR 351 Pembroke Ave | | | | | | | | | | | | |

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| 5 . | | | | | _ | | Tru | ck | | | K | | Dir | | ٥., |
|---------------------|------------------------------|--------------------------------------|-------------------|----------|------|-------|--------|--------|--------|----|--------|----|--------|-------|-----|
| Route | Jurisdiction - | Length AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q۷ |
| ~ | From: | SR 351 Pembrol | | 000/ | 407 | 40/ | 00/ | 00/ | 00/ | _ | 0.400 | _ | 0.70 | 40000 | _ |
| Mercury Blvd | City of Hampton | 0.94 12000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.122 | F | 0.73 | 12000 | F |
| Manager | To: From: | SR 169 Mallo | | 000/ | 40/ | | 00/ | 00/ | 00/ | | 0.400 | | 0.00 | 4000 | F |
| Mercury Blvd | City of Hampton | 0.80 4000 SR 143 Ingall | F Pd | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.193 | F | 0.92 | 4300 | F |
| | From | | | | | 1 | | | | | | | | | |
| 258 Ramp | City of Hampton (Maint: 99) | US 258 W06 | 53B | | | | | | | | NA | | | NA | |
| 258) (Valip | To: | 0.03 IVA | | | | Ī | | | | | INA | | | INA | |
| - ant | From: | US 258 TO RT | FE 64 | | | | | | | | | | | | |
| East (258) | City of Hampton (Maint: 99) | 0.05 NA | IE 04 | | | | | | | | NA | | | NA | |
| 258) | Oity of Frampion (Maint. 55) | | | | | | | | | | IVA | | | 11/7 | |
| ast | From: | US 258-E063B TO RT | ΓΕ 64 WI | EST | | | | | | | | | | | |
| 258 | City of Hampton (Maint: 99) | 0.14 NA | | | | | | | | | NA | | | NA | |
| ~ | То: | I-64-E FROM RTE | 258 EAS | T | | | | | | | | | | | |
| East | From: | US 258 TO I-64 | WEST | | | | | | | | | | | | |
| Ramp | City of Hampton (Maint: 99) | 0.56 NA | | | | | | | | | NA | | | NA | |
| ~ | То: | -64-W FROM RT 258 EAST-N | MERCUF | RY BOULE | EV | | | | | | | | | | |
| Vest | From: | US 258 TO I-64 | EAST | | | | | | | | | | | | |
| Ramp | City of Hampton (Maint: 99) | 0.18 NA | | | | | | | | | NA | | | NA | |
| ~ | To: I | -64-E FROM RT 258 WEST-N | MERCUR | RY BOULE | EV | | | | | | | | | | |
| Vest | From: | US 258 TO I-64 WESTRT 1 | .34 P EN | DS 64 OV | | | | | | | | | | | |
| Ramp | City of Hampton (Maint: 99) | 0.26 NA | | | | | | | | | NA | | | NA | |
| | To: I. | -64-W FROM RT 258 WEST-1 | | RY BOULE | ΞV | | | | | | | | | | |
| | From: | US 258 Mercur | | | | | | | | | | | | | |
| King Street North | City of Hampton | 0.10 24000 | F | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.605 | 26000 | F |
| <u> </u> | To: From: | 114-7047 Old Fox | Hill Rd | | | | | | | | | | | | |
| King St | City of Hampton | 0.85 18000 | F | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | F | 0.552 | 19000 | F |
| <u> </u> | To | Lamington 1 | Rd | | | | | | | | | | | | |
| King St | City of Hampton | 0.69 7500 | F | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.089 | F | 0.689 | 7900 | F |
| <u> </u> | To: | Langley Air Ford | ce Base | | | | | | | | | | | | |
| | From: | ECL Newport | News | | | | | | | | | | | | |
| Pembroke Ave | City of Hampton | 1.53 9100 | F | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.096 | F | 0.573 | 9700 | F |
| | To | Powhatan Pk | wv | | | | | | | | | | | | |
| Pembroke Ave | City of Hampton | 1.52 11000 | F | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.094 | F | 0.641 | 11000 | F |
| 331) | Tod | C-44 I 4:- | D.1 | | | | | | | | | | | | |
| Pembroke Ave | City of Hampton | Settlers Landii 0.14 11000 | ng Ra F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.645 | 12000 | F |
| 351) I GIIDIOKE AVE | City of Flampton | | | 30 /0 | 1 70 | 1 70 | 1 /0 | 1 /0 | 070 | • | 0.003 | • | 0.043 | 12000 | ' |
| | To: From: | Lasalle Av | | 0657 | 461 | | 461 | 00. | 001 | | 0.000 | | 0.6=0 | 46555 | |
| Pembroke Ave | City of Hampton | 0.73 11000 | F | 96% | 1% | 1% | 1% | 0% | 0% | С | 0.098 | F | 0.656 | 12000 | F |
| | To: From: | SR 134 Armiste | | | | | | | | | | | | | |
| Pembroke Ave | City of Hampton | 1.41 9900 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.687 | 11000 | F |
| \smile | To: | US 258 Mercur | y Blvd | | | | | | | | | | | | |

| Douts | landa d'artan | Lananth | AADT | ~ . | 4 | D | | Tru | ıck | | - 00 | K | 01/ | Dir | A A)A/DT | 0)4/ |
|-----------------------------|---|--------------------------------------|---------------|--------|---------|-----|--------|--------|--------|--------|------|--------|--------|--------|----------|------|
| Route | Jurisdiction . | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | | 58 Mercury | | | | | | | | | | | | | |
| 351 Pembroke Ave | City of Hampton | 0.20 | 12000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.658 | 13000 | F |
| $\overline{}$ | To: From: | | Woodland Ro | | | | | | | | | | | | | |
| 351 Pembroke Ave | City of Hampton | 1.10 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.089 | F | 0.6 | 12000 | F |
| | To: From: | | W, Old Bucl | | | | | | | | | | | | | |
| 351 169 Pembroke Ave | City of Hampton | 0.60 | 4400 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.591 | 4700 | F |
| | To: From: | SR 1 | 69 E, Mallor | ry St | | | \Box | | | | | | | | | |
| 351 Pembroke Ave | City of Hampton | 0.07 | 4400 | N | 98% | 1% | 1% | 0% | 0% | 0% | Ν | 0.093 | Ν | 0.591 | 4700 | Ν |
| <u> </u> | To: | | Second St | | | | | | | | | | | | | |
| | From: | | 58 Mercury | | | | | | | | _ | | _ | | .= | _ |
| 415 Power Plant Pkwy | City of Hampton | 0.72 | 16000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.544 | 17000 | F |
| | To: From: | | ine Chapel R | | | | | | | | | | | | | |
| 415 Power Plant Pkwy | City of Hampton | 0.47 | 20000 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.085 | F | 0.531 | 21000 | F |
| | To: From: | | Briarfield Rd | | | | \Box | | | | | | | | | |
| 415 Queen St | City of Hampton | 0.84 | 11000 | F | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.507 | 12000 | F |
