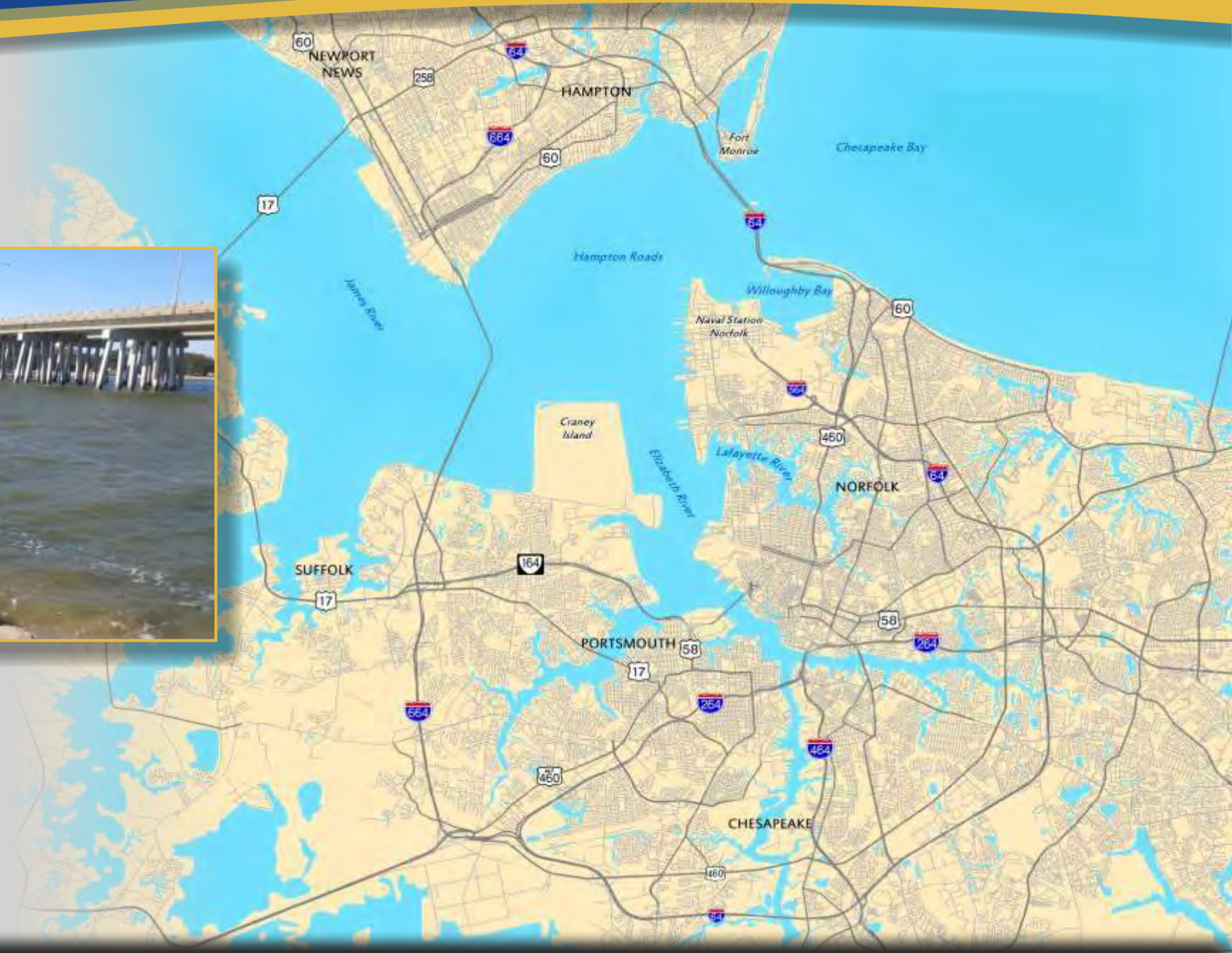
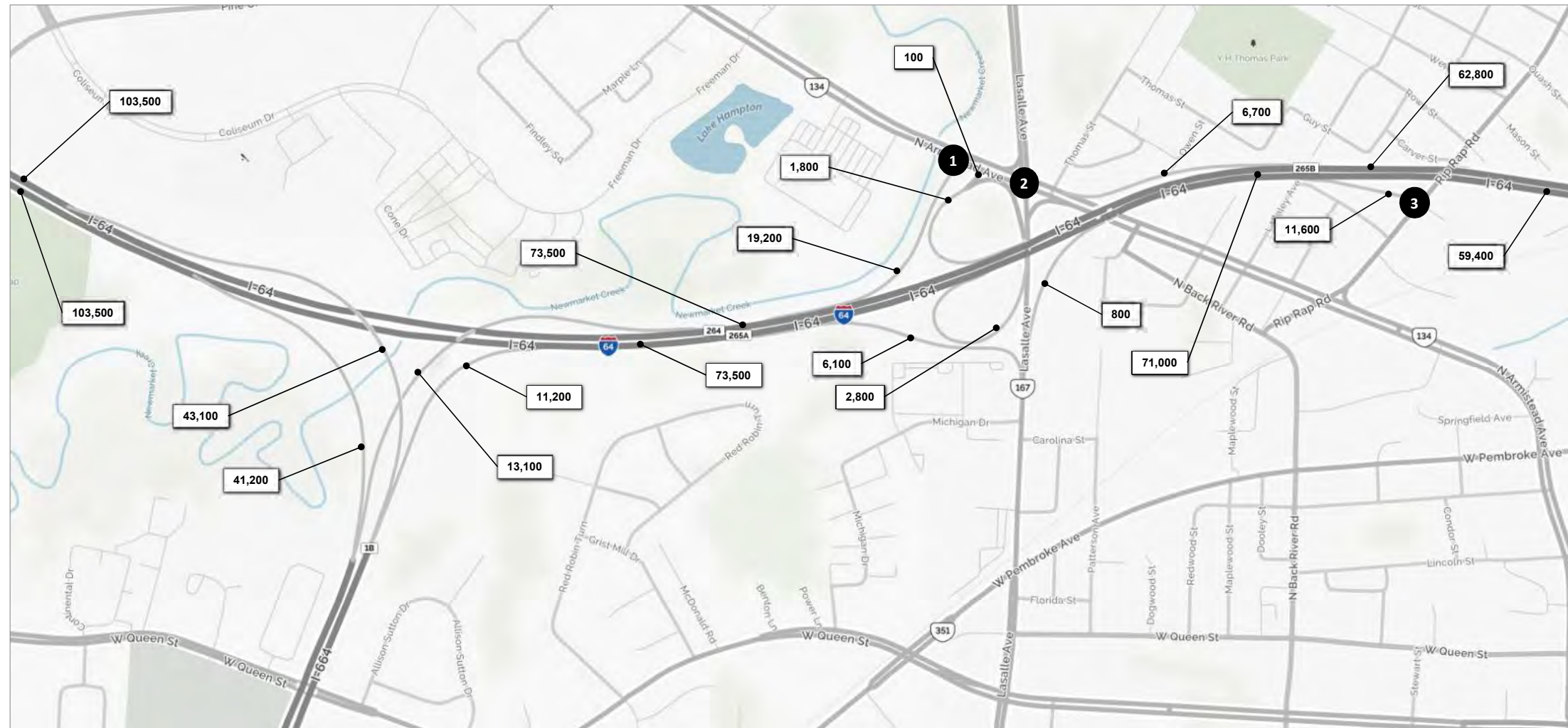


# Traffic and Transportation Technical Report Appendices

Prepared in Support of the Supplemental Environmental Impact Statement



**APPENDIX A:  
2040 NO-BUILD  
TRAFFIC VOLUMES AND ANALYSIS**



1					
	R	T	L		
				R	
				T	12,700
				L	15,100
Armistead Ave				L	T
					R
				L	
				T	
				R	
					100

2					
	R	T	L		
				R	
				T	2,200
				L	14,000
Armistead Ave				L	T
				L	R
				L	
				T	
				R	
					200

3			
	R	T	L
I-64 Ramp			

**Legend**

xx,xxx Weekday Daily Volume

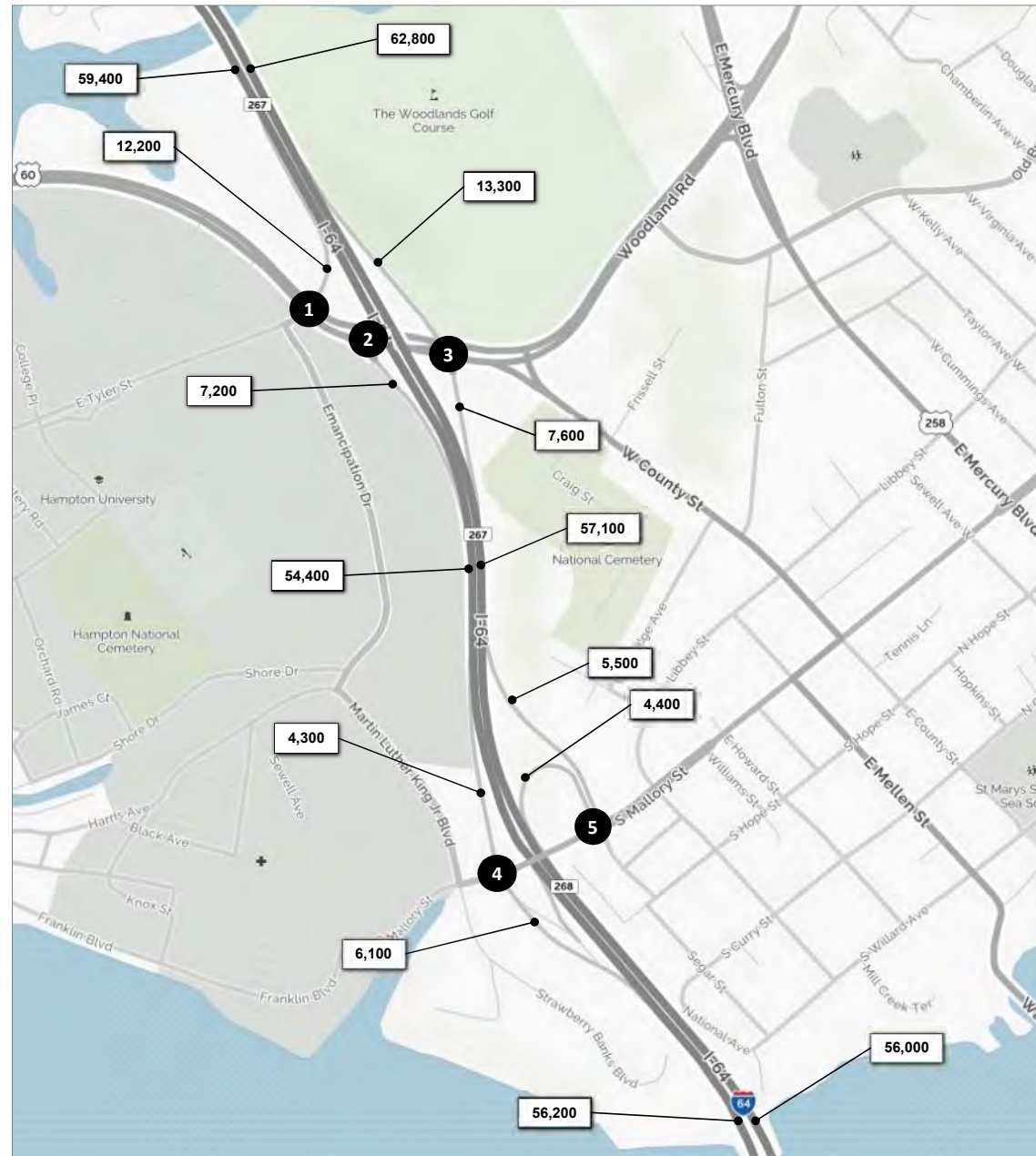


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure A.1-1



<b>1</b>						
	2,700	3,400	6,100		T 6,300	
					L 1,500	
	Settlers Land ing Rd				L	R
		10,100	T		900	3,200
		2,000	R			

<b>2</b>						
					T 7,800	
					L 3,600	
	Settlers Land ing Rd					
		15,800	T			
		3,600	R			

<b>3</b>						
					R 7,500	
					T 7,200	
	Settlers Land ing Rd				L	R
		5,800	L		4,200	3,400
		10,000	T			

<b>4</b>						
	2,000	100	2,200		T 2,400	
					L 4,000	
	S. Mallery St					
		2,100	T			
		2,000	R			

<b>5</b>						
	1,200	100	3,100		R 3,700	
					T 4,900	
					L 100	
	S. Mallery St				L	T
		1,300	L		300	100
		2,900	T		500	
		100	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure A.1-2



1	2,300	5,100	T 1,300	
	R	L	L 1,900	
4th View St				
	2,800	T		
	1,000	R		

2			R 5,400	
			T 2,500	
4th View St				
	2,100	L	L	R
	5,800	T	700	2,100

3	400	9,500	US 460	
	R	T	L	T
			4,500	9,900

**Legend**

xx,xxx Weekday Daily Volume

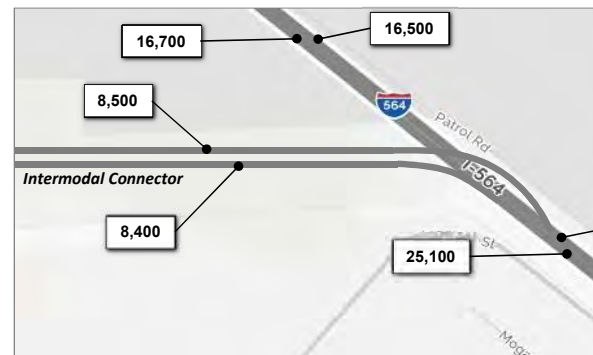
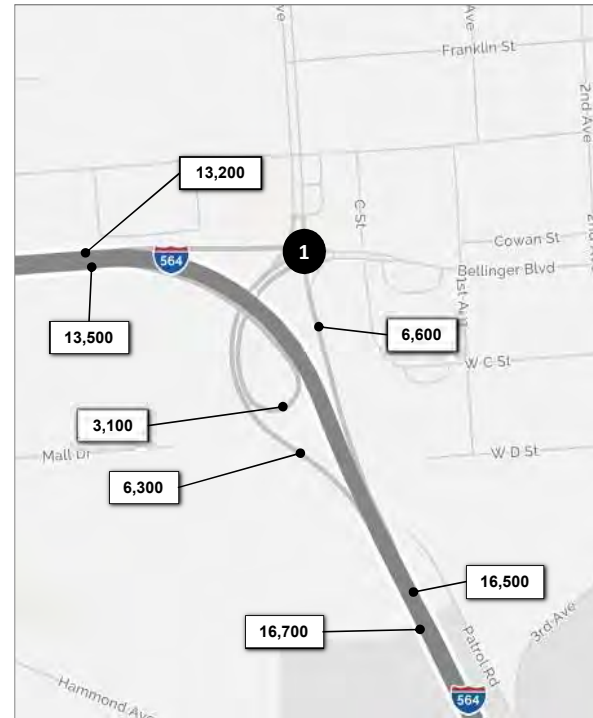


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

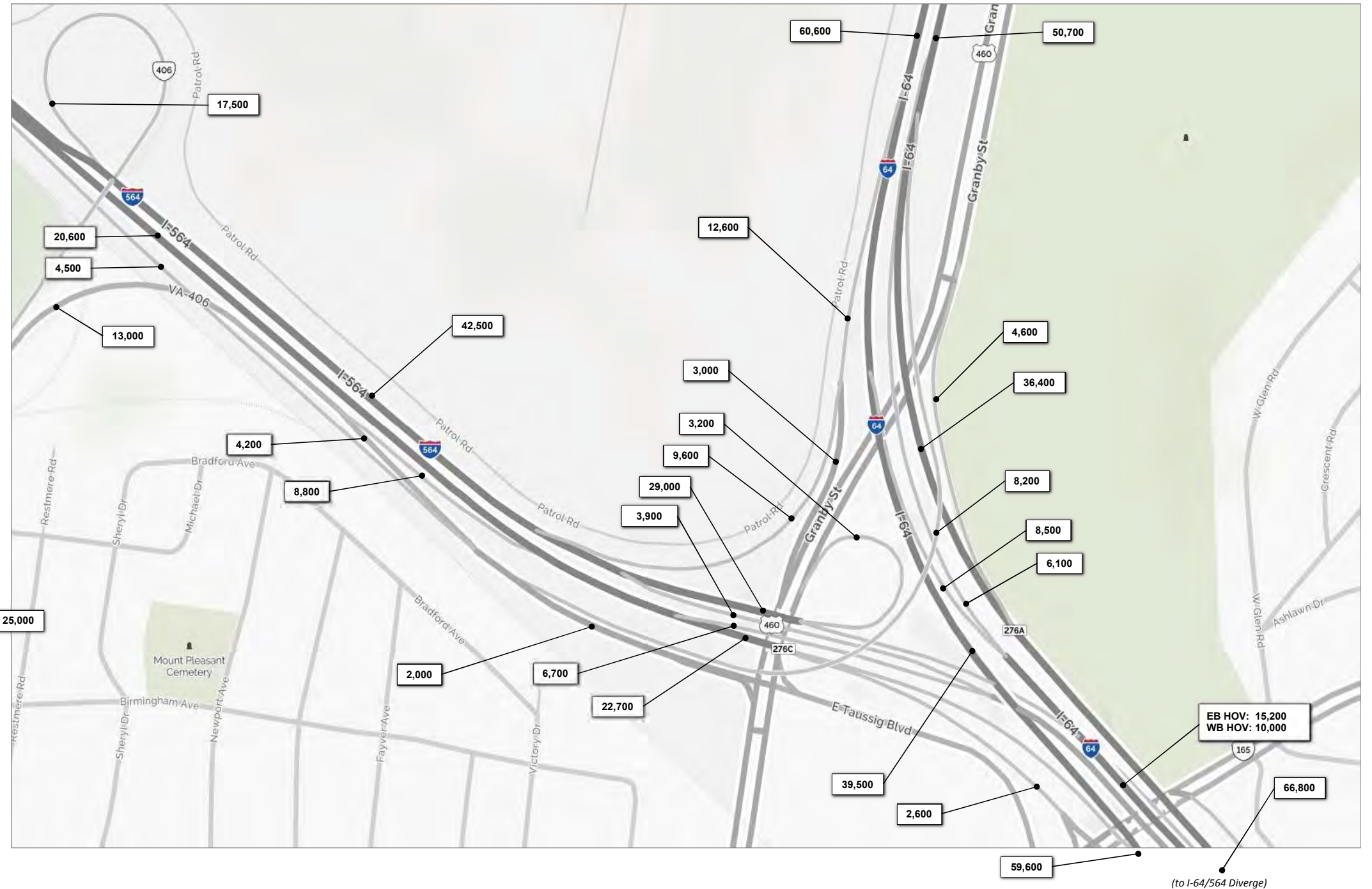
**2040 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure A.1-3