| | Ta: From: | | Michigan Dr | | | | | | | | | | | | | |
| 415) Settlers Landing Rd | City of Hampton | 0.56 | 9900 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.526 | 11000 | F |
| \smile | To: | SR 3: | 51 Pembroke | Ave | | | | | | | | | | | | |
| East | From: | | I-64 | | 2.40/ | | | | | | _ | | _ | | | _ |
| 664 Hampton Roads Beltway | City of Hampton (Maint: 99 | | 38000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F _ | 0.096 | F - | | 41000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadw | vays on this Route: East I-664 is | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.084 | F | 0.608 | 80000 | F |
| | | | | | 1 1-004 | | | | | | | | | | | |
| East | To: From: | Pov | whatan Parky | vay | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Hampton (Maint: 99 | 9) 1.21 | 36000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.1 | F | | 39000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadw | vays on this Route: | 74000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.087 | F | 0.632 | 79000 | F |
| | | East I-664 is | signed as | South | n I-664 | | | | | | | | | | | |
| East | To: From: | A | berdeen Roa | ıd | | | | | | | | | | | | |
| (664) Hampton Roads Beltway | City of Hampton (Maint: 99 | 9) 0.66 | 34000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | F | | 37000 | F |
| 004) | Combined Traffic Estimates for 2 Parallel Roadw | • | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | F | | 72000 | F |
| | | East I-664 is | | - | | 0,0 | . , 0 | . , 0 | .,0 | 0,0 | • | 0.000 | • | | 000 | • |
| | То: | | L Newport N | | | | | | | | | | | | | |
| East | From: | I-664-E TC | POWHATA | AN PKV | VY | | | | | | | | | | | |
| (664) Ramp | City of Hampton (Maint: 99 | | NA | | | | | | | | | NA | | | NA | |
| $\overline{}$ | То: | 114-7059; 114 | I-7059- 1B T | ORT 6 | 64 FR | | | | | | | | | | | |
| East | From | | I-664 East | | | | | | | | | | | | | |
| 664 Ramp | City of Hampton (Maint: 99 | | 5900 | F | | | | | | | | 0.084 | F | | 5900 | F |
| \sim | To: | 114-7 | 025 Aberdee | en Rd | | | | | | | | | | | | |

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Elizabeth City Maintenance Area

| | | | | | 4 | _ | | Tru | ck | | | K | 014 | Dir | 4.414/DT | 0144 |
|--------------------------------|---|----------------|--------------|---------|---------|-----|-------|--------|--------|--------|----|--------|-----|--------|----------|------|
| Route | Jurisdiction | Length | AADI | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| West | From: | | I-64 | | | | | | | | | | | | | |
| (664) Hampton Roads Beltway | City of Hampton (Maint: 99) | 1.66 | 36000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.102 | F | | 39000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on | this Route: | 74000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.084 | F | 0.608 | 80000 | F |
| | V | Vest I-664 is | s signed a | s Norti | n I-664 | | | | | | | | | | | |
| - | То: | Pov | vhatan Parkv | way | | | | | | | | | | | | |
| West | City of Hammer (Mainty CO) | 4.07 | 20000 | | 0.40/ | 00/ | 40/ | 40/ | 407 | 00/ | _ | 0.405 | _ | | 44,000 | _ |
| Hampton Roads Beltway | City of Hampton (Maint: 99) | 1.27 | 38000 | - | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.105 | F | | 41000 | F _ |
| | Combined Traffic Estimates for 2 Parallel Roadways on | | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.087 | F | 0.632 | 79000 | F |
| | V | Vest I-664 is | s signed a | s Norti | 1 I-664 | | | | | | | | | | | |
| West | To: From: | A | berdeen Roa | nd | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Hampton (Maint: 99) | 0.28 | 33000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.110 | F | | 36000 | F |
| 664) Trainpton Troduc Bollinay | Combined Traffic Estimates for 2 Parallel Roadways on | | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | • | | 72000 | F |
| | • | Vest I-664 is | | - | | 070 | 1 70 | 1 /0 | 470 | 070 | • | INA | | | 72000 | ' |
| | To: | | Newport N | | 11 00 1 | | | | | | | | | | | |
| - NA / - 1 | From: | | | | | | | | | | | | | | | |
| West | | 0.22 | W TO I-64 I | G EAST | | | | | | | | NA | | | 12000 | G |
| Ramp | City of Hampton (Maint: 99) | | ROM I-664 | | | | _ | | | | | INA | | | 12000 | G |
| | From: | | | | | | | | | | | | | | | |
| West | | I-664-W TO P | | N PARK | WAY | | | | | | | NIA | | | NIA | |
| Ramp | City of Hampton (Maint: 99) | 0.13 | NA TOTAL I I | D DT 6 | 1.00 | | | | | | | NA | | | NA | |
| | | 114-7059; 114 | | | | | | | | | | | | | | |
| West | From: | | O ABERDE | EN ROA | AD | | | | | | | | | | | |
| Ramp | City of Hampton (Maint: 99) | 0.16 | NA | | | | | | | | | NA | | | NA | |
| <u> </u> | To: 1 | 14-7025; 114-7 | 7025- A FRO | OM & T | O ROU | | | | | | | | | | | |

| | | | | | | , o | wantone | | | | | | | | | |
|---------------------------------|--------|------------|----------|-------|------|------------|-----------------------|------|--------------|----|---------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Hampton | | From | | | | ъ. | , DI | | | | <u> </u> | | | | | |
| 7006 114 Shell Rd | 1.21 | 4000 | F | 98% | 1% | 0% | natan Pkwy 0% | 0% | 0% | С | 0.089 | F | 0.547 | 4300 | F | 2010 |
| <u> </u> | | From | | | | | salle Ave | | | | | | | | | |
| Shell Rd | 0.33 | 1300 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.502 | 1400 | F | 2010 |
| | | From | | | | | nt News Av hell Rd | e | | | | | | | | |
| 7006 Newport News Ave | 0.20 | 1600 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.536 | 1700 | F | 2010 |
| 7006 Newport News Ave | | To | | | | | River Rd | | | - | | | | | | |
| | | From | : : | | | | ; Fox Hill F | 0.4 | | | - | | | | | |
| 7008 Nickerson Blvd | 0.43 | 8300 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.096 | F | 0.584 | 8800 | F | 2010 |
| Nickerson Blvd | 0.40 | 0000 | | 3070 | 170 | | | 070 | 070 | | 0.000 | • | 0.004 | 0000 | • | 2010 |
| | | From | | | | | rews Blvd | | | | <u> </u> | | | | | |
| 7008 Nickerson Blvd | 0.69 | 5300 | G | 98% | 1% | 0% | 0% | 0% | 0% | С | NA | | | 5700 | G | 2010 |
| <u> </u> | | 10 | | | | SR 169; (| Old Buckroe | e Rd | | | | | | | | |
| | | From | | | | SECL N | Newport Nev | WS | | | | | | | | |
| Orcutt Ave | 0.18 | 2600 | F | 92% | 5% | 3% | 0% | 0% | 0% | С | 0.104 | F | 0.517 | 2800 | F | 2010 |
| | | To From | : | | | US 258 | Mercury Bl | vd | | | | | | | | |
| 7011) Orcutt Ave | 1.37 | 11000 | F | 92% | 5% | 3% | 0% | 0% | 0% | F | 0.099 | F | 0.546 | 11000 | F | 2010 |
| Orcutt Ave | | To | : | | | | 2 Todds Lan | | | | | | | | | |
| | | From | | | | | Newport Nev | | | | | | | | | |
| 7012) Briarfield Rd | 0.39 | 8300 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.517 | 8900 | F | 2010 |
| Briarfield Rd | 3.00 | 5500 | | 0070 | . 70 | | | J /0 | 5 / 0 | | 0.002 | • | 0.017 | 2300 | • | _010 |
| <u> </u> | | From | <u> </u> | | | | Bethel Rd | | | | <u> </u> | | | | | |
| 7 ₀₁₂ Briarfield Rd | 0.48 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.507 | 12000 | F | 2010 |
| | | To From | : | | | Abe | erdeen Rd | | | | \neg — | | | | | |
| Driarfield Rd | 0.99 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.556 | 12000 | F | 2010 |
| 114 | | To | : | | | Q | ueen St | | | | | | | | | |
| | | From | : | | | SWCL1 | Newport Ne | ws | | | | | | | | |
| 7015) New Market Dr | 0.13 | 7100 | F | | | B W C E : | ve ii pore r ve | **** | | | 0.089 | F | 0.536 | 7500 | F | 2010 |
| New Market Dr | | To | - | | | US 258 | Mercury Bl | vd | | | _ | | | | | |
| | | From | | | | | | | | | | | | | | |
| 7017) Roanoke Ave | 0.17 | 3800 | F | 99% | 1% | 0% | Newport Ne 0% | 0% | 0% | F | 0.106 | F | 0.575 | 4100 | F | 2010 |
| Roanoke Ave | 0.17 | 3000 | | 99 /0 | 1 /0 | 076 | 076 | 0 /0 | 0 /0 | - | 0.100 | | 0.575 | 4100 | | 2010 |
| ^ | | From | | | | | Mercury Bl | | | | | | | | | |
| Whealton Rd | 1.30 | 4000 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.106 | F | 0.652 | 4300 | F | 2010 |
| | | To | | | | SR 152 | 2 Todds Lan | e | | | | | | | | |
| | | From | : | | | SWCL | Newport Ne | WS | | | | | | | | |
| 7019 Chestnut Ave | 0.19 | 4900 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.093 | F | 0.603 | 5200 | F | 2010 |
| 114/ | | To | : | | | US 258 | Mercury Bl | vd | | | | | | | | |
| | | From | : | | | Bria | arfield Rd | | | | | | | | | |
| 7021) Big Bethel Rd | 1.11 | 9400 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.536 | 10000 | F | 2010 |
| 7021) Big Bethel Rd | | To | .— | | | | | | | | _ | | | | | |
| 7021) Big Bethel Rd | 0.94 | 11000 | F | 98% | 1% | 08 258 | Mercury Bl 0% | | 0% | С | 0.097 | F | 0.547 | 12000 | F | 2010 |
| 7021) Big Bethel Rd | 0.94 | 11000 | Г | 90% | 170 | 0% | 0% | 0% | 0% | C | 0.097 | Г | 0.547 | 12000 | Г | 2010 |
| | | From | | | | | 2 Todds Lan | e | | | | | | | | |
| 7021 Big Bethel Rd | 1.31 | 23000 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.517 | 25000 | F | 2010 |
| 114/ | | To | - | | Ţ | Jampton R. | oads Center | Pkwv | | | | | | | | |
| 7021) Big Bethel Rd | 0.48 | 25000 From | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.602 | 27000 | F | 2010 |
| 7021) Big Bethel Rd | 5.10 | | | | . 70 | | | | - 70 | • | | • | 0.002 | 000 | • | _010 |
| O D: D :: 15 : | | From | <u> </u> | 0001 | 401 | | as Nelson D | | 001 | | | _ | 0.00= | 40000 | _ | 001 |
| 7021 Big Bethel Rd | 1.41 | 18000 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | F | 0.607 | 19000 | F | 2010 |
| _ | | To Con | | | | Semp | le Farm Rd | | | | \supset — | | | | | |
| 7021) Big Bethel Rd | 0.34 | 11000 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.105 | F | 0.57 | 11000 | F | 2010 |
| 114 | | To | | | | York | County Line | | | | | | | | | |
| | | From | - | | | | ower Plant P | | | | | | | • | | |
| 7022) Pine Chapel Rd | 0.53 | 11000 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.581 | 11000 | F | 2010 |
| 7 ₀₂₂ Pine Chapel Rd | 0.55 | 1 1000 | | J | 1 /0 | | | U /0 | J /0 | | 0.031 | 1 | 0.001 | 11000 | 1 | 2010 |
| $\widehat{}$ | _ | From | <u> </u> | | | | iseum Dr | | | | | _ | | | _ | |
| | 0.64 | 5100 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.587 | 5500 | F | 2010 |
| 7022 Pine Chapel Rd | 0.64 | To | | | .,, | | Armistead A | | 070 | • | | | | | | |

| | | | | | | LIIZAL | our Only | wante | nance Ar | ou | | | | | | | |
|-------------------------|----------------------------|--------|--------------|----------|--------|----------|-----------|----------------|----------|------------|----|-------------|----|---------------|---------------|----|------|
| | Route | Length | AADT | QA | 4Tire | Bus | | Tr 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| itv o | f Hampton | | | | | | | | | | | | | | | | |
| $\overline{}$ | 5. | | From: | <u> </u> | | | | Newport N | | | | | _ | | | _ | |
| 7025) 114 | Aberdeen Rd | 0.40 | 11000 | F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.085 | F | 0.583 | 11000 | F | 2010 |
| $\overline{}$ | | | To: From: | | | | | I-664 | | | | \Box | | | | | |
| 7025 | Aberdeen Rd | 1.10 | 18000 | F | 95% | 1% | 1% | 1% | 2% | 0% | С | 0.086 | F | 0.523 | 19000 | F | 2010 |
| 114/ | | | To | | | | Bri | arfield Rd | | | | | | | | | |
| 7025 | Aberdeen Rd | 1.32 | 15000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.093 | F | 0.58 | 16000 | F | 2010 |
| 7025) 114 | | | | | | | | | | | | _ | - | | | | |
| | Alexandra - Dal | 0.40 | From | <u> </u> | 000/ | 40/ | | Mercury I | | 00/ | | 0004 | _ | 0.544 | 40000 | | 0046 |
| 7025 | Aberdeen Rd | 0.19 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.544 | 12000 | F | 2010 |
| | | | | | | | SR 15. | 2 Todds La | ane | | | | | | | | |
| | | | From: | | 1 | 114-7025 | I-664-W0 | 03A FRO | M & TO F | ROUT | | | | | | | |
| 7025) | Ramp | 0.14 | NA | | | | | | | | | NA | | | NA | | |