1		Bainbridge Ave		R	T	L
3,100	6,200					
R	T	U		L	T	
Bellinger Blvd	100	3,000	100	100	6,400	



**Legend**

xx,xxx Weekday Daily Volume

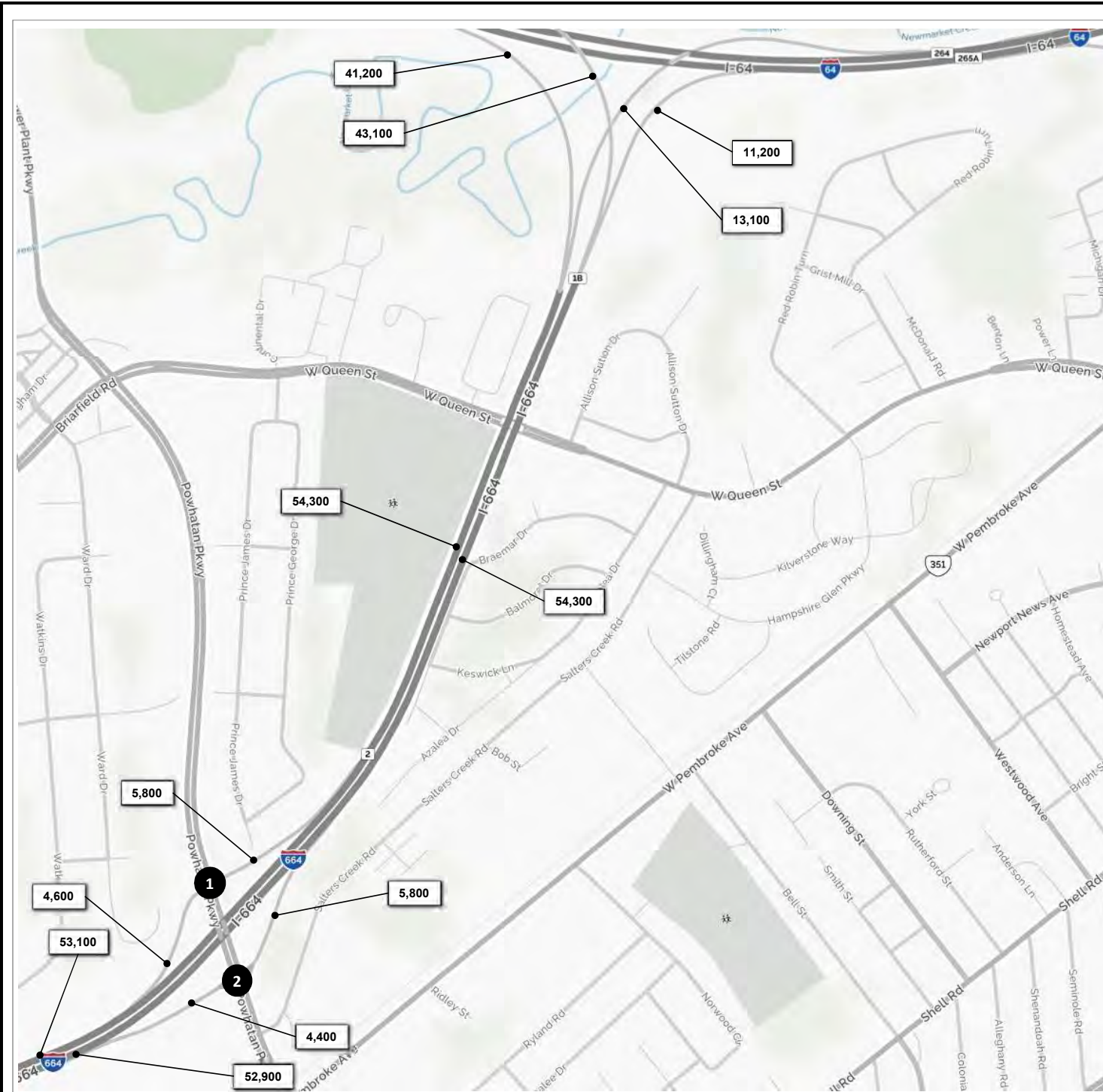


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure A.1-4



<b>1</b>			
R	1,300	L	4,500
		T	5,700
		L	2,500
		Powhatan Pkwy	
		L	800
		T	8,700
		I-664 Ramp	
		L	5,000
		R	2,100

<b>2</b>			
		L	800
		T	8,700
		I-664 Ramp	
		L	5,000
		R	2,100
		L	2,300
		R	5,000
		T	6,100
		Powhatan Pkwy	

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-5



<b>1</b>					
5,700		2,300	T	10,300	
R	T	L	L	1,100	
			Aberdeen Road		
11,700		T			
4,300		R			
			I-664 Ramp		

<b>2</b>					
			I-64 Ramp	R	2,600
				T	7,400
			Aberdeen Road		
	4,700	L	L		
	9,300	T	R	4,000	700

<b>3</b>					
3,300		3,100	R	2,400	
R	T	L	L		
			Chestnut Avenue		
		L	L	T	R
	4,900	T			200
	300	R			

<b>4</b>					
			R	3,800	
			T	2,400	
			L		
			Chestnut Avenue		
			L	T	R
	2,300	L			
	5,900	T			
		R			

<b>5</b>					
800	2,800	500	R	500	
R	T	L	T	2,900	
			Chestnut Avenue		
			L	T	R
	700	L			
	2,800	T	2,500	2,800	400
	2,400	R			

<b>6</b>					
100	200	100	R	100	
R	T	L	T	2,000	
			Roanoke Avenue		
			L	T	R
	200	L			
	900	T			
	1,300	R			

<b>7</b>					
			R	1,400	
			L		
			Roanoke Avenue		
			L	T	R
		L			
	1,000	T			
		R	1,100		700

<b>8</b>					
300	5,000	400	R	500	
R	T	L	T	800	
			Roanoke Avenue		
			L	T	R
	200	L			
	1,100	T	300	4,900	400
	400	R			

**Legend**

xx,xxx Weekday Daily Volume



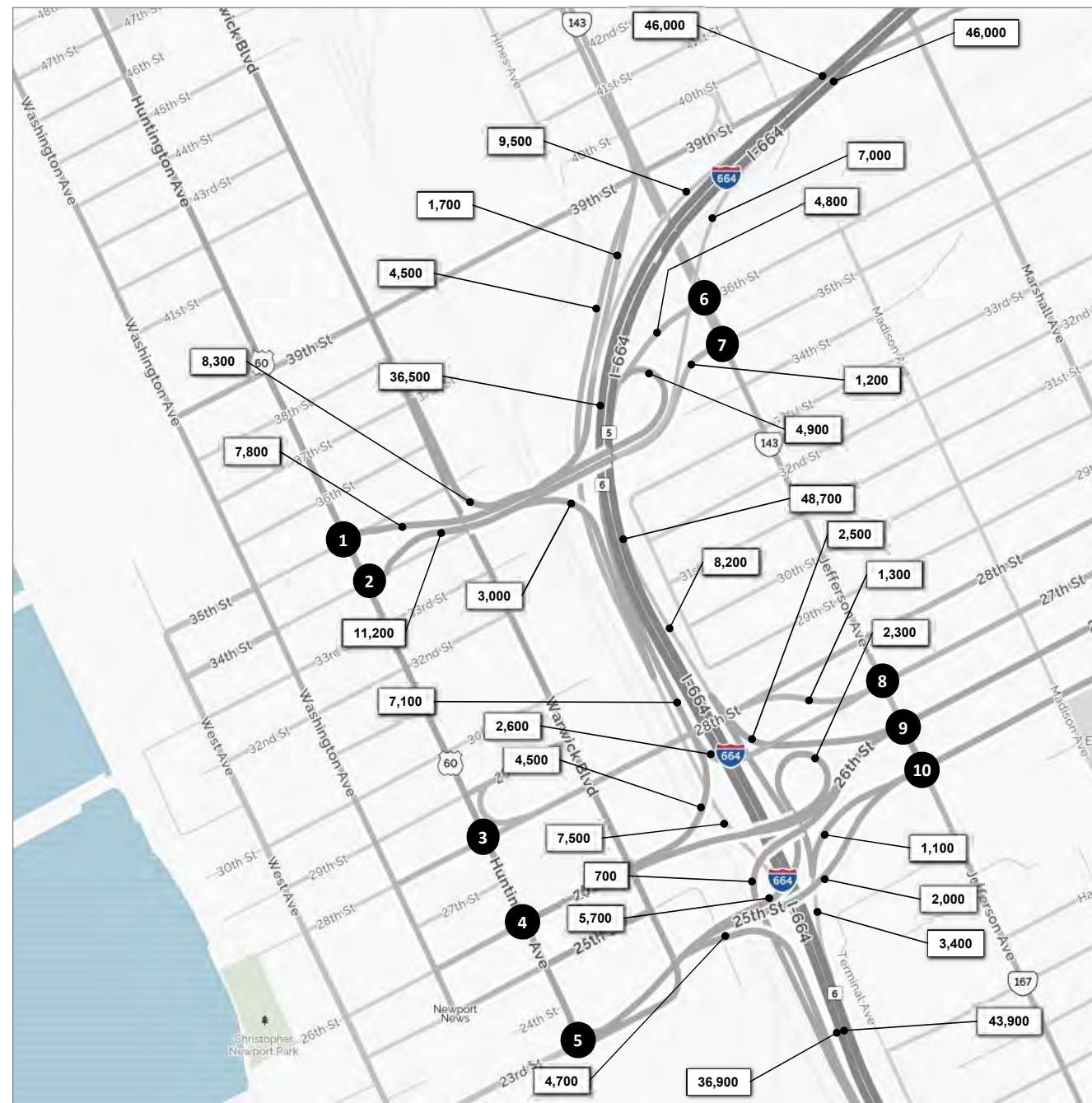
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-6





1	800	12,000					
	R	T			T	4,500	L 4,400
35th Street							
				Huntington Ave			

6		5,400	400			R	700
			T	L		T	200
36th Street							
				Jefferson Ave			
		4,400	L			T	R
		200	T			5,500	300
		200	R				

2		8,300	8,100				
		T	L				34th Street
Huntington Ave							
		5,700	T				
		400	R				

7		5,600	200				
		T	L			T	R
35th Street							
				Jefferson Ave			
		600	L			T	R
		300	T			5,200	200
		300	R				

3	500	9,500	500			R	500
	R	T	L			T	600
28th Street							
				Huntington Ave			
		800	T				
		400	R				

8		4,400	1,000				
		T	L			T	R
27th Street							
				Jefferson Ave			
		1,600	L			T	R
		700	T			3,400	200
		1,600	R				

4	1,400	8,200				T	6,600
	R	T				L	3,200
26th Street							
				Huntington Ave			
			L				
			T			1,500	3,000
			R				

9	1,300	4,700				R	600
	R	T				T	1,900
26th Street							
				Jefferson Ave			
			L			T	
			T			1,500	3,000
			R				

5	2,000	100	7,900				
	R	T	L				23rd Street
Huntington Ave							
		4,500	T				
		400	R				

10		4,200	1,000				
		T	L			T	R
25th Street							
				Jefferson Ave			
		1,000	L			T	R
		1,200	T			3,500	300
		900	R				

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-7



1	4,000	300	R	1,900
	T	L	L	200
		Terminal Ave	T	R
			400	300

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-8



<b>1</b>			R	200		
			T	13,600		
			L	400		
R	T	L				
	1,400	L				
	22,500	T				
	900	R				
			L	300		
			T	400		
			R		1,000	

<b>2</b>			T	14,200		
			L	6,500		
<i>US 17</i>						
	13,600	T				
	9,900	R				

**Legend**

xx,xxx Weekday Daily Volume

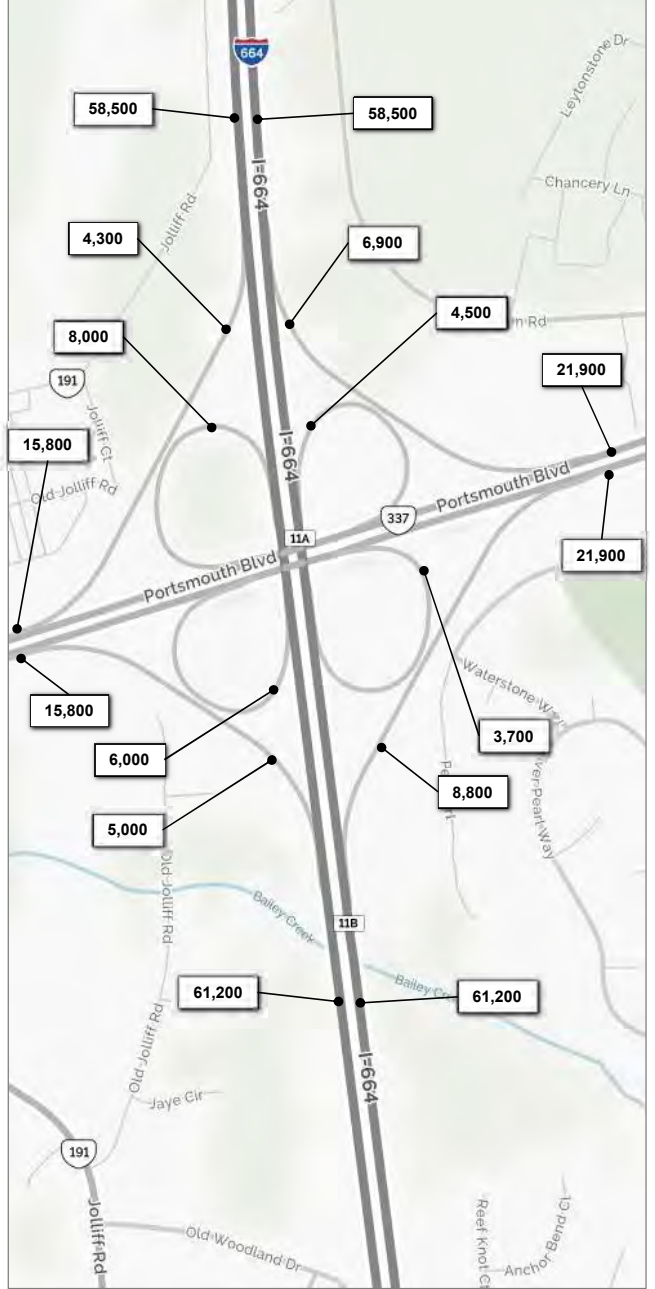
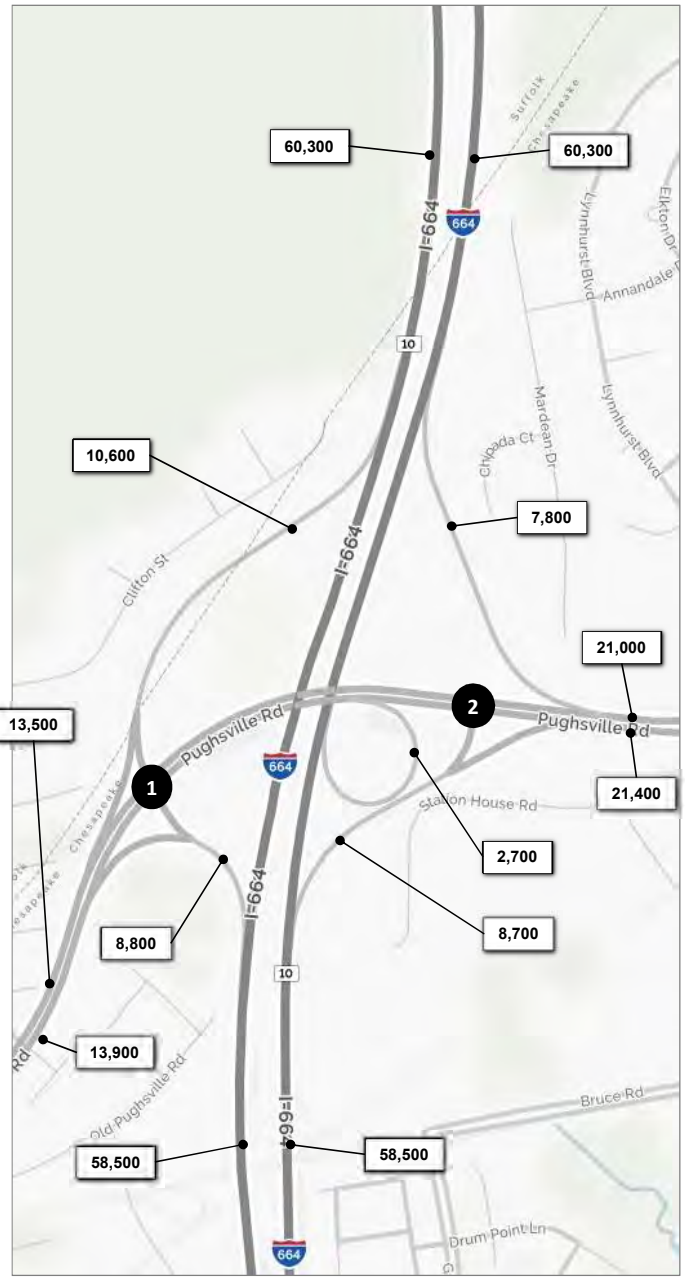


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-9



1	3,400	7,200	T 10,100	
	R	L	L 5,800	
			Pughsville Road	
		10,900	T	
		3,000	R	

2			R 7,800	
			T 13,200	
Pughsville Road			L	R
		15,400	T	6,000
		2,700	R	2,700

3	3,000	1,800	T 4,400	
	R	L	L 2,500	
			Dock Landing Road	
		3,900	T	
		3,400	R	

4			R 2,100	
			T 4,800	
Dock Landing Road			L	R
		1,900	L	3,000
		3,800	T	2,100

**Legend**

xx,xxx Weekday Daily Volume

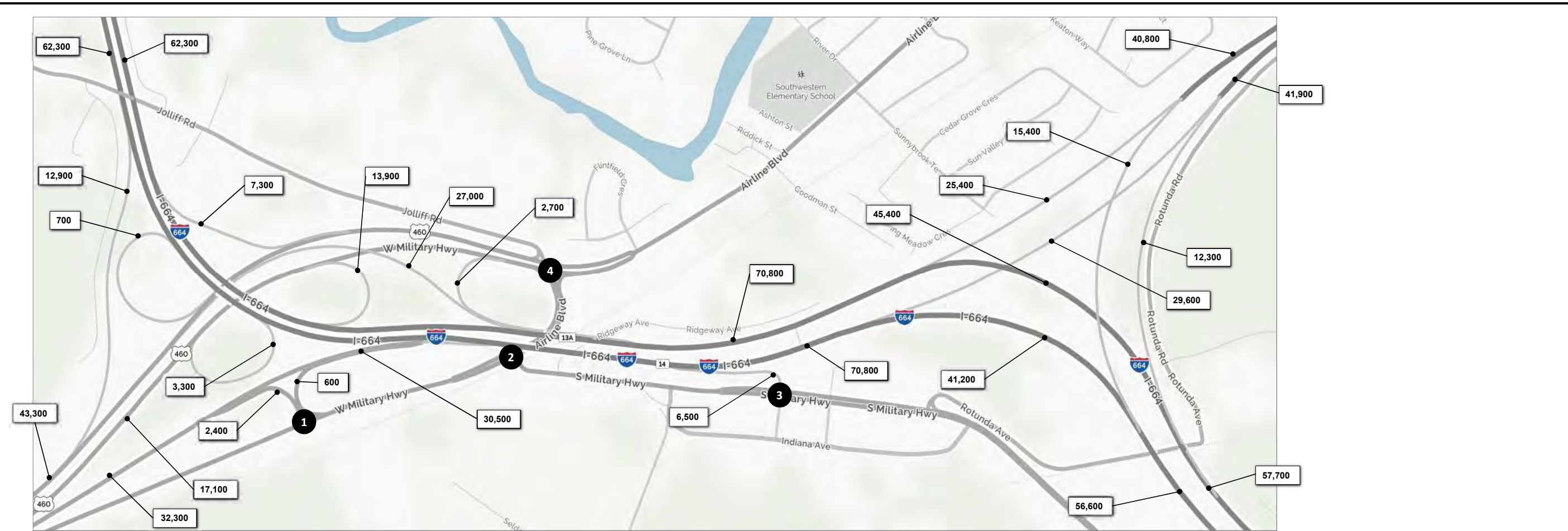


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-10



<b>1</b>			
100	2,300	R 500	
		T 2,300	
R	L	<hr/>	
W. Military Hwy			
100	L		
	3,000	T	

<b>2</b>			
		T 2,200	
		L 4,100	
		<hr/>	
	W. Military Hwy	L	R
	3,200	T	5,200
	2,100	R	600

<b>3</b>			
100	6,400	T 5,700	
R	L	<hr/>	
S. Military Hwy			
	6,200	T	

<b>4</b>			
1,300	2,800	1,700	R 1,200
			T 5,400
			L 1,200
		<hr/>	
		L	T
	2,400	L	
	4,500	T	2,100
	2,300	R	4,700
			1,600

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure A.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	13,600	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	22,500	T	300	400	1,000
	900	R			

<b>2</b>			<b>T</b> 14,200		
<b>L</b> 6,500					
<b>US 17</b>					
			<b>T</b>	13,600	
			<b>R</b>	9,900	

<b>3</b>			<b>R</b> 6,200		
<b>L</b> 1,300			<b>VA 164 Ramp</b>		
<b>T</b> 21,200					
			<b>T</b>	14,900	

<b>4</b>			<b>VA 164 Ramp</b>		
<b>T</b> 16,600					
<b>L</b> 5,900					
			<b>T</b>	14,900	
			<b>R</b>	1,600	

<b>5</b>			<b>R</b> 8,500		
<b>T</b> 12,100					
<b>L</b> 200					
<b>R</b>	<b>T</b>	<b>L</b>	<b>L</b>	<b>T</b>	<b>R</b>
8,400	100	8,100	100	100	100
	7,900	L			
	12,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

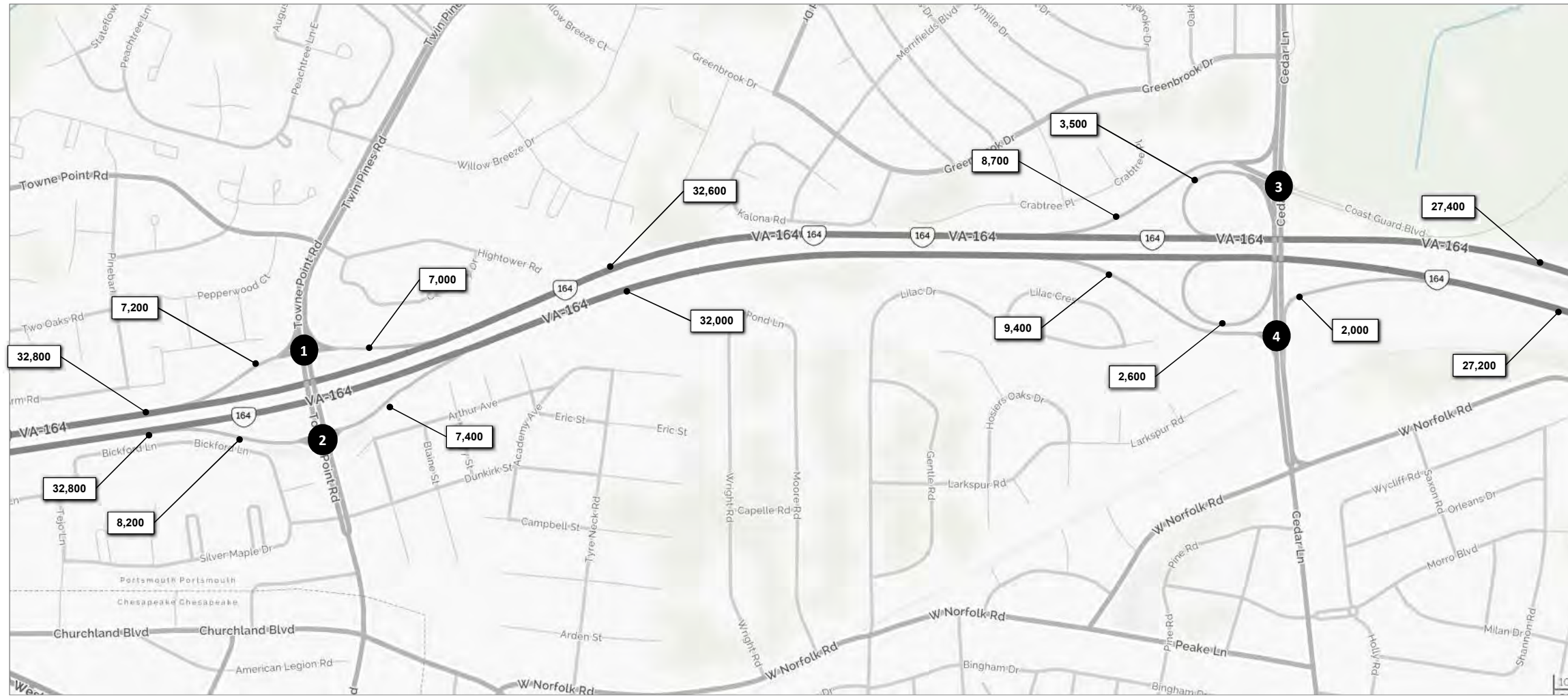


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure A.1-12



<b>1</b>					
4,800	9,600	R	3,700		
		L	3,300		
R	T	L	T		
		L	T		
		2,400	11,200		
				Towne Point Road	

<b>2</b>					
8,700	4,200				
T	L	L	T	R	
5,000	L	L	T	R	
3,200	R	8,600	3,200		
				Towne Point Road	

<b>3</b>					
3,200	5,300	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
	1,500	L	4,300	6,100	2,000
	500	T			
	1,500	R			

<b>4</b>					
	5,000				
	T				
	4,600	L			
	4,800	R			
					T
					9,800
				Cedar Lane	

**Legend**

xx,xxx Weekday Daily Volume

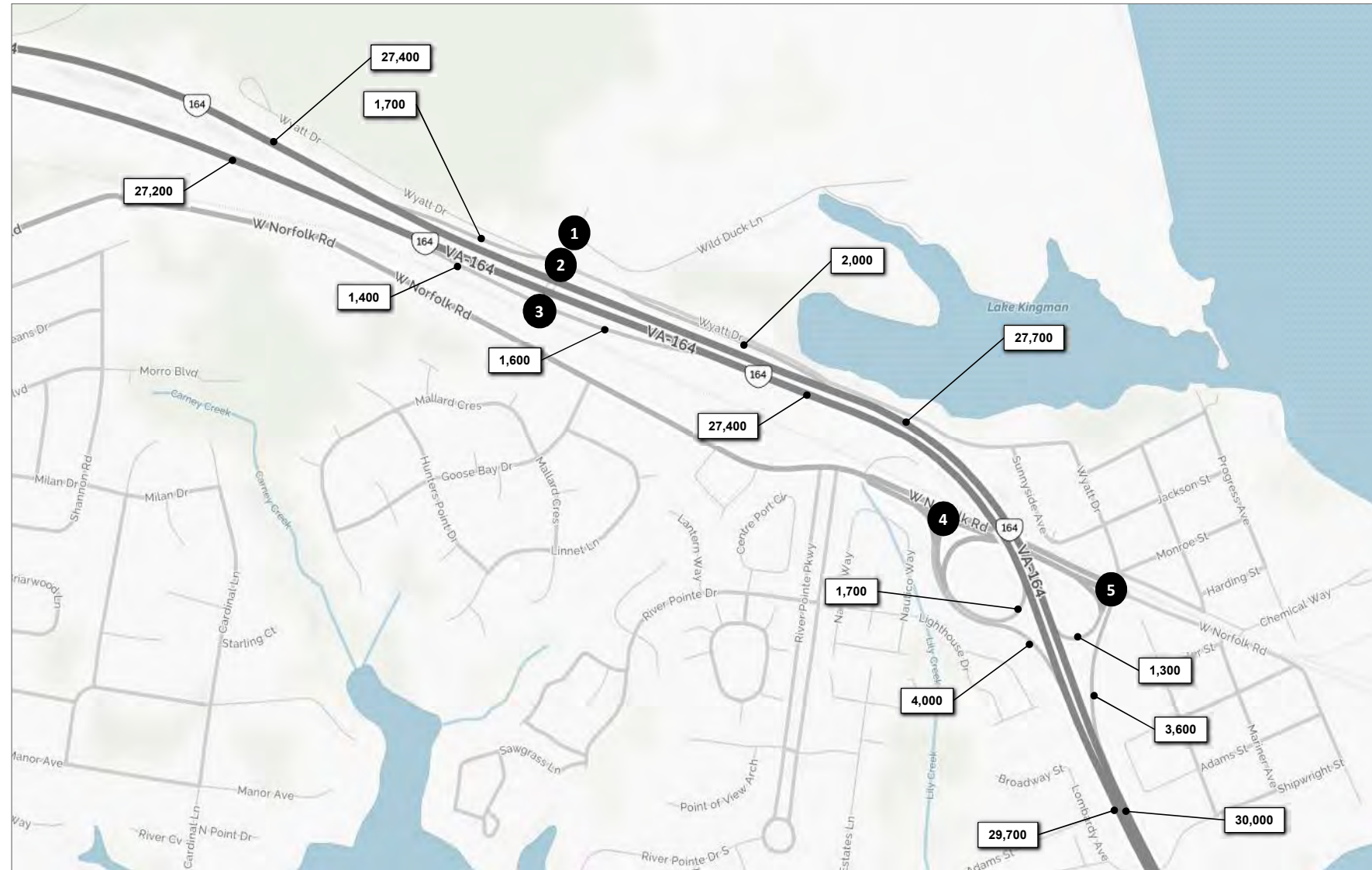


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure A.1-13



<b>1</b>					
100	2,700	100	R	100	
			T	100	
			L	300	
<hr/>					
	100	L	L	T	R
	100	T	100	3,000	300
	100	R			

<b>2</b>					
1,600	1,500	V/G Blvd	R	2,000	
			T	100	
			L	100	
<hr/>					
			L	T	R
				1,400	

<b>3</b>					
		1,600			
			L		VA 164 Ramp
<hr/>					
	1,400	L			
		T	V/G Blvd		

<b>4</b>					
			T	3,100	
			L	1,000	
<hr/>					
			L		R
	900	T	1,000		700
	3,000	R			

<b>5</b>					
200	100	200	R	200	
			T	1,200	
			L	500	
<hr/>					
			L	T	R
	300	L	2,700	100	800
	600	T			
	700	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure A.1-14





<b>1</b>					
300	2,300	700	R	900	
			T	3,000	
			L	2,300	
<b>Cleveland St</b>					
	400	L	L	T	R
	2,700	T	100	300	800
	200	R			

<b>2</b>					
4,800		1,500	T	1,400	
<b>Cleveland St</b>					
	4,200	T			

<b>3</b>					
800		500	R	1,800	
			T	600	
<b>Cleveland St</b>					
	5,100	L			
	600	T			
		R			

<b>4</b>					
100	2,400	2,300	R	900	
			T	600	
			L	1,200	
<b>Woodrow St</b>					
	300	L	L/664 Ramp		
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

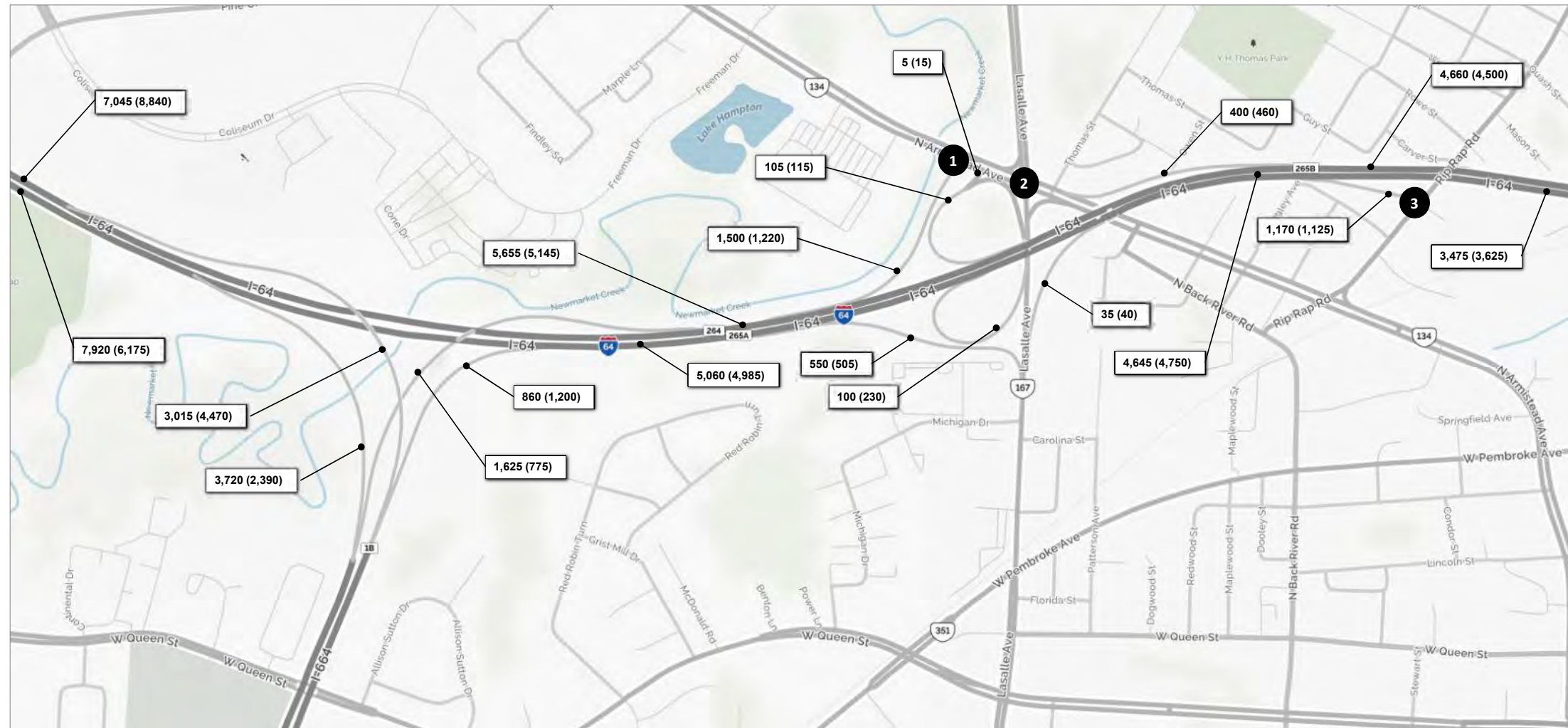


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure A.1-15



1					
	R	T	L	R	
		805 (1,160)			
		1,160 (985)			
Armistead Ave	L	T	R		
					5 (15)
	815 (1,130)				
	340 (235)				

2					
	R	T	L	R	
		210 (130)			
		885 (1,185)			
		40 (60)			
Armistead Ave	L	T	R		
					5 (40)
	45 (70)				
	535 (630)				
	235 (430)				

3			
	R	T	
		255 (225)	
I-64 Ramp	L	T	
	670 (770)		105 (215)
	500 (355)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure A.2-1



<b>1</b>	50 (80)	335 (225)	440 (515)	T	415 (530)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	800 (1,190)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>					530 (595)	
				L	320 (175)	
Settlers Landing Rd						
	770 (1,535)		T			
	560 (570)		R			

<b>3</b>				R	725 (360)	
				T	735 (465)	
Settlers Landing Rd				L		R
	125 (620)		L	215 (305)		185 (325)
	645 (915)		T			

<b>4</b>	95 (20)	5 (10)	45 (70)	T	415 (125)	
	R	T	L	L	595 (395)	
S. Mallery St						
	80 (375)		T			
	190 (430)		R			

<b>5</b>	220 (45)	0 (0)	195 (255)	R	275 (235)	
	R	T	L	L	775 (445)	
S. Mallery St				L	T	R
	40 (265)		L	15 (30)		5 (5)
	80 (170)		T	60 (35)		
	5 (10)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure A.2-2



1	255 (70)	265 (500)	T	115 (110)
	R	L	L	220 (90)
4th View St				
	60 (545)	T		
	80 (90)	R		

2			R	490 (465)
			T	265 (150)
4th View St				
	35 (425)	L	L	85 (90)
	290 (620)	T	T	70 (50)

3	50 (40)	960 (665)	US 460	
	R	T	L	310 (395)
			T	355 (1,070)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

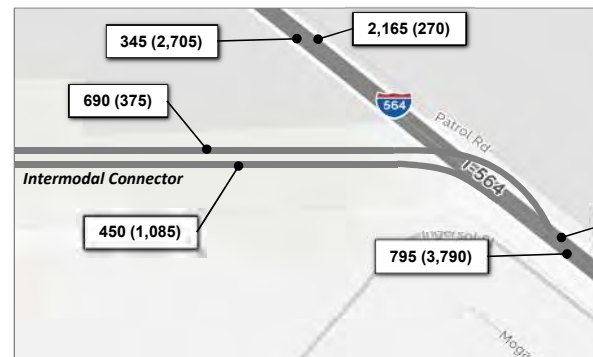


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure A.2-3



1		Bainbridge Ave		R	T	L
160 (245)	160 (995)					
R	T	U	L	T		
Bellinger Blvd	5 (5)	U	L	790 (155)		
	280 (110)	L	5 (5)			



**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

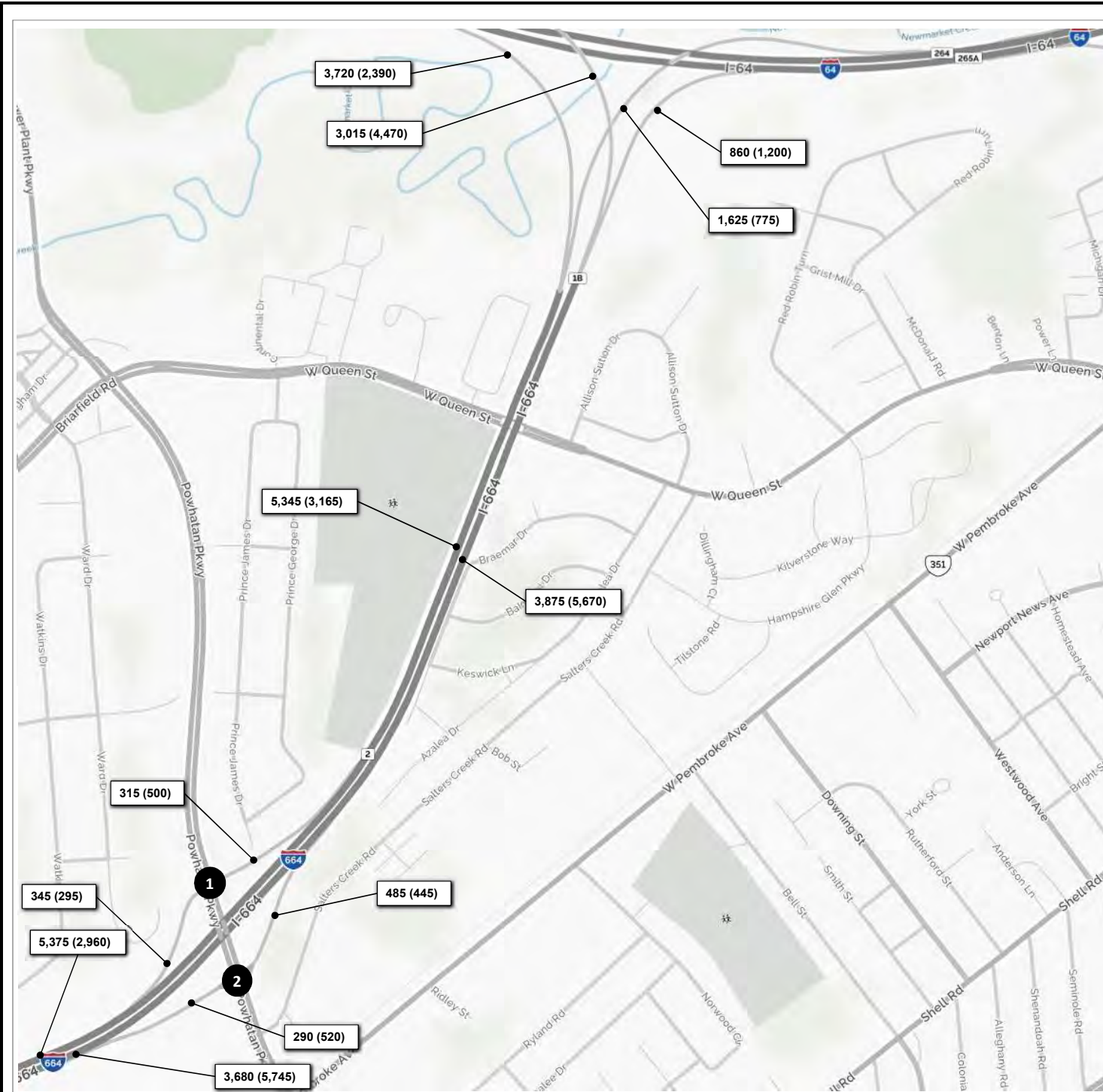


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Peak Hour Volumes  
 I-64 Corridor**