| | | | To | | | I-664 | -W FROM | I ABERDI | EEN ROA | .D | | | | | | | |
| | | | From: | | | 114-7025 | I-664-E0 | 03A FROM | и & TOR | OUT | | | | | | | |
| 7025 | Ramp | 0.17 | NA | | | | | | | | | NA | | | NA | | |
| 114/ | | | To: | | | I-664 | -E FROM | ABERDE | EN ROA | D | | | | | | | |
| | | | From | | | 1 | ECL New | port News: | : 121-6 | | | | | | | | |
| 7026 | Hampton Rds Ctr Pkwy | 1.20 | 21000 | Α | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.114 | Α | 0.602 | 23000 | Α | 2010 |
| 7026 | , | - | | | - , - | | | | | | | _ | - | - 7- | | | |
| $\overline{}$ | Harristan Dala Ota Diagram | 0.00 | From | <u> </u> | 000/ | 00/ | | Bethel Rd | | 00/ | | 0.007 | _ | 0.007 | 47000 | | 0046 |
| 7026 | Hampton Rds Ctr Pkwy | 0.26 | 43000 | F | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.097 | F | 0.667 | 47000 | F | 2010 |
| $\stackrel{\smile}{-}$ | | | To: | | | | | I-64 | | | | _ | | | | | |
| 7026 | Hampton Rds Ctr Pkwy | 1.02 | 39000 | F | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.099 | F | 0.658 | 43000 | F | 2010 |
| 114/ | | | To | | | | SD 134 | Magruder 1 | Blvd | | | | | | | | |
| \bigcirc | Hampton Rds Ctr Pkwy | 0.65 | 31000 | F | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.107 | F | 0.640 | 34000 | F | 2010 |
| 7026 | riampion Rus Cii i kwy | 0.05 | 31000 | | 3370 | 0 70 | 070 | 1 70 | 070 | 070 | ' | 0.107 | • | 0.040 | 34000 | • | 2010 |
| $\overline{}$ | | | From: | | | | | liseum Dr | | | | | | | | | |
| 7026 | Hampton Rds Ctr Pkwy | 0.40 | 25000 | F | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.098 | F | 0.596 | 27000 | F | 2010 |
| | | | To: | | | | Arm | istead Ave | • | | | | | | | | |
| East | | | From | | | 114 | -7026 Har | npton Rds | Ctr Pkwy | | | | | | | | |
| 7026 | Ramp | 0.42 | 7200 | F | | | | | | | | 0.089 | F | | 7200 | F | 2010 |
| 114/ | | | To: | | | | I- | -64 East | | | | | | | | | |
| East | | | From: | | | | 114-7026 | TO I-64 V | VEST | | | | | | | | |
| | Ramp | 0.18 | NA | | | | 114 7020 | 101011 | , LDI | | | NA | | | NA | | |
| 7026 | rtamp | 0.10 | To: | | I-64-W | / FROM | HAMPTO | ON ROAD | S CENTE | R PARKW | V | —i"` | | | | | |
| | | | From: | | | | | | | | | <u> </u> | | | | | |
| Nest | Down | 0.20 | | | | | 114-7026 | TO I-64 V | VEST | | | | | | NIA | | |
| 7026 | Ramp | 0.38 | NA To: | | | | | | ~ ~~~ | | | NA | | | NA | | |
| | | | 10. | j | 1-64-W | FROM | HAMPI | ON ROAD | S CENTE | ER PARKW | V | | | | | | |
| $\overline{}$ | | | From | | | | Arm | istead Ave | 2 | | | | | | | | |
| 7028 | Tide Mill Lane | 0.83 | 7400 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.101 | F | 0.66 | 7900 | F | 2010 |
| | | | To: | | | | La | salle Ave | | | | | | | | | |
| | | | From | | | | US 258 | Mercury I | Blvd | | | | | | | | |
| 7033 | Armistead Ave | 0.72 | 24000 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.546 | 27000 | F | 2010 |
| 114/ | | | To: | | | | Tide | Mill Lane | e | | | | | | | | |
| <u> </u> | | | From: | | | | Tid | emill Lane | : | | | | | | | | |
| 7033 | Armistead Ave | 0.53 | 24000 | Α | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.110 | Α | 0.533 | 26000 | Α | 2010 |
| 114/ | | | To | | | | Hamptor | n Rds Ctr I | Pkwv | | | | | | | | |
| 7022 | Armistead Ave | 1.52 | 18000 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.096 | F | 0.660 | 19000 | F | 2010 |
| 7033 | | | To: | <u> </u> | 5576 | . 70 | | Shepard B | | 370 | • | | • | 0.000 | .0000 | • | _0.0 |
| | | | From | | | | | | | | | | | | | | |
| $\overline{}$ | Coundary D- | 0.70 | | <u> </u> | 0007 | 407 | | ewport Ne | | 00/ | _ | | _ | 0.547 | 44000 | _ | 0040 |
| 7034 | Saunders Rd | 0.72 | 10000 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | F | 0.547 | 11000 | F | 2010 |
| _ | | | From | | | | Big | Bethel Rd | | | | | | | | | |
| 7034 | Semple Farm Rd | 2.07 | 4000 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.097 | F | 0.581 | 4200 | F | 2010 |
| 114 | <u> </u> | | To | | | | CD 124 | Mooms 1. | Dlvd | | | | | | | | |
| | Cmdr Shepard Blvd | 0.19 | 22000 | F | 000/ | 10/ | 0% | Magruder 0% | | 00/ | F | 0.00 | F | 0.636 | 24000 | F | 2010 |
| $\langle \cdot \rangle$ | | 9 | 44000 | г | 98% | 1% | U% | U/0 | 0% | 0% | Г | 0.09 | г | U.U.JO | 4 4000 | Г | ∠∪10 |
| 7034 | Ornal Oricpara Biva | 0.10 | T | | | | TT7 -1 | e Creek R | | | | | | | | | |

| | | | | | | | | | На | | | | | | | |
|--|--------------------------------------|---|-------------|--------------------------|----------------------------------|--|---|---|----------------------|-------------|---|-------------|--|--|-------------|--|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trud 3+Axle | k 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Hampton | | From | | | | | | | | | - | | | | | |
| (7035) Chesapeake Ave | 1 12 | 1300 | | 99% | 0% | | lewport Nev | | 0% | С | 0.103 | F | 0.517 | 1400 | F | 2010 |
| 7035 Chesapeake Ave | 1.13 | 1300 | | 9970 | 076 | 0% | 0% | 0% | 076 | C | 0.103 | г | 0.517 | 1400 | Г | 2010 |
| Ohananaska Aus | 0.00 | From | <u> </u> | 000/ | 00/ | | atan Pkwy | 00/ | 00/ | | 0.400 | | 0.504 | 4200 | | 2040 |
| Chesapeake Ave | 0.83 | 1300 Ta | F | 99% | 0% | 0% | 0% alle Ave | 0% | 0% | F | 0.108 | F | 0.524 | 1300 | F | 2010 |
| | | From | : | | | | peake Ave | | | | | | | | | |
| 7035 114 Lasalle Ave | 0.37 | 1600 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | F | 0.51 | 1700 | F | 2010 |
| 114/ | | To | | | | | ecoughtan I | | | | | | | | | |
| 7035) Lasalle Ave | 0.57 | 5600 | F | 99% | 0% | 08 60 K | ecoughton I | 0% | 0% | F | 0.09 | F | 0.595 | 6000 | F | 2010 |
| 7035 Lasalle Ave | 0.07 | - | | 0070 | 070 | | | | 070 | • | - 0.00 | • | 0.000 | 0000 | • | 2010 |
| 7035) Lasalle Ave | 0.66 | 17000 | F | 99% | 0% | SR 143 | Victoria Blv 0% | ^{/d} 0% | 0% | F | 0.080 | F | 0.568 | 18000 | F | 2010 |
| Lasalle Ave | 0.00 | 17000 | | 9970 | 070 | | | | 070 | ' | 0.000 | • | 0.500 | 10000 | ' | 2010 |