April 2017

Figure A.2-4



1	80 (105)	235 (395)	T 315 (565)	
	R	L	L 200 (150)	
	250 (420)	T	Powhatan Pkwy	
	145 (145)	R	L 65 (50)	R 205 (285)
			L 420 (395)	
			T 430 (480)	

2		I-664 Ramp	R 420 (395)	
		Powhatan Pkwy	T 430 (480)	
	65 (50)	L	L 85 (235)	R 205 (285)
	420 (765)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

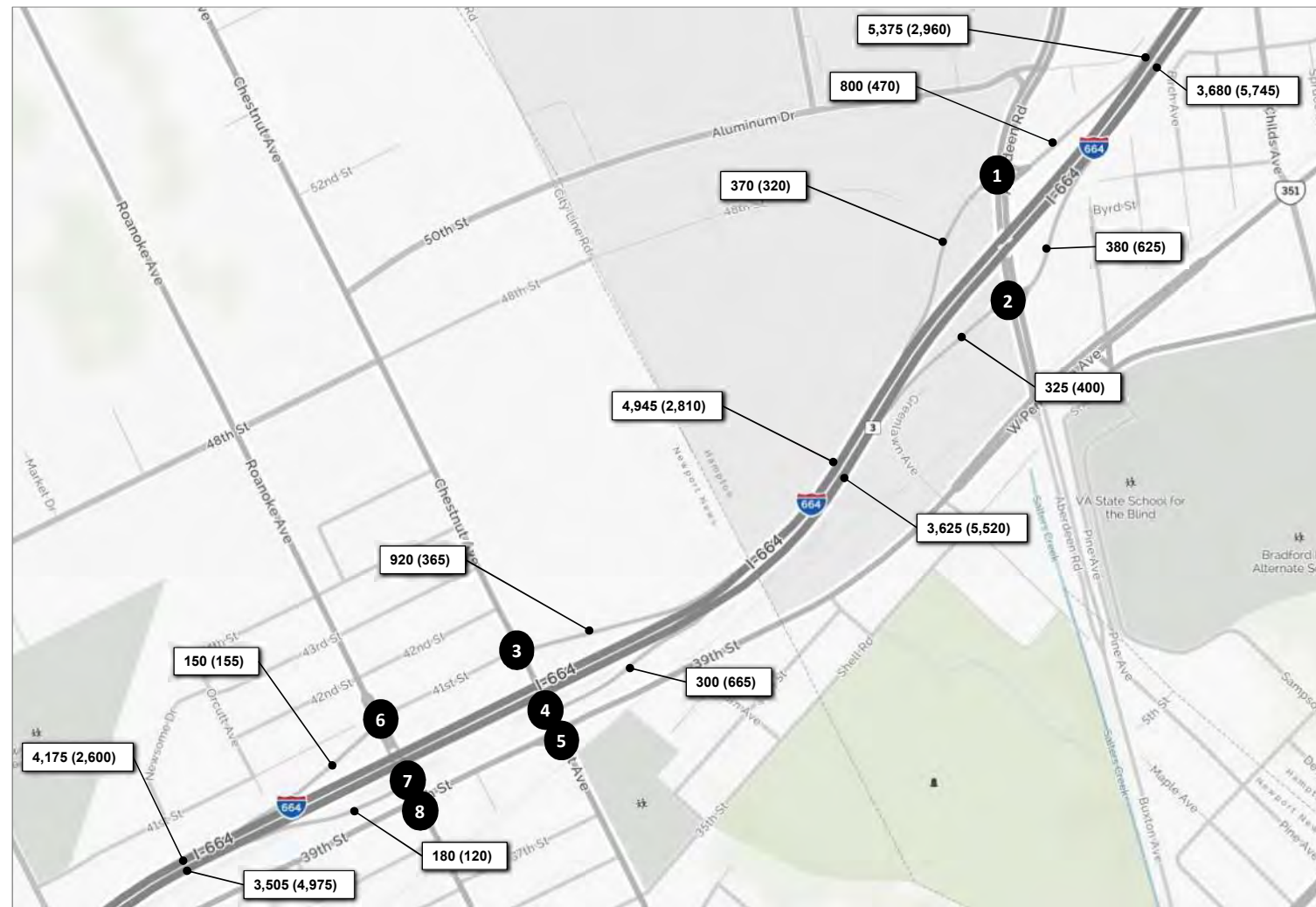


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-5



1	625 (295)	175 (175)	T	585 (840)
	R	T	L	90 (90)
Aberdeen Road				
	535 (1,080)		T	
	280 (230)		R	

2			L-664 Ramp	R	175 (180)
				T	445 (635)
Aberdeen Road					
	205 (445)		L	L	230 (295)
	505 (810)		T	R	95 (105)

3	445 (195)	475 (180)	R	105 (225)
	R	T	L	
Chestnut Avenue				
			L	
	320 (390)		T	
	50 (20)		R	20 (25)

4			R	195 (470)
			T	105 (225)
Chestnut Avenue				
			L	
	105 (195)		L	
	710 (400)		T	
			R	

5	50 (65)	265 (200)	20 (55)	R	30 (50)
	R	T	L	T	155 (290)
Chestnut Avenue					
			L	L	20 (45)
	30 (75)		L		
	215 (225)		T		
	465 (100)		R		

7			R	80 (165)
			T	
Roanoke Avenue				
			L	
			L	
	105 (95)		T	
			R	

6	5 (5)	35 (10)	10 (5)	R	5 (5)
	R	T	L	T	120 (165)
Roanoke Avenue					
			L	L	35 (80)
	15 (20)		L		
	95 (90)		T		
	80 (65)		R		

8	20 (25)	700 (290)	30 (30)	R	10 (35)
	R	T	L	T	50 (115)
Roanoke Avenue					
			L	L	30 (30)
	20 (35)		L		
	95 (80)		T		
	90 (15)		R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

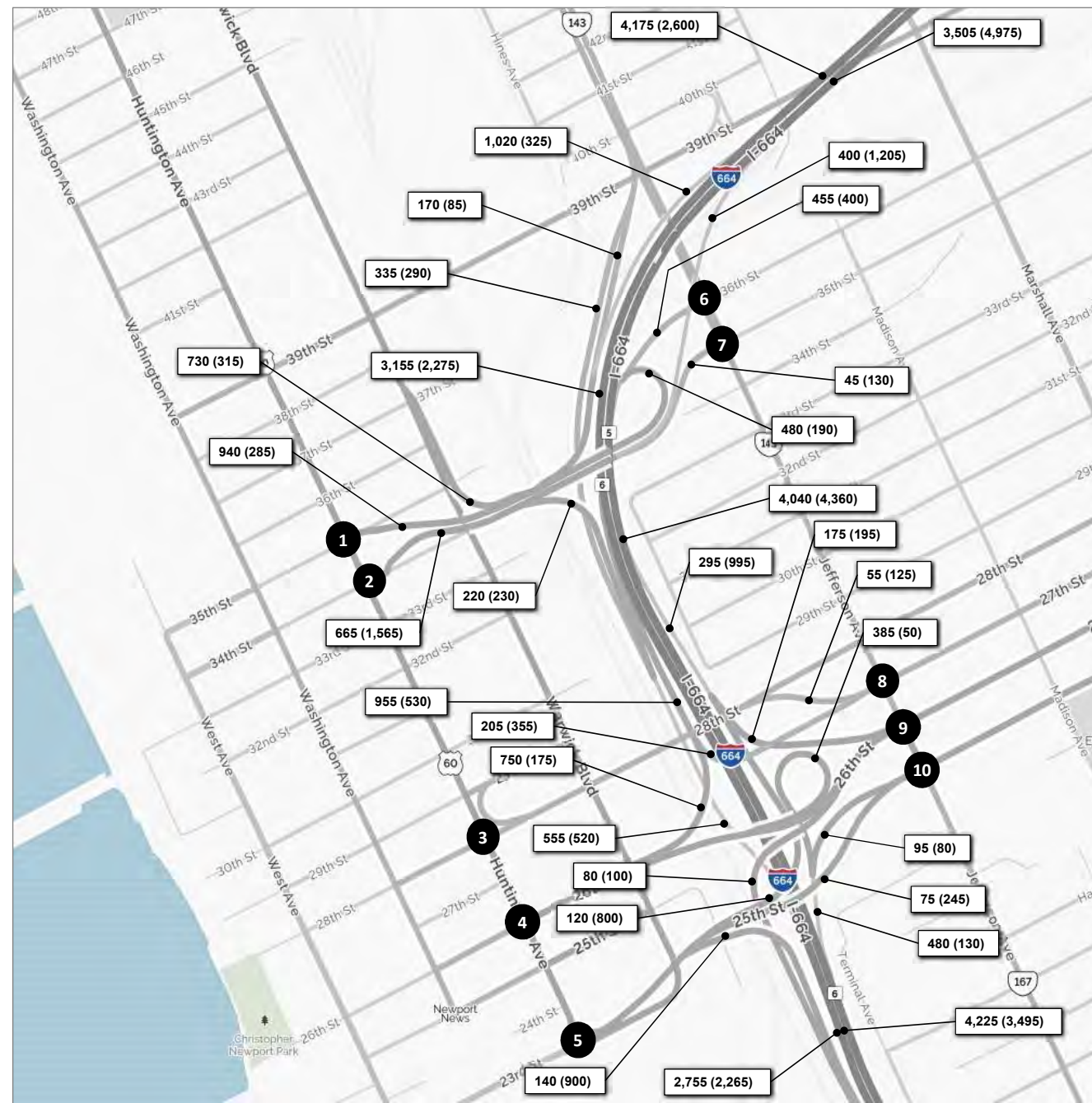


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-6



1	105 (40)	1,165 (1,440)	T	465 (120)	L	475 (165)	35th Street
	R			L		R	
Huntington Ave							

2	1,135 (825)	505 (1,065)	T				
	R			L	34th Street		
Huntington Ave							

3	55 (10)	805 (950)	15 (40)	R	55 (20)	L	55 (20)	28th Street
	R			T	L		R	
Huntington Ave								

4	100 (65)	540 (1,190)	T	675 (265)	L	565 (90)	26th Street
	R			L		R	
Huntington Ave							

5	390 (35)	5 (10)	225 (1,265)				
	R			T	L	23rd Street	
Huntington Ave							

6	350 (535)	25 (45)	R	45 (40)	L	15 (10)	36th Street
	T			L		R	
Jefferson Ave							

7	355 (540)	20 (15)					
	T		L	35th Street			
Jefferson Ave							

8	260 (460)	50 (100)					
	T		L	27th Street			
Jefferson Ave							

9	105 (135)	250 (510)	Jefferson Ave	R	40 (55)	L	180 (160)	26th Street
	R			T	L		R	
Huntington Ave								

10	190 (425)	65 (110)					
	R		T	L	25th Street		
Jefferson Ave							

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



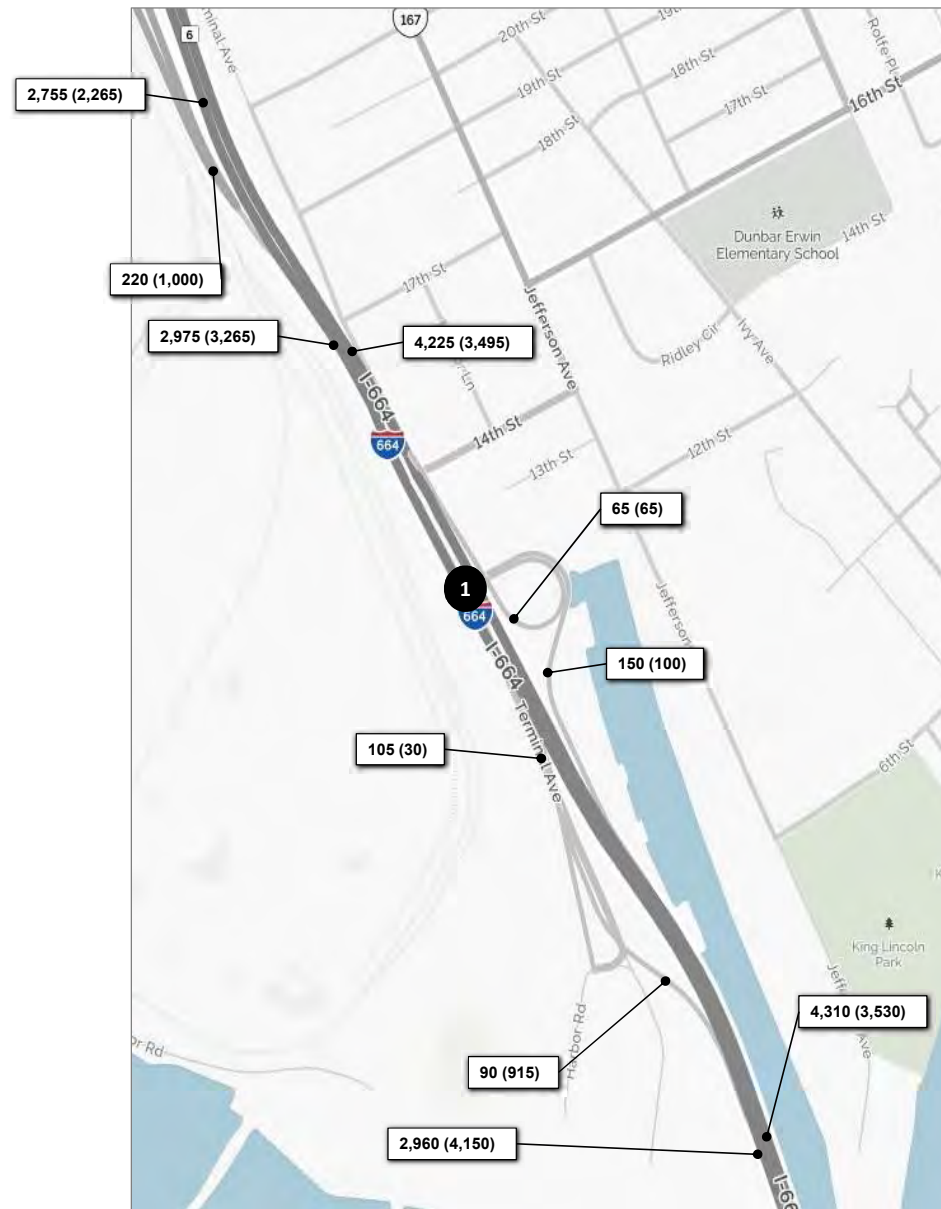
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-7





1	65 (935)	30 (45)	R 95 (90)
	T	L	L 55 (10)
		Terminal Ave	T 35 (25)
			R 35 (20)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

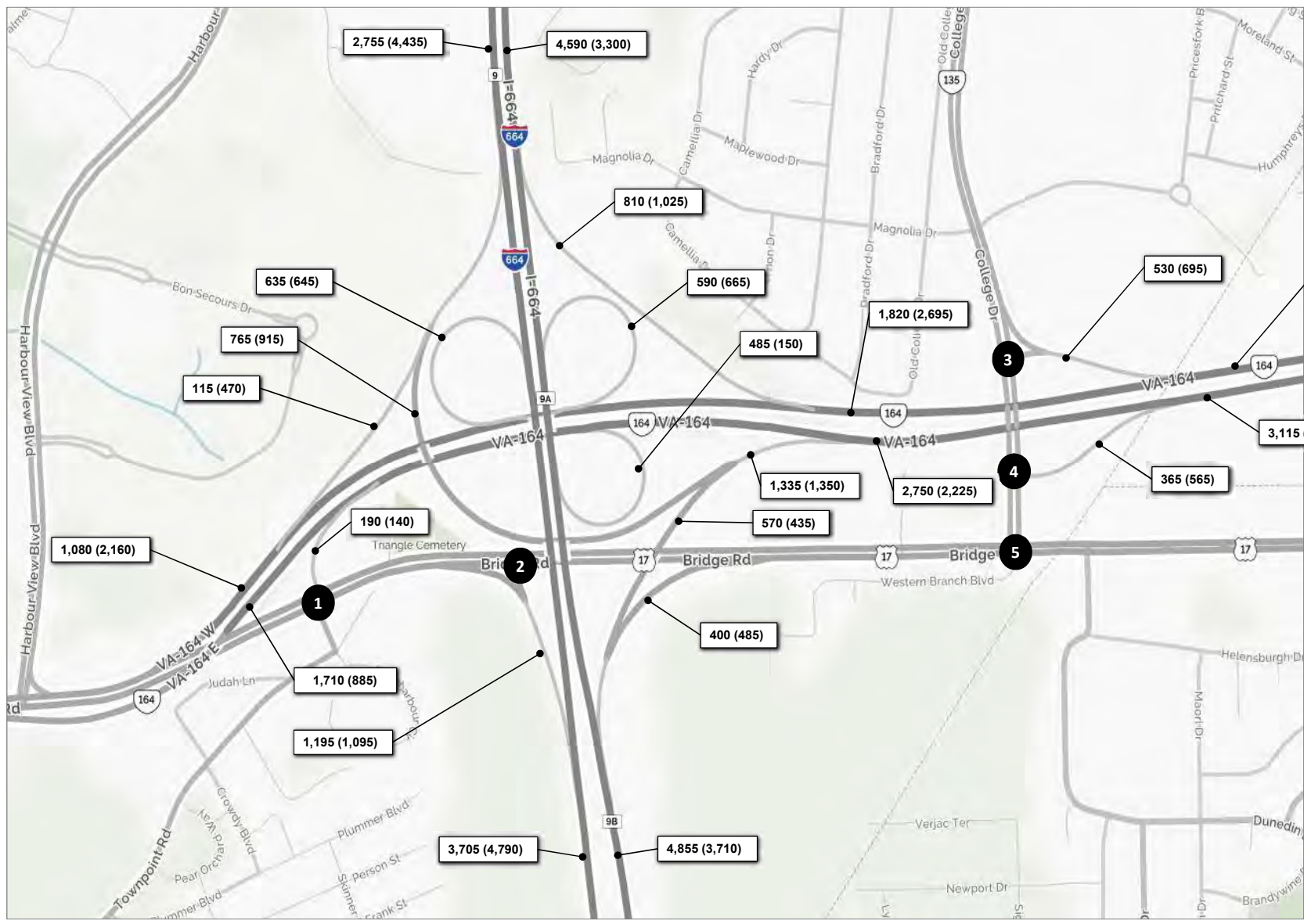


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-8



<b>1</b>				R	30 (20)	
				T	435 (1,060)	
				L	35 (50)	
US 17						
	100 (95)	L		L	T	R
	1,510 (1,380)	T		35 (35)	60 (25)	105 (90)
	50 (130)	R				