| Lecelle Ave | 0.10 | From | <u> </u> | 000/ | 00/ | | Landing R | | 00/ | | 0.070 | F | 0.571 | 17000 | F | 2010 |
| Lasalle Ave | 0.12 | 16000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | Г | 0.571 | 17000 | Г | 2010 |
| | | From | <u> </u> | 2001 | 00/ | | Pembroke A | | 001 | | | _ | 0.500 | 04000 | | 0046 |
| Lasalle Ave | 0.27 | 20000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | F | 0.569 | 21000 | F | 2010 |
| <u> </u> | | To From | | | | | higan Dr | | | | <u> </u> | | | | | |
| T ₀₃₅ Lasalle Ave | 0.24 | 26000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.589 | 28000 | F | 2010 |
| | | To From | | | | SR 134 | Armistead A | ve | | | | | | | | |
| Lasalle Ave | 0.50 | 14000 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.087 | F | 0.591 | 15000 | F | 2010 |
| <u> </u> | | To From | | | | US 258 | Mercury Bl | vd | | | | | | | | |
| Lasalle Ave | 1.24 | 13000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.613 | 14000 | F | 2010 |
| | | To From | | | | Tide | Mill Lane | | | | | | | | | |
| Lasalle Ave | 0.31 | 12000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.106 | F | 0.782 | 13000 | F | 2010 |
| 114) | | To | : | | | Lan | gley Gate | | | | | | | | | |
| East | | From | | | | 114-7035 | TO I-64 EA | ST | | | | | | | | |
| 7035 Ramp | 0.12 | NA | | | | | | | | | NA_ | | | NA | | |
| | | To | | | I-64- | E FROM I | ASALLE A | VENU | Е | | | | | | | |
| Vest | | From | | | | 114-7035 | TO I-64 EA | ST | | | ᆜ | | | | | |
| 7 ₀₃₅ Ramp | 0.19 | NA | | | | | | | | | <u>N</u> A | | | NA | | |
| | | To | | | 1.64 | E EDOM I | ACALLE | AMENII II | 7 | | | | | | | |
| _ | | To | | | I-64- | | ASALLE A | | Е | | | | | | | |
| Back Divor Dd | 0.10 | From | | 079/ | | Newpo | rt News Av | e | | | 0.000 | | 0.636 | 1200 | | 2010 |
| Back River Rd | 0.19 | | F | 97% | I-64- | | | | 0% | F | 0.099 | F | 0.636 | 1200 | F | 2010 |
| 114) | | 1100 Ta | | | 2% | Newpo 0% Settlers | nt News Avenue 1% S Landing Re | e 0% d | 0% | | | | | | | |
| (114) | 0.19 | 1100 | | 97% | | Newpo | nt News Ave 1% Landing Re 1% | e 0% dd 0% | | F | 0.099 | F F | 0.636 | 1200 1600 | F F | |
| (114) | | 1100 Ta | | | 2% | Newpo 0% Settler: 0% SR 351 I | rt News Avenue 1% Landing Re 1% Pembroke A | e 0% dd 0% | 0% | | | | | | | |
| Back River Rd | | 1100 To From 1500 | | | 2% | Newpo 0% Settler: 0% SR 351 I | nt News Ave 1% Landing Re 1% | e 0% dd 0% | 0% | | | | | | | 2010 |
| 7037) Back River Rd | 0.31 | 1100 1100 1500 1500 From 1800 | F | 97% | 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% | tt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd | 0% d 0% ve | 0% | С | 0.097 | F | 0.509 | 1600 | F | 2010 |
| Back River Rd 7037 Back River Rd | 0.31 | 1100 1500 To From 1800 To From | F | 97% | 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rij Back | tt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd River Rd | e 0% d 0% vve 0% | 0% | C F | 0.097 | F | 0.509 | 1600 | F F | 2010 |
| Back River Rd 7037) Back River Rd | 0.31 | 1100 1100 1500 1500 From 1800 | F | 97% | 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% | tt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd | 0% d 0% ve | 0% | С | 0.097 | F | 0.509 | 1600 | F | 2010 |
| Back River Rd 7037 Back River Rd 7037 Rip Rap Rd | 0.31 | 1100 To From 1500 1800 To From 1800 To From 1800 | F F N | 97% 97% 97% | 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rij Back 0% | tt News Ave 1% Landing Re 1% Pembroke A broke Ave 1% D Rap Rd River Rd 1% 1-64 | e 0% d 0% ve 0% 0% | 0% | C F N | 0.097 0.108 0.108 | F F N | 0.509 0.521 0.521 | 1600 1900 1900 | F F N | 2010 |
| Back River Rd 7037) Back River Rd | 0.31 | 1100 1500 1500 1800 1800 1800 12000 | F F N | 97% | 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rij Back 0% | tt News Ave 1% Landing Re 1% Pembroke A broke Ave 1% D Rap Rd 1 River Rd 1% 1-64 0% | e 0% d 0% vve 0% | 0% | C F | 0.097 | F | 0.509 | 1600 | F F | 2010 |
| Pack River Rd | 0.31 0.29 0.18 | 1100 1500 1500 1800 1800 1800 1800 1800 | F F N | 97% 97% 97% | 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rij Back 0% | rt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd E River Rd 1% I-64 0% Ging St | 0% dd 0% ve 0% 0% 0% | 0% | C F N | 0.097 0.108 0.108 | F F N | 0.509 0.521 0.521 | 1600 1900 1900 | F F N | 2010 |
| Back River Rd 7037 Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd | 0.31 0.29 0.18 0.48 | 1100 1500 1500 1800 1800 1800 1800 170 1800 170 170 170 170 170 170 170 170 170 1 | F F N F F | 97% 97% 97% | 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% F | rt News Ave 1% S Landing Re 1% Pembroke Ave 1% O Rap Rd S River Rd 1% U-64 0% Ging St | 0% dd 0% ve 0% 0% 0% 0% 0% | 0% 0% 0% 0% | C F N C | 0.097 0.108 0.108 0.105 | F F N | 0.509 0.521 0.521 0.785 | 1600 1900 1900 13000 | F F N | 2010 2010 2010 2010 |
| Back River Rd 7037 Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd | 0.31 0.29 0.18 | 1100 1500 1500 1800 1800 1800 1800 1800 | F F N | 97% 97% 97% | 2% 2% 2% | Newpo 0% Settler 0% SR 3511 Pem 0% Rij Back 0% 1% SR 3511 | rt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd E River Rd 1% I-64 0% Ging St | 0% dd 0% ve 0% 0% 0% | 0% | C F N | 0.097 0.108 0.108 | F F N | 0.509 0.521 0.521 | 1600 1900 1900 | F F N | 2010 2010 2010 2010 |
| Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 Rip St | 0.31 0.29 0.18 0.48 | 1100 1500 1500 1800 1800 1800 12000 170 170 170 170 170 170 170 170 170 | F F F F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rij Back 0% 1% F SR 3511 1% Rij | rt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd River Rd 1% I-64 0% King St Pembroke A 0% D Rap Rd | 0% dd 0% ve 0% 0% ve 0% ve 0% | 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F | 0.509 0.521 0.521 0.785 | 1600 1900 1900 13000 | F N F | 2010 2010 2010 2010 |