<b>2</b>				T	500 (1,130)
				L	440 (465)
	US 17				
	860 (840)	T			
	755 (630)	R			

<b>3</b>	890 (1,880)			R	430 (530)
				L	100 (165)
	T			VA 164 Ramp	
			T		
			665 (1,015)		

<b>4</b>	730 (1,365)					
	T			L	VA 164 Ramp	
				T		
			665 (1,015)			
			College Dr			
			105 (85)			

<b>5</b>	395 (650)			R	335 (615)
	S (5)			T	540 (935)
	R			L	10 (15)
			US 17		
	430 (475)	L	L	T	R
	820 (835)	T	S (10)	S (10)	S (15)
	10 (15)	R			

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

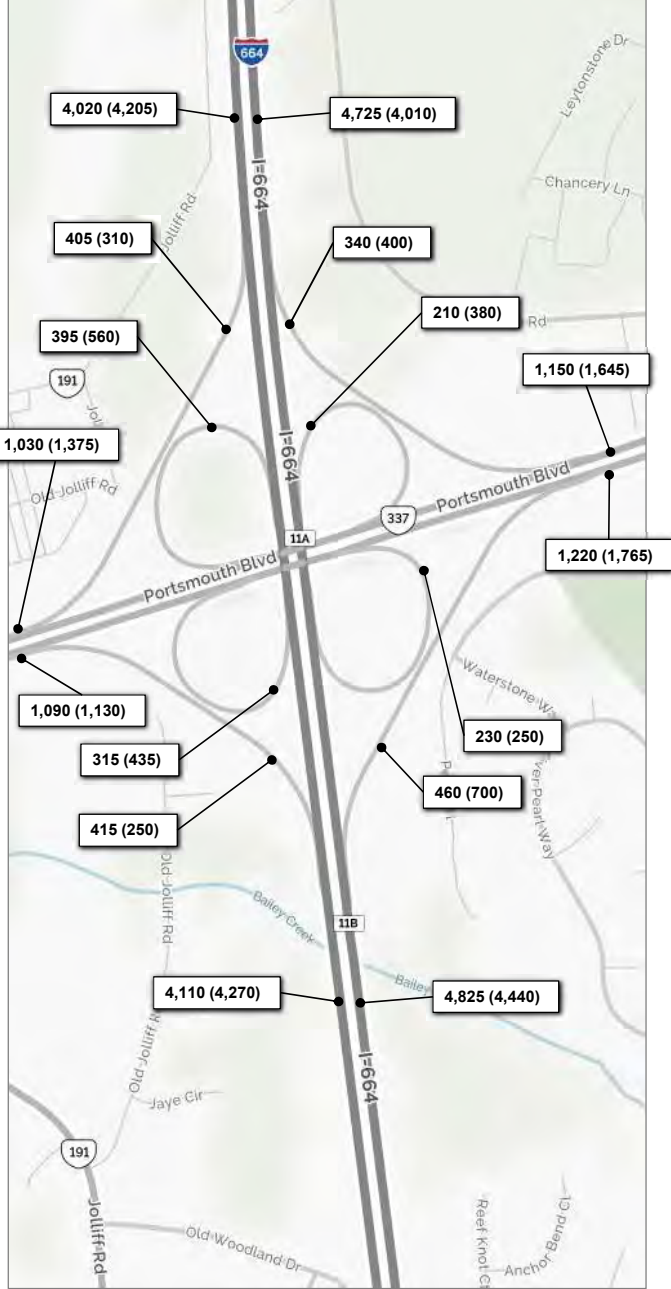
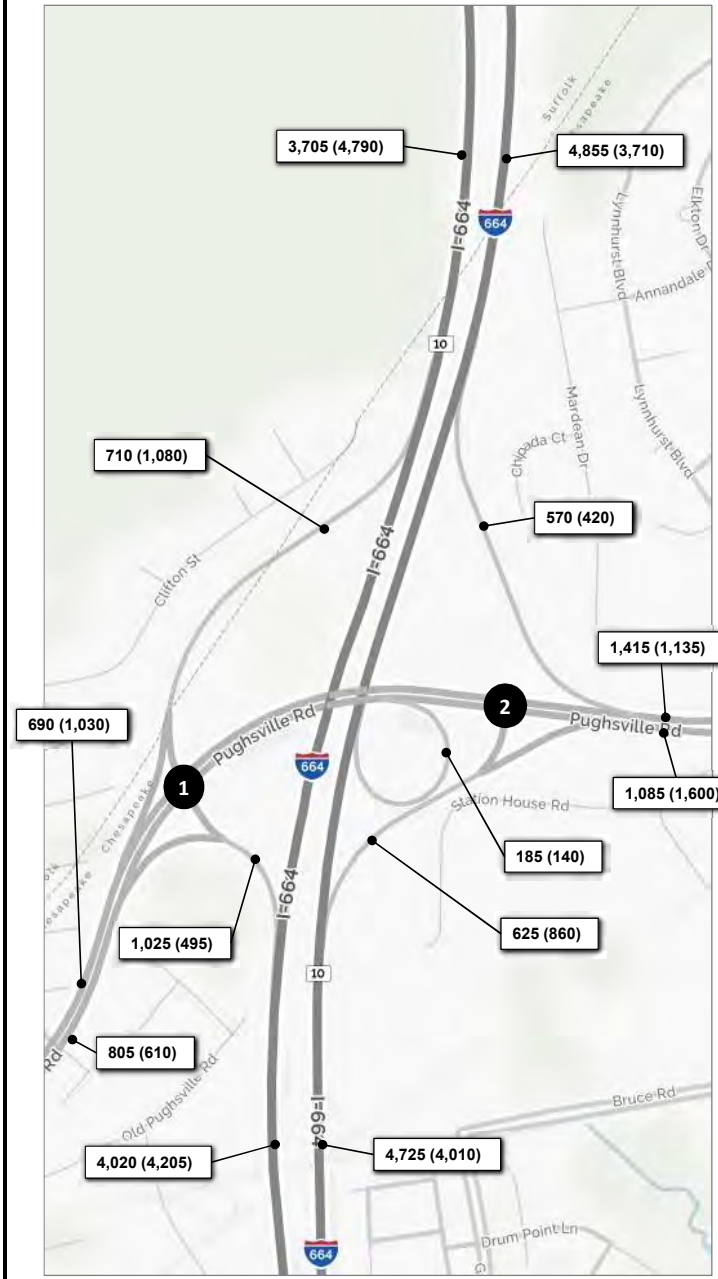


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Peak Hour Volumes  
 I-664 Corridor**

April 2017

Figure A.2-9



1	360 (380)	350 (700)	T 330 (650)	Pughsville Road
	R	L	L 620 (345)	
	400 (460)	T		
	405 (150)	R		

2			R 570 (420)	Pughsville Road
			T 845 (715)	
	565 (1,020)	T	L 105 (280)	
	185 (140)	R	R 520 (580)	

3	190 (240)	65 (165)	T 385 (310)	Dock Landing Road
	R	L	L 285 (130)	
	465 (320)	T		
	245 (80)	R		

4			R 275 (105)	Dock Landing Road
			T 555 (305)	
	305 (140)	L	L 115 (135)	
	225 (345)	T	R 135 (300)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

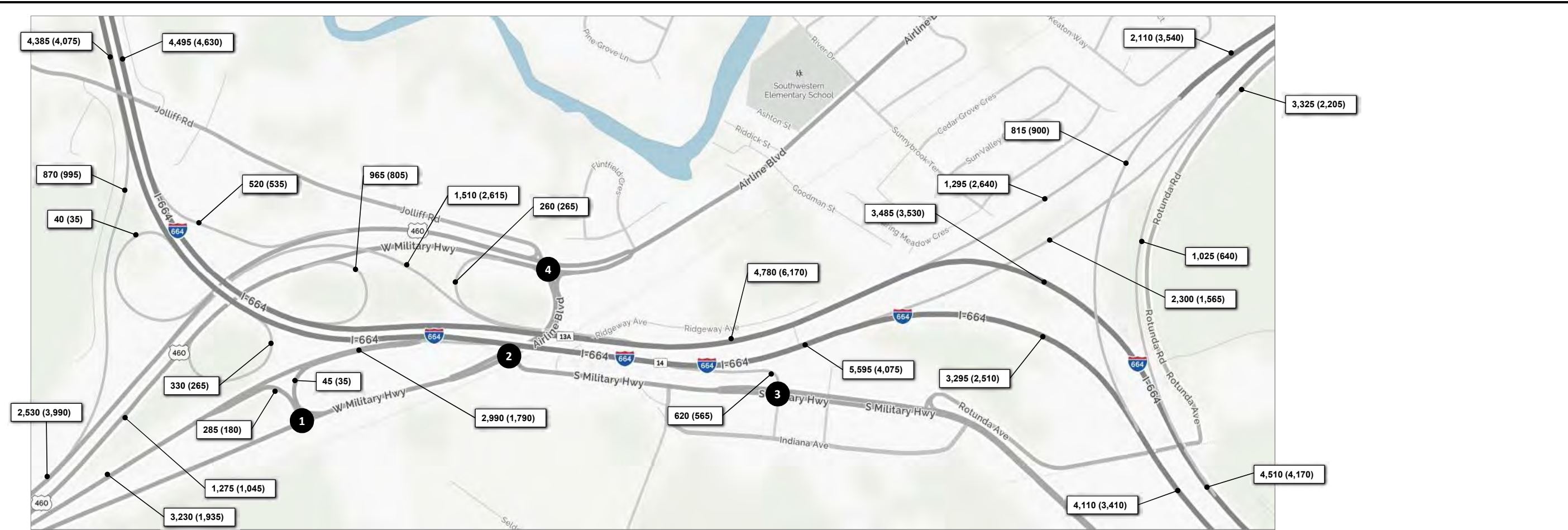


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-10



<b>1</b>				
	5 (5)	280 (175)	R 40 (30)	T 180 (180)
	R	L		
	W. Military Hwy			
	5 (5)	L		
	150 (220)	T		

<b>2</b>				
			T 190 (140)	L 535 (390)
			L	R
	W. Military Hwy			
	155 (255)	T	30 (70)	270 (685)
	275 (140)	R		

<b>3</b>				
	10 (20)	610 (545)	T 290 (735)	
	R	L		
	S. Military Hwy			
	810 (530)	T		

<b>4</b>					
	85 (45)	355 (160)	145 (60)	R 120 (85)	T 390 (355)
	R	T	L	L 135 (100)	
			L	L	R
			345 (180)	236 (550)	95 (120)
			320 (320)		95 (270)
			235 (270)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure A.2-11



<b>1</b>	<b>#0 (20)</b>		
	T 435 (1,060)		
	L 35 (50)		
	<b>US 17</b>		
100 (95)	L		
1,510 (1,380)	T	35 (35)	60 (25)
50 (130)	R		105 (90)

<b>2</b>	<b>T 500 (1,130)</b>		
	<b>L 440 (465)</b>		
	<b>US 17</b>		
860 (840)	T		
755 (630)	R		

<b>3</b>	<b>R 430 (530)</b>		
	<b>L 100 (165)</b>		
	<b>VA 164 Ramp</b>		
890 (1,880)	T		
			665 (1,015)

<b>4</b>	<b>VA 164 Ramp</b>		
	<b>T 665 (1,015)</b>		
	<b>R 105 (85)</b>		
730 (1,365)	T		
260 (480)	L		

<b>5</b>	<b>R 335 (615)</b>		
	<b>T 540 (935)</b>		
	<b>L 10 (15)</b>		
	<b>US 17</b>		
430 (475)	L		
820 (835)	T	5 (10)	5 (15)
10 (15)	R		5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure A.2-12



1	
845 (605)	R 115 (390)
510 (245)	L 160 (315)
R T	
	L T
	150 (180) 325 (1,110)
	Towne Point Road

2	
465 (190)	
540 (730)	
T L	
	L T R
140 (355)	L 335 (935)
195 (385)	R 210 (210)
	Towne Point Road

3	
305 (190)	R 5 (15)
590 (395)	T 10 (160)
30 (15)	L 25 (90)
R T L	
	L T R
95 (195)	L 345 (300)
80 (10)	T 605 (530)
160 (155)	R 365 (40)

4	
530 (485)	
T	
615 (220)	L 835 (755)
455 (465)	R
	Cedar Lane

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Peak Hour Volumes  
 VA 164 Corridor**

April 2017

Figure A.2-13



<b>1</b>	195 (210)	5 (0)	R	5 (5)
	5 (5)	L	T	5 (5)
	R	5 (5)	L	5 (15)
	5 (5)	L	L	T
	5 (5)	T	5 (5)	325 (105)
	5 (5)	R	R	30 (15)

<b>2</b>	90 (105)	115 (125)	V/G Blvd	R	185 (75)
	R	T	L	T	5 (5)
				L	5 (5)
			L		175 (50)
			R		0 (0)

<b>3</b>	120 (130)				
	L				VA 164 Ramp
	175 (50)	L			
	0 (0)	T			
			V/G Blvd		

<b>4</b>			T	85 (290)
			L	50 (90)
			L	
	130 (70)	T		65 (35)
	510 (105)	R		35 (95)

<b>5</b>	20 (10)	5 (5)	10 (10)	R	10 (10)
	R	T	L	T	55 (90)
				L	20 (50)
			L		
	15 (35)	L			70 (40)
	85 (25)	T			5 (10)
	95 (45)	R			60 (280)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure A.2-14



<b>1</b>						
	R	T	L	R	T	L
5 (20)	30 (95)	65 (65)		110 (55)	180 (235)	170 (95)
	Cleveland St			L	T	R
	25 (15)		L			55 (90)
	245 (240)		T	5 (5)	5 (5)	
	10 (10)		R			

<b>2</b>						
	R	L		T		
365 (300)		280 (15)		95 (85)		
	Cleveland St					
	365 (395)		T			

<b>3</b>						
	R	L		R	T	L
50 (30)		35 (5)		80 (155)	45 (55)	
	Cleveland St					
	575 (390)		L			
	70 (20)		T			
			R			

<b>4</b>						
	R	T	L	R	T	L
5 (5)	50 (40)	155 (95)		50 (90)	25 (35)	45 (100)
	Woodrow St					
	15 (10)		L			1,664 Ramp
	100 (50)		T			
	10 (15)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



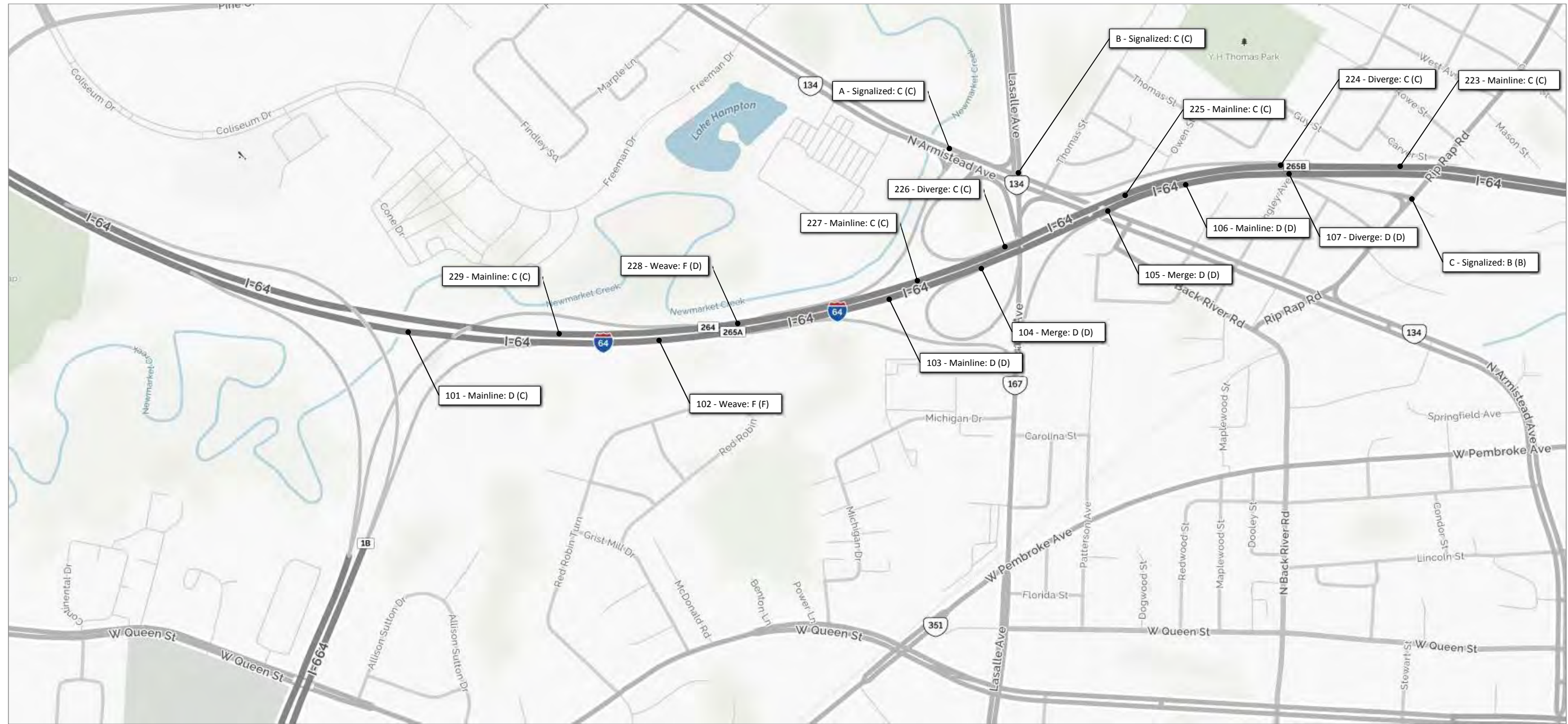
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure A.2-15





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

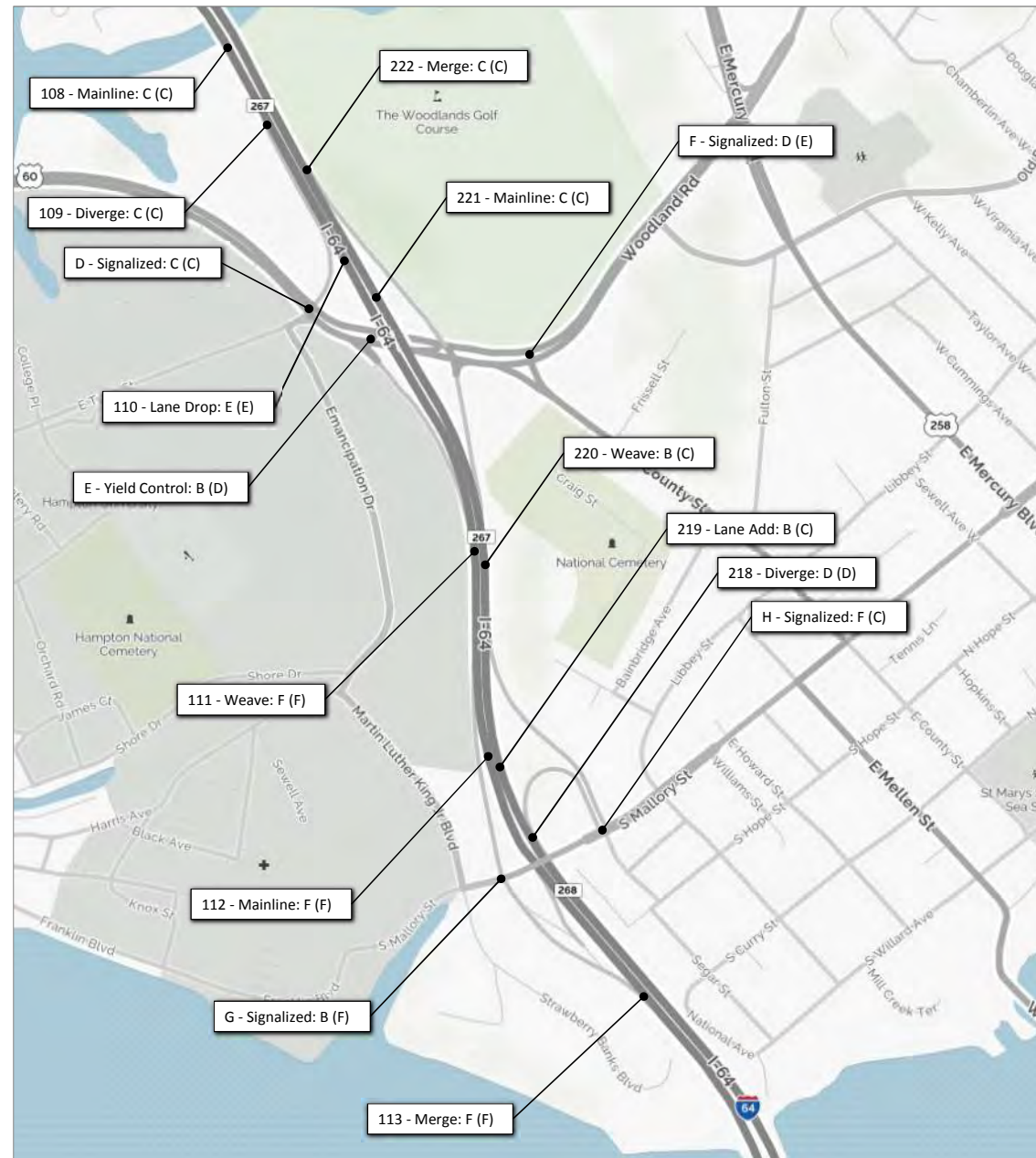


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-64 Corridor**

April 2017

Figure A.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-64 Corridor**

April 2017

Figure A.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
I-64 Corridor**

April 2017

Figure A.3-3



**Legend**

X (X)      AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series    I-64 Eastbound  
 200 series    I-64 Westbound  
 300 series    I-564 Eastbound  
 400 series    I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

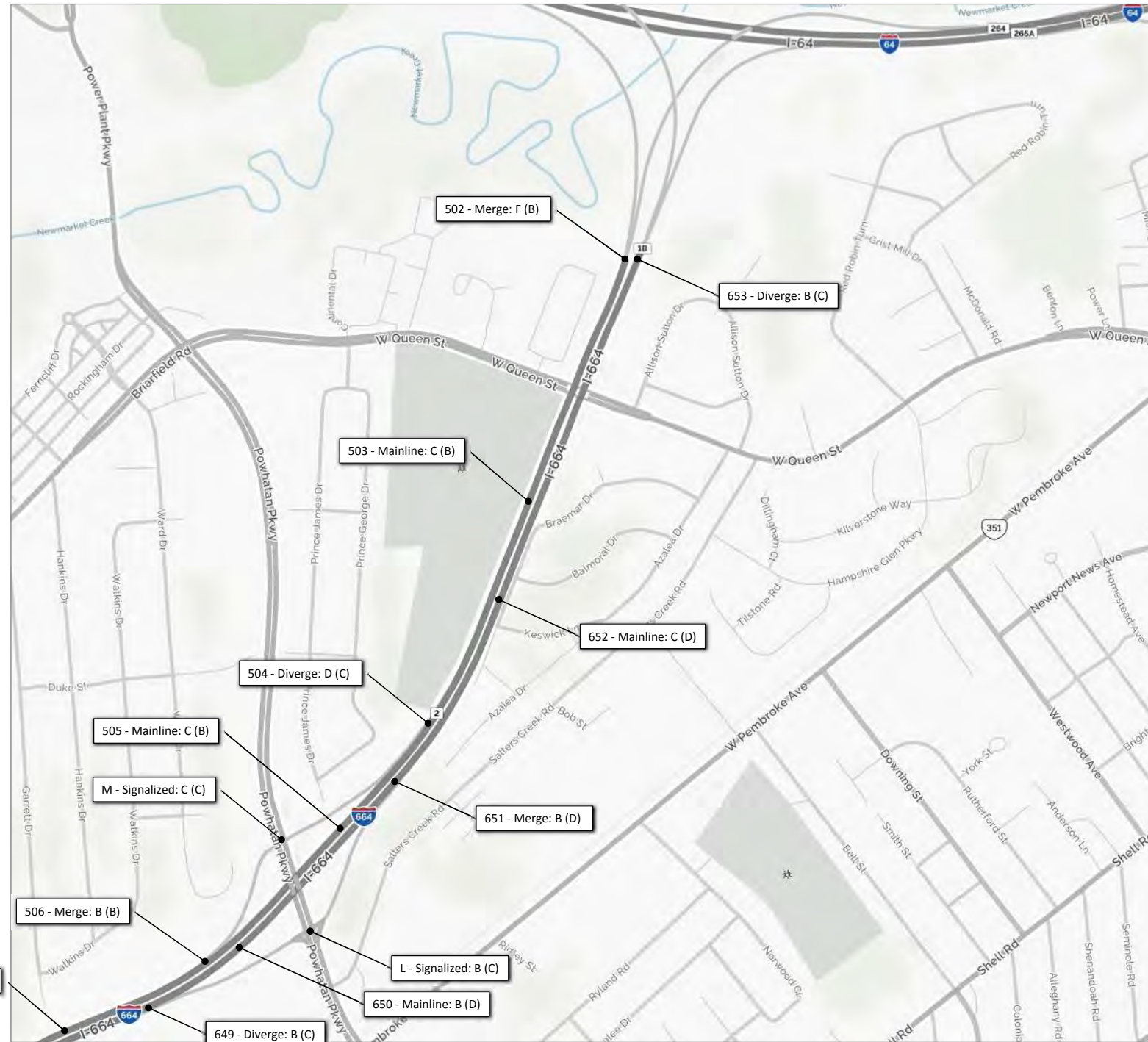


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-64 Corridor**

April 2017

Figure A.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure A.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure A.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

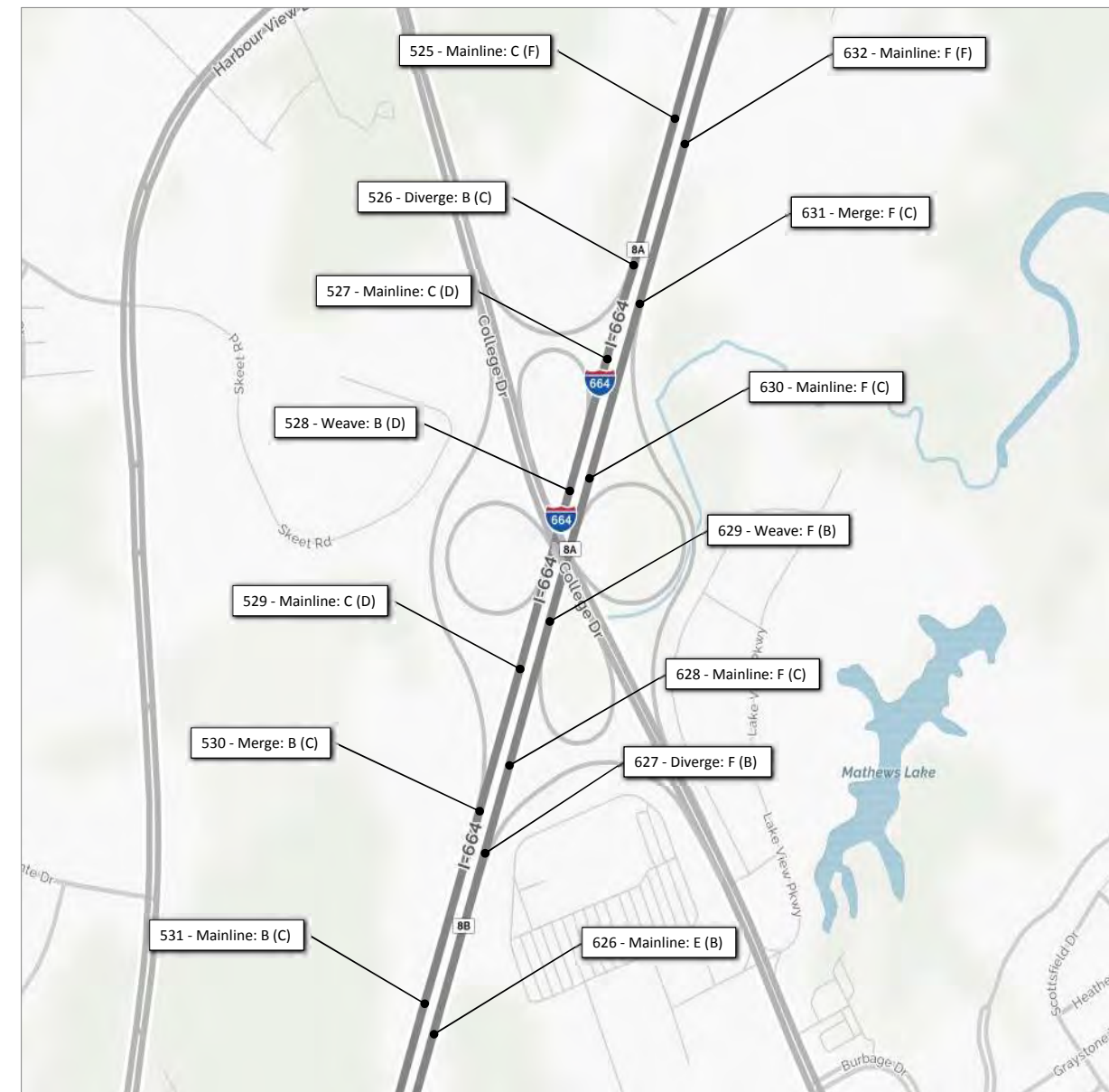


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure A.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



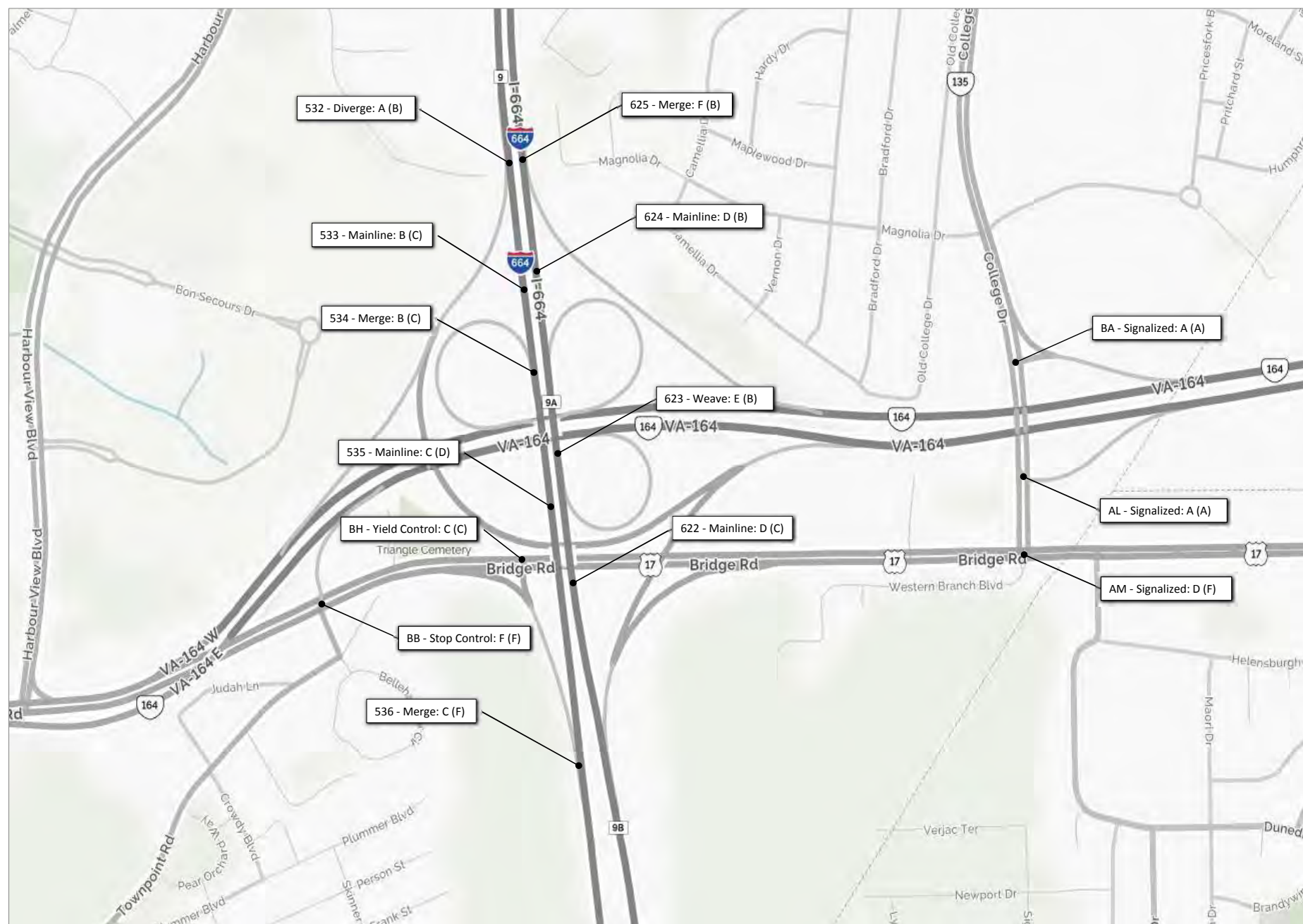
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure A.3-8