| Back River Rd 7037 Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd | 0.31 0.29 0.18 0.48 | 1100 1500 1500 1800 1800 1800 1800 170 1800 170 170 170 170 170 170 170 170 170 1 | F F N F F | 97% 97% 97% | 2% 2% 2% 2% | Newpo 0% Settler 0% SR 3511 Pem 0% Rij Back 0% 1% FR 3511 1% | rt News Ave 1% S Landing Re 1% Pembroke A broke Ave 1% D Rap Rd E River Rd 1% I-64 0% Ging St Pembroke A 0% D Rap Rd O% ORap Rd | 0% dd 0% ve 0% 0% ve 0% 0% | 0% 0% 0% 0% | C F N C | 0.097 0.108 0.108 0.105 | F F N | 0.509 0.521 0.521 0.785 | 1600 1900 1900 13000 | F F N | 2010 2010 2010 2010 |
| Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 King St | 0.31 0.29 0.18 0.48 | 1100 1500 1500 1800 1800 1800 1800 17000 17000 17000 17000 | F F F F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% F SR 3511 1% Rip 1% US 258 | rt News Ave 1% Standing Re 1% Pembroke Ave 1% Rap Rd River Rd 1% I-64 0% Ging St Pembroke A 0% Rap Rd O% Mercury Bl | 0% dd 0% ve 0% | 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F | 0.509 0.521 0.521 0.785 | 1600 1900 1900 13000 | F N F | 2010 2010 2010 2010 |
| Post Rip Rap Rd Post R | 0.31 0.29 0.18 0.48 0.70 | 1100 1500 1500 1800 1800 1800 1800 17000 17000 17000 17000 17000 17000 17000 | F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% F SR 3511 1% Rip 1% US 258 SR 169 | rt News Ave 1% Landing Re 1% Pembroke Ave 1% Rap Rd River Rd 1% L-64 0% Ging St Pembroke A 0% Rap Rd 0% Mercury Bl Fox Hill Re | 0% dd 0% ve 0% 0% ve 0% 0% o% dd | 0% 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F F | 0.509 0.521 0.521 0.785 0.552 0.718 | 1600 1900 1900 13000 8300 18000 | F N F F | 2010 2010 2010 2010 2010 |
| Post Rip Rap Rd Post R | 0.31 0.29 0.18 0.48 | 1100 1500 1500 1800 1800 1800 1800 17000 17000 17000 17000 | F F F F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% F SR 3511 1% Rip 1% US 258 SR 169 2% | Pembroke Avenue 1% Rap Rd River Rd 1% River Rd 1% River Rd 0% Rap Rd 0% | 0% dd 0% ve 0% 0% 0% o% dd dd 0% ow | 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F | 0.509 0.521 0.521 0.785 | 1600 1900 1900 13000 | F N F | 2010 2010 2010 2010 2010 |
| Pack River Rd Page 19 Back River Rd Page 19 | 0.31 0.29 0.18 0.48 0.70 | 1100 1500 1500 1800 1800 1800 12000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 | F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% FSR 3511 1% Cus 258 SR 169 2% Little B | rt News Ave 1% s Landing Re 1% Pembroke A broke Ave 1% o Rap Rd River Rd 1% Cing St Pembroke A 0% o Rap Rd O% | 0% dd 0% ve 0% 0% 0% o% dd dd 0% ow | 0% 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F F | 0.509 0.521 0.521 0.785 0.552 0.718 | 1600 1900 1900 13000 8300 18000 | F N F F | 2010 2010 2010 2010 2010 |
| Back River Rd 7037 Back River Rd 7037 Rip Rap Rd 7037 Rip Rap Rd 7037 King St 7039 King St | 0.31 0.29 0.18 0.48 0.70 | 1100 1500 1500 1800 1800 1800 1800 17000 17000 17000 17000 17000 17000 17000 | F | 97% 97% 97% 97% | 2% 2% 2% 2% 2% 2% | Newpo 0% Settler: 0% SR 3511 Pem 0% Rip Back 0% 1% FSR 3511 1% Cus 258 SR 169 2% Little B | Pembroke Avenue 1% Rap Rd River Rd 1% River Rd 1% River Rd 0% Rap Rd 0% | 0% dd 0% ve 0% 0% 0% o% dd dd 0% ow | 0% 0% 0% 0% 0% 0% | C F | 0.097 0.108 0.108 0.105 0.088 | F N F F | 0.509 0.521 0.521 0.785 0.552 0.718 | 1600 1900 1900 13000 8300 18000 | F N F F | 2010 2010 2010 2010 2010 2010 2010 |

| | | | | | | Jen City | / IVIAII IL U I IA | ance Ai | ea | | | | | | | |
|--------------------------------|--------|------------|--------------|-------|----------|------------|-------------------------------|--------------|---------|----|--------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Hampton | | | | | | | | | | | | | | | | |
| Little Peek Diver Dd | 0.24 | From | | 000/ | 10/ | | wood Pkwy | | 00/ | | 0.006 | _ | 0.602 | 11000 | _ | 2010 |
| 7045 Little Back River Rd | 0.34 | 9900 | | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.096 | F | 0.683 | 11000 | F | 2010 |
| <u> </u> | | From | | | | | ckwell Rd | 221 | | | | _ | | | | |
| (7045) Little Back River Rd | 0.84 | 6200 | <u>_</u> F_ | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.102 | F | 0.608 | 6600 | F | 2010 |
| | | In | | | | Harr | is Creek Rd | | | | | | | | | |
| O | | From | | | | | 9 Fox Hill R | | | | | _ | | | _ | |
| 7047 Beach Rd | 2.76 | 5800 | _ <u>F</u> _ | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.113 | F | 0.648 | 6200 | F | 2010 |
| | | To | 1 | | | Ligi | hthouse Dr | | | | | | | | | |
| $\overline{}$ | | From | | | | | nty St West | | | | | | | | | |
| 7049 Woodland Rd | 0.35 | 17000 | F | 98% | 1% | 1% | 1% | 0% | 0% | С | 0.085 | F | 0.559 | 18000 | F | 2010 |
| | | To From | | | | US 258 | Mercury Bl | vd | | | — — | | | | | |
| 7049) Woodland Rd | 0.45 | 12000 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.072 | F | 0.611 | 13000 | F | 201 |
| 7049 Woodland Rd | | To | : | | | SR 351 | Pembroke A | ve | | | | | | | | |
| | | From | | | | SR 35 I | Pembroke A | ve | | | | | | | | |
| Woodland Rd | 0.62 | 8800 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.086 | F | 0.559 | 9400 | F | 201 |
| | | To | | | | And | drews Blvd | | | | | | | | | |
| 7049) Woodland Rd | 1.20 | 8700 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.105 | F | 0.539 | 9200 | F | 201 |
| 7049 Woodland Rd | | To | : | | | | 9 Fox Hill R | | | | | | | | | |
| | | From | | | | | Mercury Bl | | | | | | | | | |
| 7051) Old Buckroe Rd | 1.50 | 3500 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.104 | F | 0.605 | 3700 | F | 201 |
| Old Buckroe Rd | | To | - | 5570 | .,0 | | Pembroke A | | 270 | | <u> </u> | • | 0.500 | 2,00 | • | _0. |
| | | From | : | | | | | | | | | | | | | |
| 7053) Andrews Blvd | 0.53 | 11000 | F | 99% | 0% | 08 238 | Mercury Bl 0% | 0% | 0% | С | 0.091 | F | 0.622 | 11000 | F | 201 |
| 7053) Andrews Blvd | 0.55 | 11000 | | 99 70 | 0 /6 | 0 /6 | 0 /6 | 0 /0 | 076 | C | 0.091 | | 0.022 | 11000 | | 201 |
| ^ | | From | | | | | odland Rd | | | | | | | | | |