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

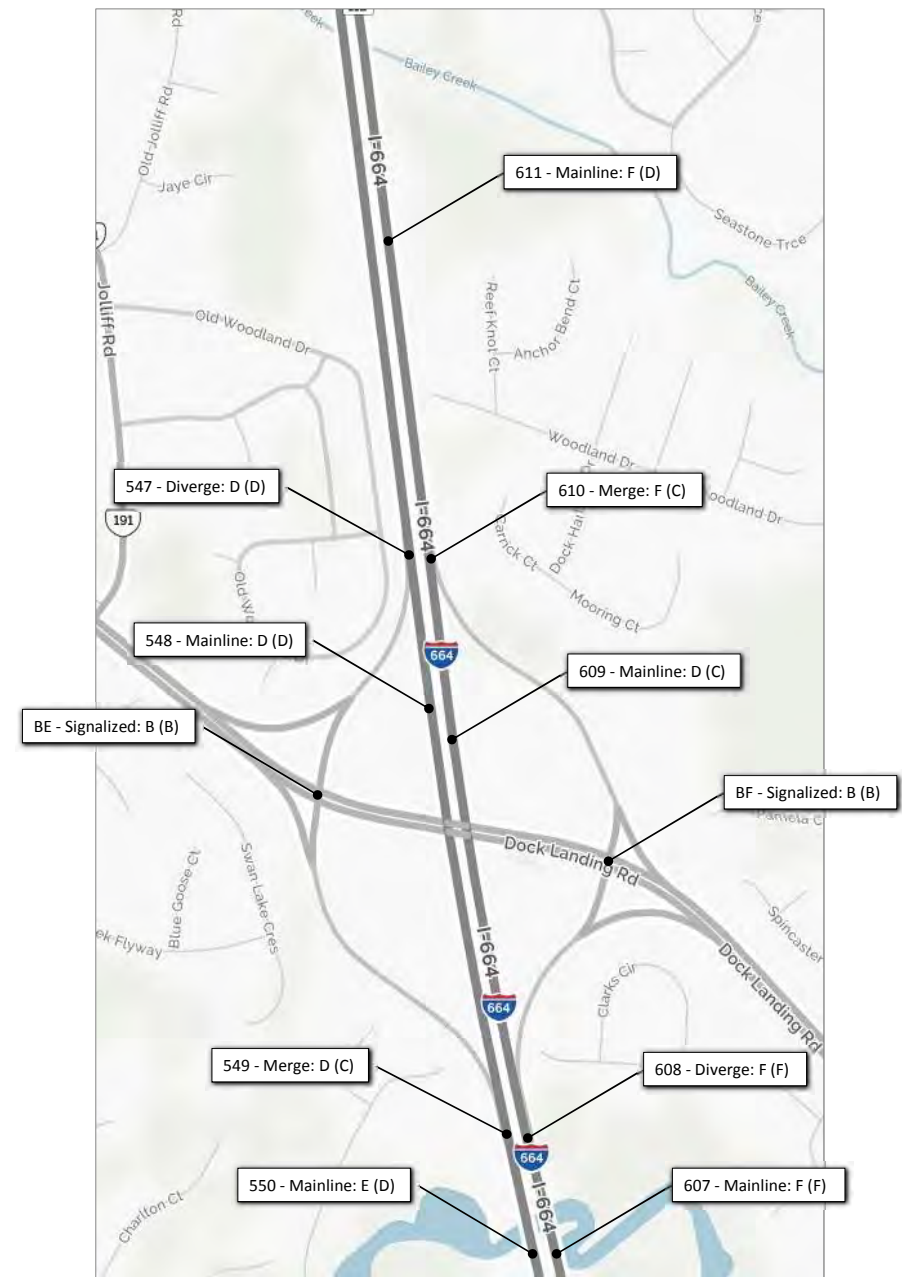
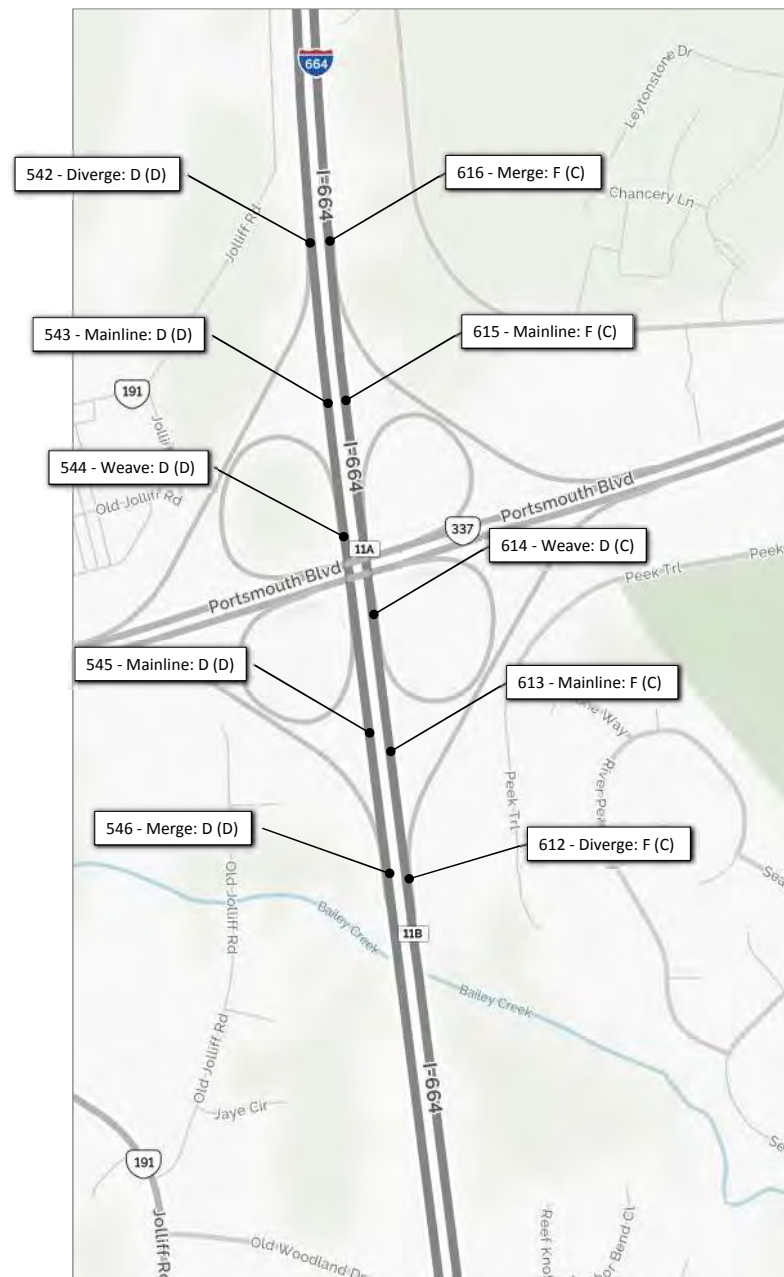
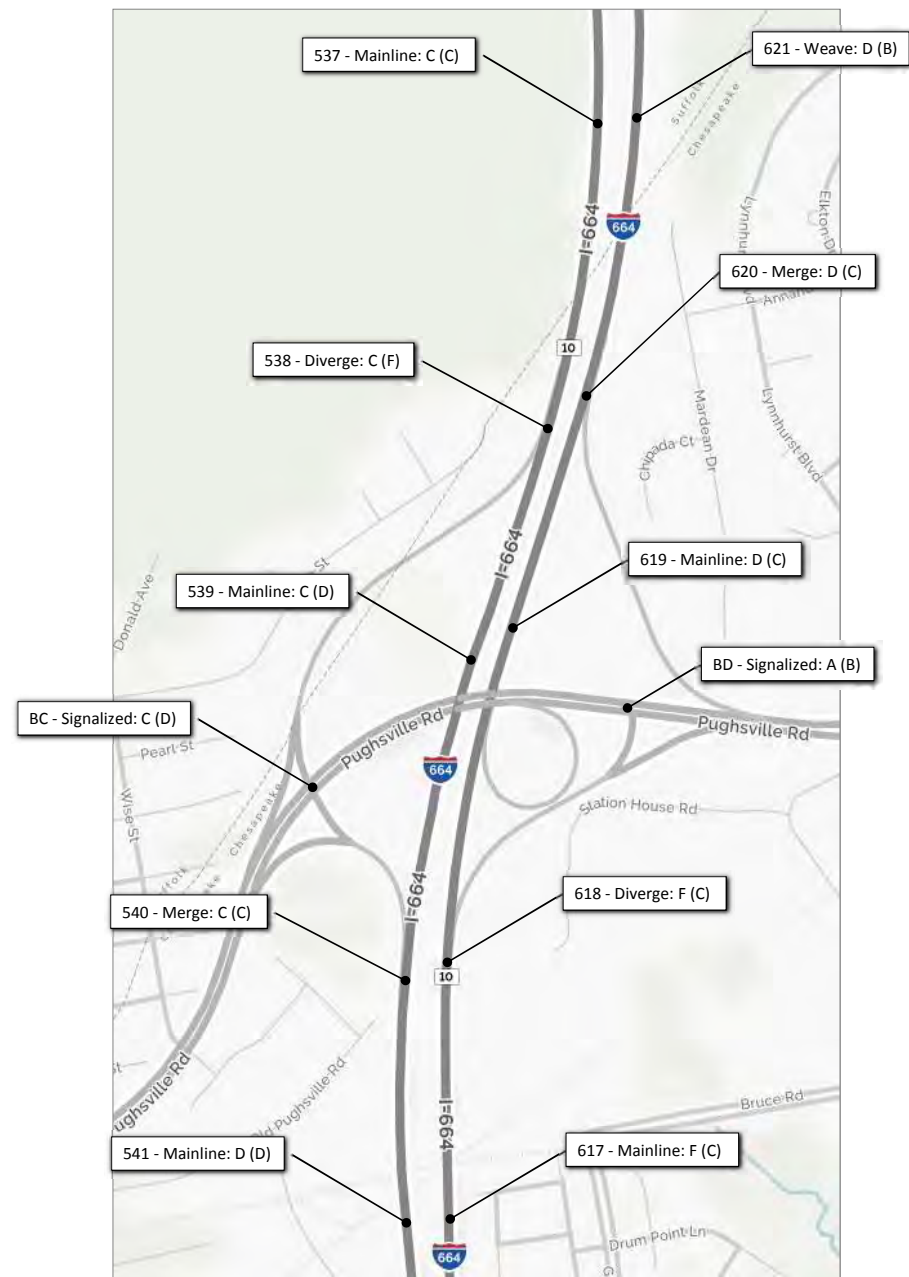


**HRCs SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure A.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure A.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

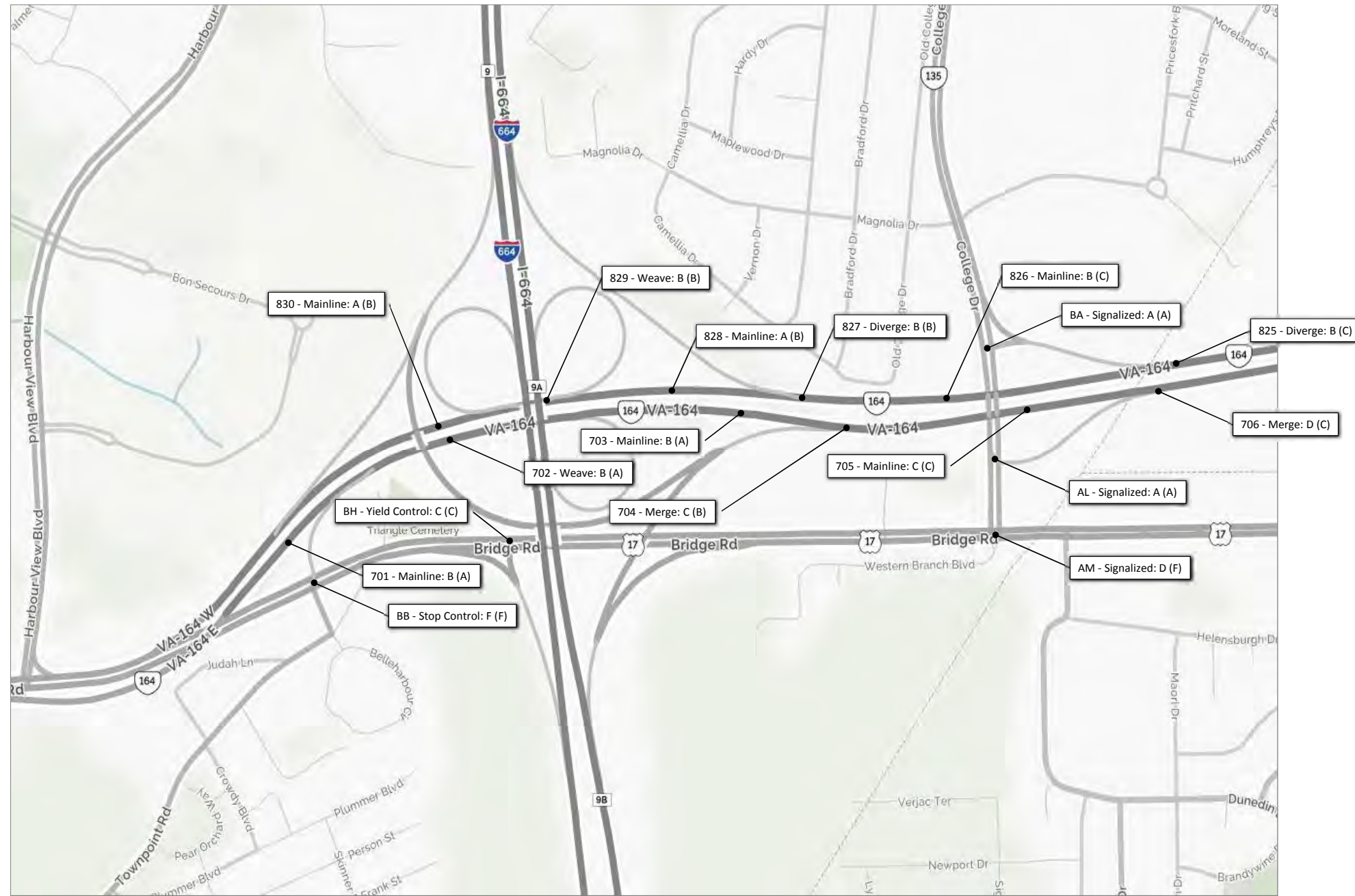


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure A.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure A.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure A.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure A.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

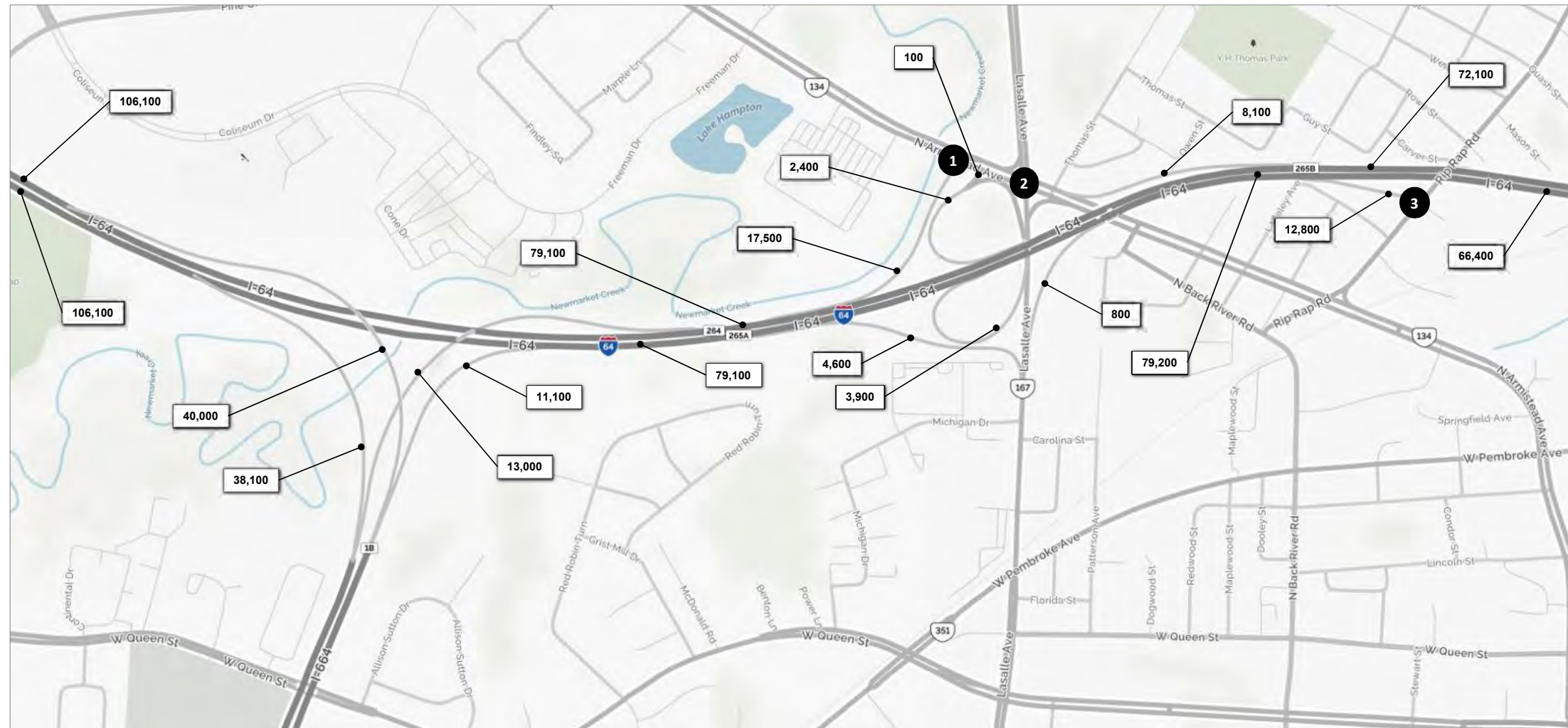
**2040 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure A.3-15

**APPENDIX B:  
2040 ALTERNATIVE A  
TRAFFIC VOLUMES AND ANALYSIS**





<b>1</b>			<i>R</i>		
	<i>T</i>	<i>L</i>	<i>T</i>	13,400	
			<i>L</i>	13,300	
<i>R</i>	<i>T</i>	<i>L</i>	<i>Armistead Ave</i>		
			<i>L</i>		<i>R</i>
	16,300	<i>T</i>			100
	4,200	<i>R</i>			

<b>2</b>			<i>R</i>	2,300	
4,500	2,500	200	<i>T</i>	14,500	
			<i>L</i>	800	
<i>R</i>	<i>T</i>	<i>L</i>	<i>Armistead Ave</i>		
			<i>L</i>	<i>T</i>	<i>R</i>
	1,100	<i>L</i>			200
	9,300	<i>T</i>	7,700	2,000	
	6,000	<i>R</i>			

<b>3</b>					
	3,300		<i>T</i>		
			<i>I-64 Ramp</i>	<i>T</i>	
			8,700	<i>L</i>	
			4,100	<i>R</i>	
				<i>Rip Rap Rd</i>	2,400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

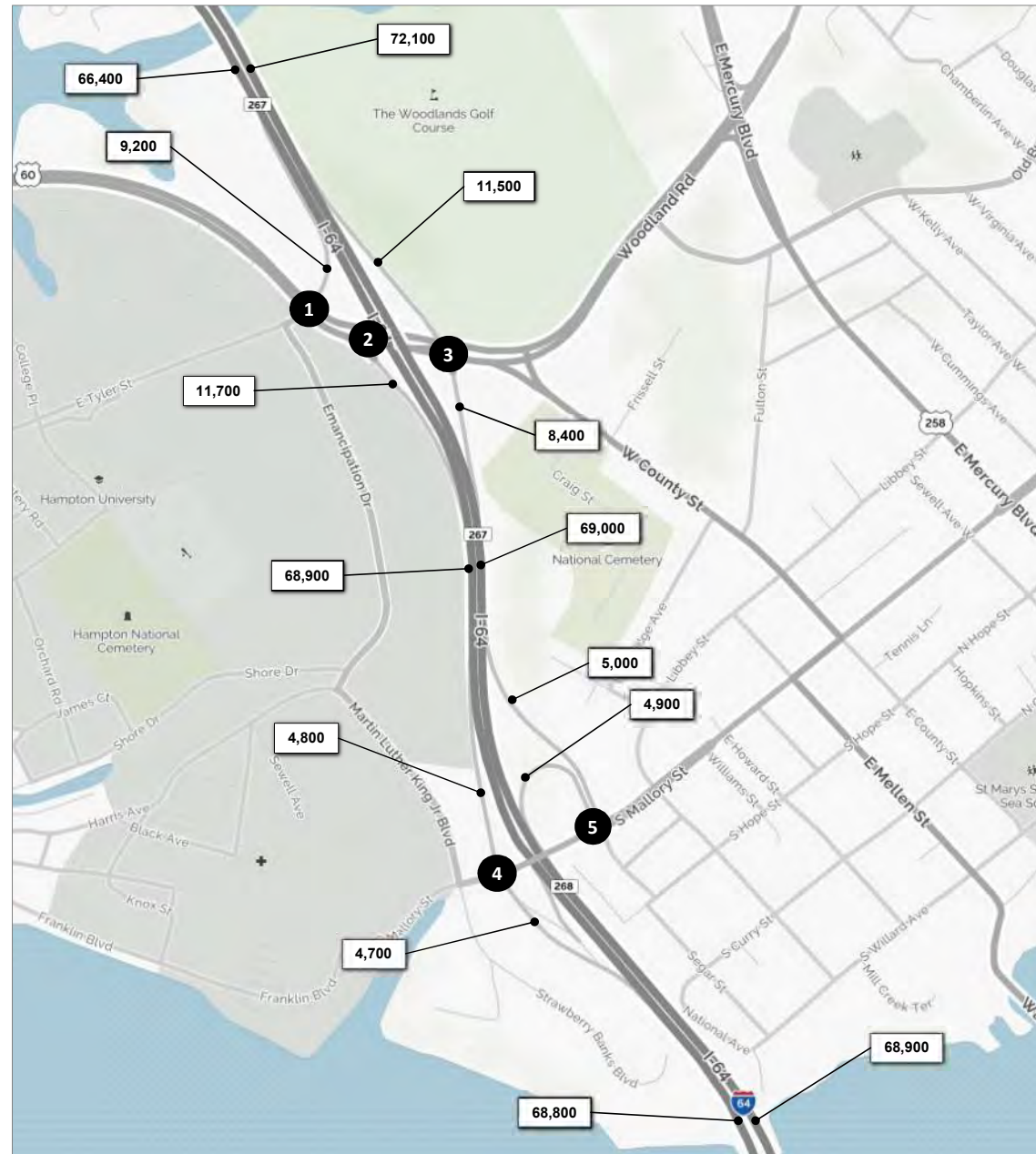


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure B.1-1



1	2,000	3,400	3,800	T	5,300	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		12,600	T	900		3,200
		2,000	R			