| 7 ₀₅₃ Andrews Blvd | 1.38 | 5100 | F_ | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.101 | F | 0.540 | 5400 | F | 201 |
| | | To | | | | SR 169 0 | Old Buckroe | Rd | | | | | | | | |
| | | From | : | | | SR 169 | 9 Fox Hill R | .d | | | | | | | | |
| 7055 114 Harris Creek Rd | 0.82 | 2800 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.104 | F | 0.710 | 3000 | F | 201 |
| 114/ | | To | | | | Little E | Back River F | 2d | | | <u> </u> | | | | | |
| 7055) Harris Creek Rd | 0.42 | 2500 From | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.103 | F | 0.55 | 2600 | F | 201 |
| Harris Creek Rd | 0 | To | : | 0070 | .,, | | nhouse Lane | 0,0 | 0,0 | - | | • | 0.00 | | • | _0. |
| | | From | | | | | | | | | i | | | | | |
| 7057) Mallory St | 0.36 | 12000 | F | 98% | 1% | 1% | 4-E Ramp 1% | 0% | 0% | F | 0.086 | F | 0.534 | 13000 | F | 201 |
| Mallory St | 0.50 | 12000 To | <u> </u> | 30 /0 | 1 /0 | | 43 Mellen S | | 070 | - | 0.000 | ' | 0.554 | 13000 | | 201 |
| | | From | | | 114 505 | | | | DEET | | I | | | | | |
| Pama | 0.04 | | <u> </u> | | 114-705 | / 1-64-E26 | 8A MALLC | KY STF | KEET | | N1A | | | NΙΛ | | |
| 7057 Ramp | 0.04 | NA | | | | | | | | | NA | | | NA | | |
| | | From | | | 114-70 | 57- T TO | INSPECTION | ON BOO | ТН | | | | | | | |
| 7 ₀₅₇) Ramp | 0.08 | NA | | | | | | | | | NA | | | NA | | |
| | | To | | | J- | 64-E268N | 1 TO RT 64 | EAST | | | \neg — | | | | | |
| 7057) Ramp | 0.04 | NA From | : - | | | | | | | | NA | | | NA | | |
| 7 ₇₀₅₇ Ramp | | To | : | I-64 | 1-E FROM | M MALLO | ORY ST & I | NSPEC: | ΓΙΟΝ ST | | | | | | | |
| | | From | : | _ | | | 57 Mallory | | | | | | | | | |
| 7057) Ramp | 0.21 | 6400 | F | | | 114-70 | / 1v1anory | J. | | | 0.119 | F | | 6400 | F | 201 |
| 114 | J.21 | To | | | | T. | -64 West | | | | | • | | 0.400 | • | 201 |
| | | From | | | 114.70 | | | ON POO | TH | | ' | | | | | |
| 7057) Ramp | 0.04 | NA Prom | | | 114-70 | 51- A IO | INSPECTION | אס אר | 1П | | NA | | | NA | | |
| 7 ₇₀₅₇ Ramp | 0.04 | To | : | | I 64 E24 | OM INICO | ECTION BO | 70TU ^ | DEA | | 17/- | | | INA | | |
| | | | ! | | 1-04-E20 | | | | INLA | | | | | | | |
| O D 5: | 0.00 | From | | 0001 | 401 | | sapeake Ave | | 607 | | | _ | 2.5 | 000 | _ | |
| 7059 Powhatan Pkwy | 0.33 | 620 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.110 | F | 0.5 | 660 | F | 201 |
| | | To From | | | | US 60 I | Kecoughtan ! | Rd | | | | | | | | |
| 7059 Powhatan Pkwy | 0.24 | 4500 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.557 | 4700 | F | 201 |
| 114/ | | т | | | | CD 142 | Viotori- Pi | ud | | | | | | | | |
| 7059 Powhatan Pkwy | 0.56 | 9700 From | F | 98% | 1% | 5R 143 | Victoria Bl 0% | va 0% | 0% | С | 0.084 | F | 0.536 | 10000 | F | 201 |
| 7 ₀₅₉ Pownatan Pkwy | 0.50 | 9700 To | | 30 70 | 1 70 | | | | U /0 | | 0.004 | I. | 0.000 | 10000 | - | 201 |
| | | 10 | 1 | | | SK 351 | Pembroke A | ve | | | | | | | | |

| | | | | | | | | y ividiritorio | | | | | | | | | |
|---------------|-------------------|--------|------------------|----------|-------|---------|------------|----------------|----------|-----|----|-------------|----|---------------|----------|----|------|
| | Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| itv o | f Hampton | | From: | ī | | | SR 351 | Pembroke A | ve | | | | | | | | |
| 059 | Powhatan Pkwy | 0.16 | 22000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.572 | 23000 | F | 2010 |
| $\overline{}$ | Daniel Diagram | 0.70 | From: | Ļ | | | | I-664 | | | | | | | 47000 | | 0046 |
| 059 | Power Plant Pkwy | 0.76 | 15000 To- | G | | | D. | iarfield Rd | | | | NA | | | 17000 | G | 2010 |
| | | | From: | ! I | | 114 704 | | | T CC1 T | 2 D | | | | | | | |
| 050 | Ramp | 0.16 | NA | | | 114-703 | 09 1-004-1 | W002A FR F | 1 004 1 | JK | | NA | | | NA | | |
| 059) 114 | ramp | 0.10 | To- | | | I-664-W | FROM P | OWHATAN | PARKV | VAY | | – | | | 10. | | |
| | | | From: | | | 114-70 | 59 I-664-l | E002A TO R | T 664 FI | R R | | | | | | | |
| 059 | Ramp | 0.13 | NA | | | | | | | | | NA | | | NA | | |
| 14/ | | | To: | | | I-664 | E FROM | POWHATA | AN PKW | Y | | | | | | | |
| | | | From: | | | | SR 351 | Pembroke A | ve | | | | | | | | |
| | 2nd St | | 510 | F | | | | | | | | 0.092 | F | 0.505 | 550 | F | 201 |
| | | | In- | | | | Bı | ickroe Ave | | | | | | | | | |
| | Abardaan Dd | | From: | <u> </u> | | | SR 351 | Pembroke A | ve | | | | | | 22000 | 0 | 201 |
| | Aberdeen Rd | | 21000 To: | G | | | | I-664 | | | | NA | | | 23000 | G | 201 |
| | | | From: | I | | | SR 1/1 | 3 Victoria Bl | vd | | | | | | | | |
| | Armistead Ave | | 2400 | F | | | SIX 143 | v ictoria Di | , u | | | 0.096 | F | 0.552 | 2600 | F | 201 |
| | | | To: | | | | Settle | rs Landing R | .d | | | | | | | | |
| | | | From: | | | | SR 15 | 2 Todds Lar | ie | | | | | | | | |
| | Bellwood Rd | | 1400 | F | | | | | | | | 0.096 | F | 0.546 | 1500 | F | 201 |
| | | | To: | | | | ECL N | Newport New | vs | | | | | | | | |
| | | | From: | | | | F | airfax Dr | | | | | | | | | |
| | Brightwood Ave | | 770 To: | G | | | | | | | | NA | | | 770 | G | 201 |
| | | | | | | | | derdale Ave | | | | | | | | | |
| | Catesby Jones Dr | | From: 520 | F | | | W | orden Ave | | | | 0.098 | F | 0.509 | 550 | F | 201 |
| | Calesby Jones Di | | J20 To: | | | | Egg | gleston Ave | | | | 0.096 | - | 0.509 | 550 | Г | 201 |
| | | | From: | I | | | | e Chapel Rd | | | | | | | | | |
| | Coliseum Dr | | 7800 | F | | | 1111 | спирет на | | | | 0.083 | F | 0.596 | 8300 | F | 201 |
| | | | To: | | | | US 258 | Mercury Bl | vd | | | | | | | | |
| | Coliseum Dr | | 24000 From: | G | | | 05 250 | , wiereury Br | · ru | | | NA | | | 26000 | G | 201 |
| | | | To | | | | SR 152 | Cunningham | Dr | | | | | | | | |
| | Coliseum Dr | | 23000 From: | G | | | 5K 132 | Cullinghan | ш | | | NA | | | 26000 | G | 201 |
| | | | To | | | | М | arcella Rd | | | | | | | | | |
| | Coliseum Dr | | 24000 | G | | | 141 | arcena Ru | | | | NA | | | 27000 | G | 201 |
| | | | To: | | | | 0.40 MN | Of Marcella | a Rd | | | | | | | | |
| | Coliseum Dr | | 20000 From: | G | | | 0.10111 | OI Marcon | . ru | | | NA | | | 22000 | G | 201 |
| | | | To: | | | | Hampto | n Rds Ctr Pl | wy | | | | | | | | |
| | | | From: | | | | E | Eltham Ct | | | | | | | <u> </u> | | |
| | Elizabeth Lake Dr | | 2200 | F | | | | | | | | 0.111 | F | 0.568 | 2300 | F | 201 |
| | | | To: | | | | Clu | b Run Blvd | | | | | | | | | |
| | | | From: | | | | Wo | oodlawn Dr | | | | | _ | 0.55: | 0000 | _ | - |
| | Farmington Blvd | | 3500 To: | F | | | T. | mlarrig - J.D. | | | | 0.084 | F | 0.574 | 3800 | F | 201 |
| | | | From | <u> </u> | | | | plewood Dr | | | | | | | | | |
| | Fox Grove Dr | | 780 | G | | | Old | Buckroe Rd | | | | NA | | | 780 | G | 201 |
| | I ON GIOVE DI | | To- | <u> </u> | | | R | Revere Dr | | | | \dashv | | | 700 | 5 | 201 |
| | | | From: | i T | | | | Hurst Dr | | | | Ť | | | | | |
| | Grimes Rd | | 1800 | G | | | | -unt 1/1 | | | | NA | | | 1800 | G | 201 |
| | | | To: | | | | C | anavan Dr | | | | | | | | | |
| | | | From | | | | I | Beach Rd | | | | | | | | | |
| | Hall Rd | | 750 | F | | | | | | | | 0.098 | F | 0.596 | 800 | F | 201 |
| | | | To | | | | I | Emma Dr | | | | | | | | | |

| | | | | LIIZAD | City City | / Maintena | IIICE AIE | a | | | | | | | |
|------------------|--------------------|----------|-------|--------|---------------------------------------|----------------|-----------|----|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | | True 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| v of Hampton | From | | | | Olde | enburg Lane | | | | 1 | | | | | |
| Hall Rd | 640 | G | | | Oluc | nourg Extre | | | | NA | | | 640 | G | 2010 |
| | To | | | | Edn | nonds Cove | | | | | | | | | |
| | From | | | | Farm | nhouse Lane | | | | | | | | | |
| Harris Creek Rd | 830 | F | | | | acer Point | | | | 0.089 | F | 0.591 | 890 | F | 2010 |
| | From | | | | | | | | | | | | | | |
| Ivy Home Rd | 2800 | F | | | 3011 | nerset Lane | | | | 0.099 | F | 0.54 | 3000 | F | 201 |
| | То | | | | | Pratt St | | | | | | | | | |
| | From | | | | SR 351 | Pembroke A | ve | | | | | | | | |
| Kingsway | 4700 | G | | | | | | | | NA | | | 5200 | G | 201 |
| | То | | | | | incoln St | | | | | | | | | |
| Lassiter St | 2800 | F | | | Mai | rtha Lee Dr | | | | 0.089 | F | 0.569 | 3000 | F | 201 |
| Lassilei Si | 2000 To | | | | I | Freda Ct | | | | 0.009 | | 0.509 | 3000 | - | 201 |
| | From | | | | | enwood Dr | | | | | | | | | |
| Lewis Dr | 1200 | G | | | | | | | | NA | | | 1200 | G | 201 |
| | То | | | | Hick | cory Hill Rd | | | | | | | | | |
| | From | | | | No | rth King St | | | | | | | | | |
| Lincoln St | 5600 _{то} | F | | | | 11: 0: | | | | 0.107 | F | 0.558 | 6000 | F | 201 |
| | From | | | | | ranklin St | | | | | | | | | |
| Macon Rd | 770 | F | | | Flo | orence Dr | | | | 0.096 | F | 0.513 | 820 | F | 201 |
| Maconita | To | Ė | | | R. | oberta Dr | | | | 0.000 | | 0.010 | 020 | ' | 201 |
| | From | | | | | oberta Dr | | | | i | | | | | |
| Martha Lee Dr | 1400 | F | | | | | | | | 0.1 | F | 0.653 | 1500 | F | 201 |
| | To | | | | P | Pecan Rd | | | | | | | | | |
| | From | | | | Roll | ingwood Rd | | | | | | | | | |
| Michaels Wood Dr | 5200 | G | | | , , , , , , , , , , , , , , , , , , , | : Ct | | | | NA | | | 5200 | G | 201 |
| | From | | | | | immy Ct | | | | | | | | | |
| Newton Rd | 760 | F | | | Ka | awood Dr | | | | 0.079 | F | 0.515 | 810 | F | 201 |
| | To | | | | C | Gurley Ct | | | | | - | | | - | |
| | From | | | | Arn | nistead Ave | | | | | | | | | |
| Queen St | 1000 | F | | | | | | | | 0.098 | F | 0.521 | 1100 | F | 201 |
| | То | | | | S | tewart St | | | | | | | | | |
| 0 1 0 1 0 1 | From | | | | (| Queen St | | | | | _ | 0.007 | 0.400 | _ | 004 |
| Salters Creek Rd | 2000 | F | | | Dow | hatan Pkwy | | | | 0.103 | F | 0.627 | 2100 | F | 201 |
| | From | | | | | _ | | | | | | | | | |
| Seward Dr | 900 | F | | | | Beall Dr | | | | 0.114 | F | 0.752 | 960 | F | 201 |
| | То | | | | W | infree Rd | | | | | - | •• | | - | |
| | From | | | | WC | L Hampton | | | | | | | | | |
| Shell Rd | 640 | F | | | | | | | | 0.108 | F | 0.536 | 680 | F | 201 |
| | То | | | | M | Iaple Ave | | | | | | | | | |
| 0 | From | | | | R | levere Dr | | | | | _ | 0.000 | 4000 | _ | 004 |
| Silver Isle Blvd | 4500 _{то} | F | | | Cla | mharran Du | | | | 0.095 | F | 0.638 | 4800 | F | 201 |
| | From | <u> </u> | | | | enhaven Dr | | | | <u> </u> | | | | | |
| Smiley Rd | 630 | G | | | Pen | nbroke Ave | | | | NA | | | 630 | G | 201 |
| | To | | | | For | dham Lane | | | | | | | | | |
| | From | | | | | Nathan St | | | | | | | | | |
| Stockton St | 350 | F | 96% | 3% | 1% | 0% | 0% | 0% | С | 0.132 | F | 0.542 | 370 | F | 201 |
| | To | | | | Fair | rfield Blvd | | | | <u> </u> | | | | | |
| | From | <u> </u> | | | To | odds Lane | | | | | _ | | | _ | _ |
| Warner Rd | 210 | F | | | 0.20.7.5 | . cm :: - | | | | 0.12 | F | 0.5 | 220 | F | 201 |
| | То | 1 | | | 0.20 MS | S of Todds L | ane | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------|--------|------|----|-------|-----|------------------------------|----|-------------|----|---------------|-------|----|------|
| City of Hampton | | | | | | | | | | | | | |
| | | From | | | | Blackmore Place | | | | | | | |
| Westbrook Dr | | 490 | G | | | | | NA | | | 490 | G | 2010 |
| | | To | | | | Armistead Ave N | | | | | | | |
| | | From | | | | Willow Oaks Blvd | | | | | | | |
| Wilderness Rd | | 420 | G | | | | | NA | | | 420 | G | 2010 |
| | | To | | | | Rapidan Rd | | | | | | | |
| | | From | | | | Howard St | | | | | | | |
| Willard Ave S | | 500 | F | | | | | 0.097 | F | 0.547 | 530 | F | 2010 |
| | | To | | | | Mellon St | | | | | | | |
| | | From | | | | Missionary Bridge | | | | | | | |
| Willow Oaks Blvd | | 3100 | F | | | | | 0.104 | F | 0.550 | 3300 | F | 2010 |
| | | To | | | | Beauregard Hgts | | | | | | | |