2					5,800	
				L	5,200	
Settlers Land ing Rd						
		13,100	T			
		6,500	R			

3				R	5,900	
				T	7,800	
Settlers Land ing Rd				L		R
		5,600	L	4,200		4,200
		7,500	T			

4	2,100	100	2,800	T	1,700	
	R	T	L	L	3,100	
S. Mallery St						
		2,100	T			
		1,500	R			

5	1,100	100	3,700	R	3,500	
	R	T	L	T	3,400	
S. Mallery St				L		R
		1,000	L	300		100
		3,600	T	500		
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure B.1-2



1	2,700	6,200	T 1,300	
	R	L	L 2,100	
4th View St				
	3,200	T		
	800	R		

2			R 6,000	
			T 2,800	
4th View St				
	2,300	L	L	R
	7,100	T	600	2,400

3	900	10,600	US 460	
	R	T	L	T
			6,900	4,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

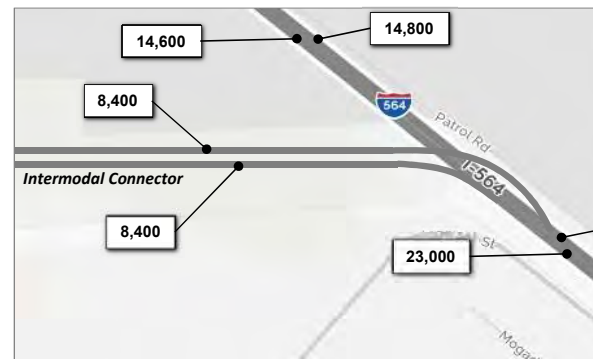


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

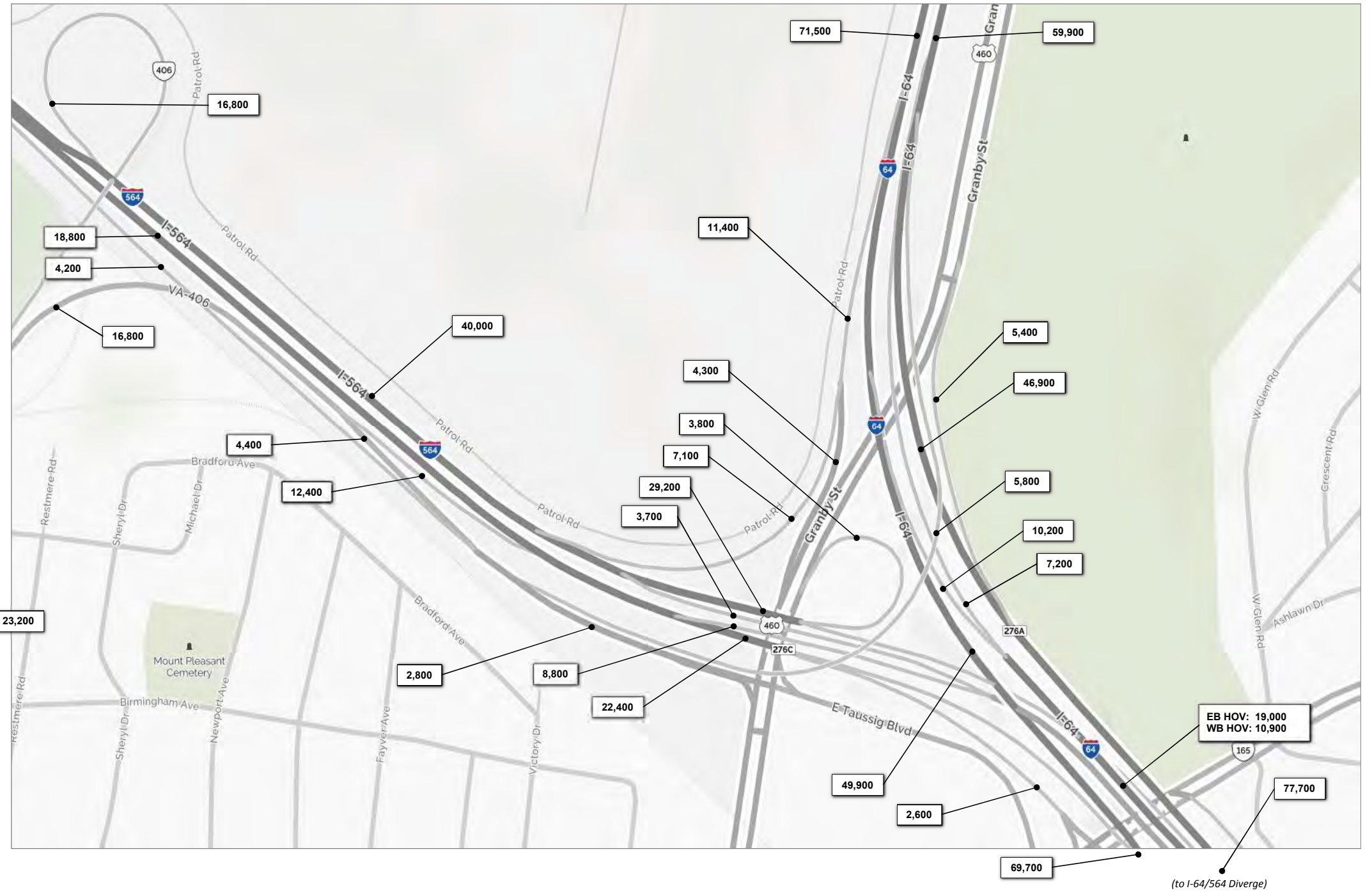
**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure B.1-3



1		Bainbridge Ave		R	T	L
2,700	5,600					
R	T	U		L	T	
Bellinger Blvd	100	2,500	100	100	5,500	



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

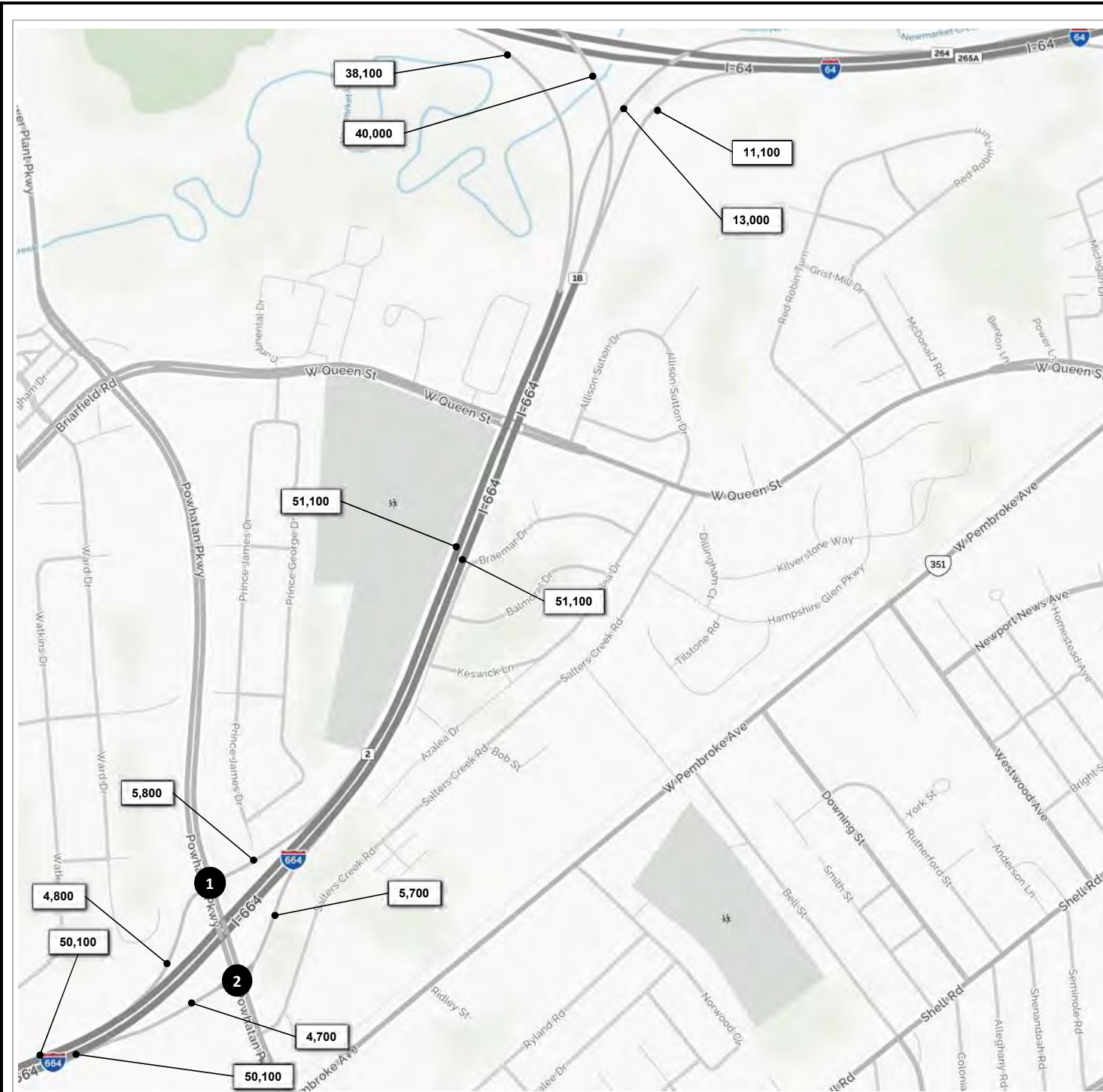


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure B.1-4



1	1,200	4,600	T 5,900	Powhatan Pkwy
	R	L	L 2,800	
	5,100	T	I-664 Ramp	
	2,000	R		

2	I-664 Ramp	R 5,000	
		T 6,600	
	Powhatan Pkwy	L	R
	700	L	
	9,000	T	
		L 2,100	R 2,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-5



<b>1</b>					
5,500		2,100	T	10,500	
R	T	L	L	1,100	
			Aberdeen Road		
			I-664 Ramp		
			11,600	T	
			4,400	R	

<b>2</b>					
			I-64 Ramp	R	2,400
			Aberdeen Road	T	7,400
			4,600	L	
			9,100	T	
			Aberdeen Road		
			L	R	
			4,200		700

<b>3</b>					
2,000		3,200	R	2,500	
R	T	L	T		
Chestnut Avenue			L	T	R
			L		
			4,400	T	
			300	R	200

<b>4</b>					
			R	3,900	
			T	2,500	
			L		
			Chestnut Avenue		
			L	T	R
			1,400	L	
			6,400	T	
				R	

<b>5</b>					
800	2,900	500	R	500	
R	T	L	T	3,100	
Chestnut Avenue			L	400	
			L	T	R
			800	L	
			3,200	T	
			2,400	R	2,500
			2,900		400

<b>6</b>					
100	100	100	R	200	
R	T	L	T	1,800	
Roanoke Avenue			L	400	
			L	T	R
			600	T	
			1,400	R	

<b>7</b>					
			R	1,200	
			T		
			L		
			Roanoke Avenue		
			L	T	R
			700	T	
				R	1,200
					600

<b>8</b>					
300	4,900	400	R	500	
R	T	L	T	600	
Roanoke Avenue			L	300	
			L	T	R
			200	L	
			700	T	
			400	R	300
			4,900		400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

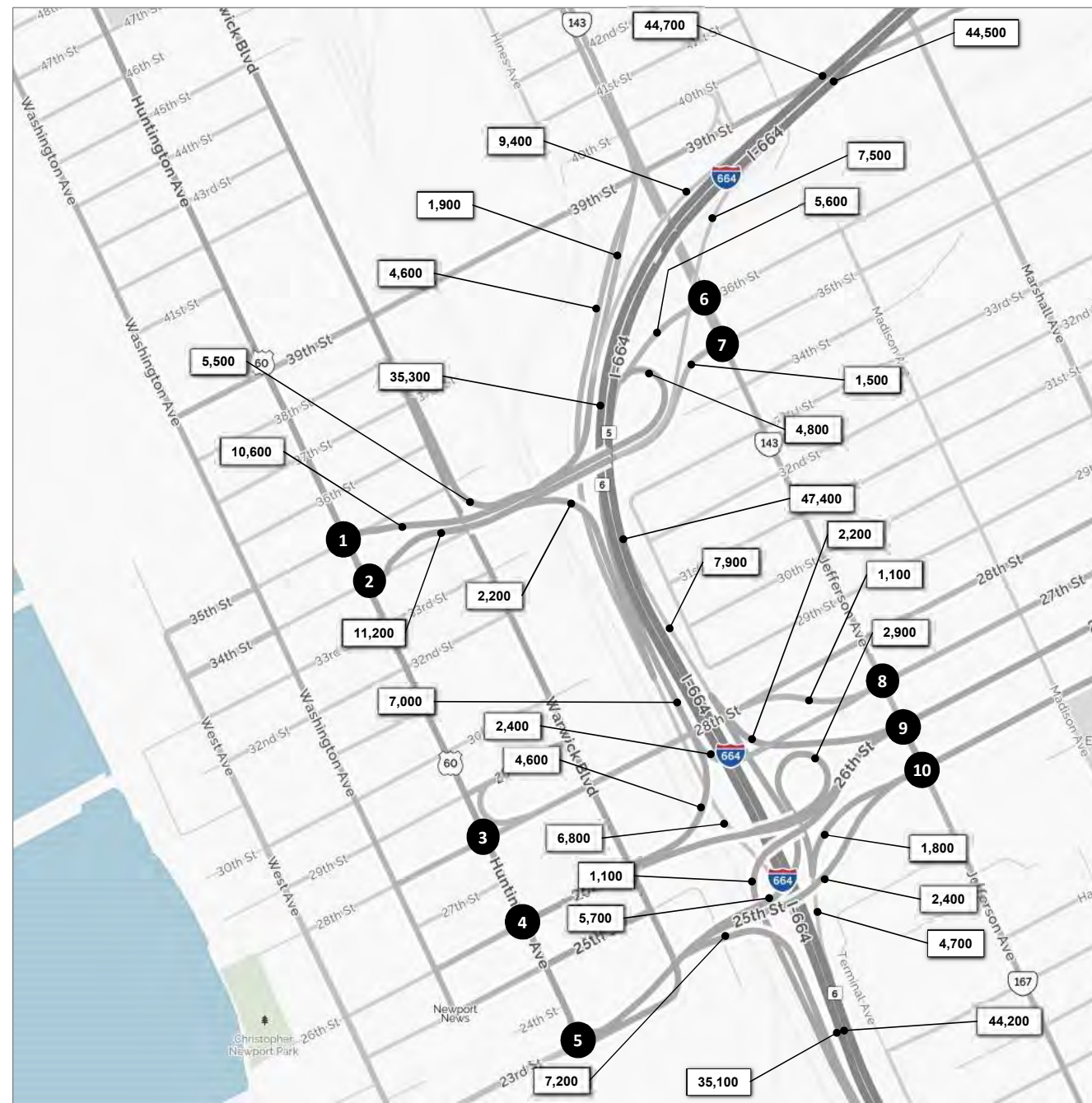


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-6



<b>1</b>			
R	400	T	11,300
		L	3,900
		35th Street	
		Huntington Ave	

<b>6</b>			
R	400	T	4,900
		L	700
		36th Street	
		Jefferson Ave	
R	200	T	5,100
		L	4,700

<b>2</b>			
R	9,100	T	10,100
		L	
		34th Street	
		Huntington Ave	
R	400	T	5,700
		L	700

<b>7</b>			
R	200	T	5,100
		L	
		35th Street	
		Jefferson Ave	
R	200	T	4,600
		L	700

<b>3</b>			
R	500	T	9,500
		L	600
		28th Street	
		Huntington Ave	
R	400	T	500
		L	600

<b>8</b>			
R	900	T	4,700
		L	
		27th Street	
		Jefferson Ave	
R	900	T	3,100
		L	1,800

<b>4</b>			
R	1,400	T	11,100
		L	3,300
		26th Street	
		Huntington Ave	

<b>9</b>			
R	1,200	T	4,400
		L	500
		26th Street	
		Jefferson Ave	
R		T	2,600
		L	1,500

<b>5</b>			
R	1,800	T	9,700
		L	100
		23rd Street	
		Huntington Ave	
R	400	T	5,600
		L	2,200

<b>10</b>			
R	1,200	T	3,900
		L	
		25th Street	
		Jefferson Ave	
R	300	T	3,100
		L	1,000

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-7



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-8





<b>1</b>			R	200	
			T	13,000	
			L	400	
R	T	L			
	1,400	L	L	T	R
	24,000	T	300	400	1,000
	900	R			

<b>2</b>					
			T	13,600	
			L	6,500	
US 17					
			13,000	T	
			12,000	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

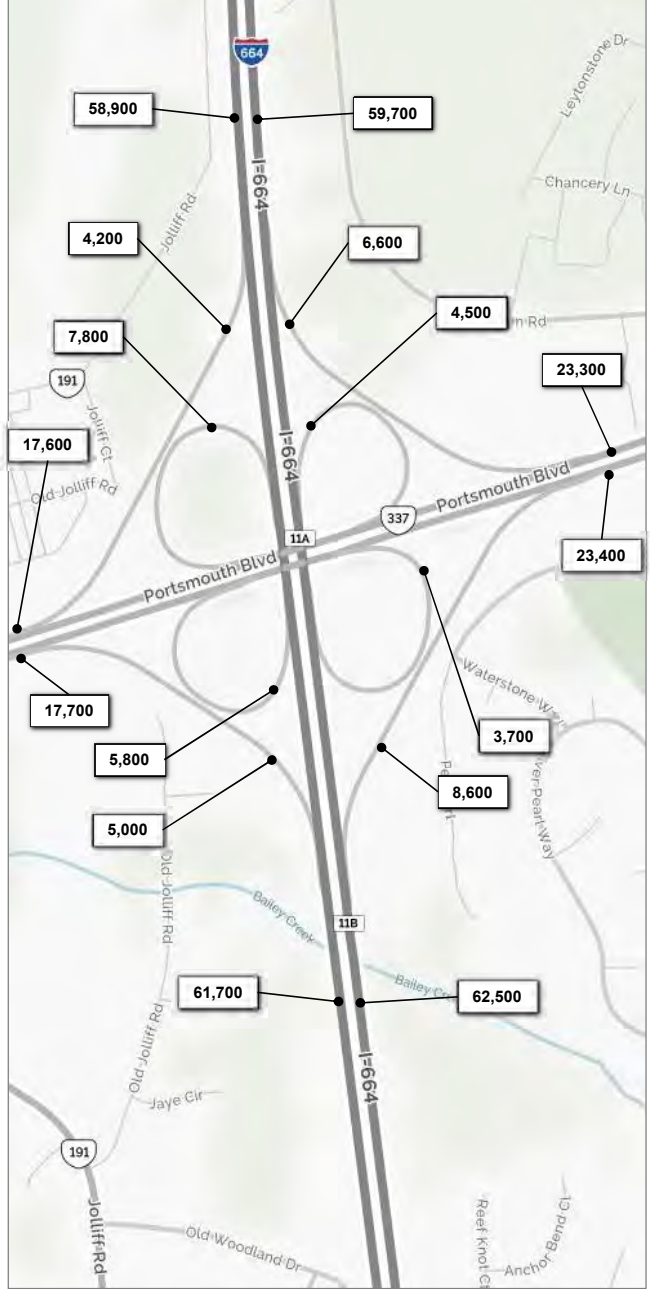
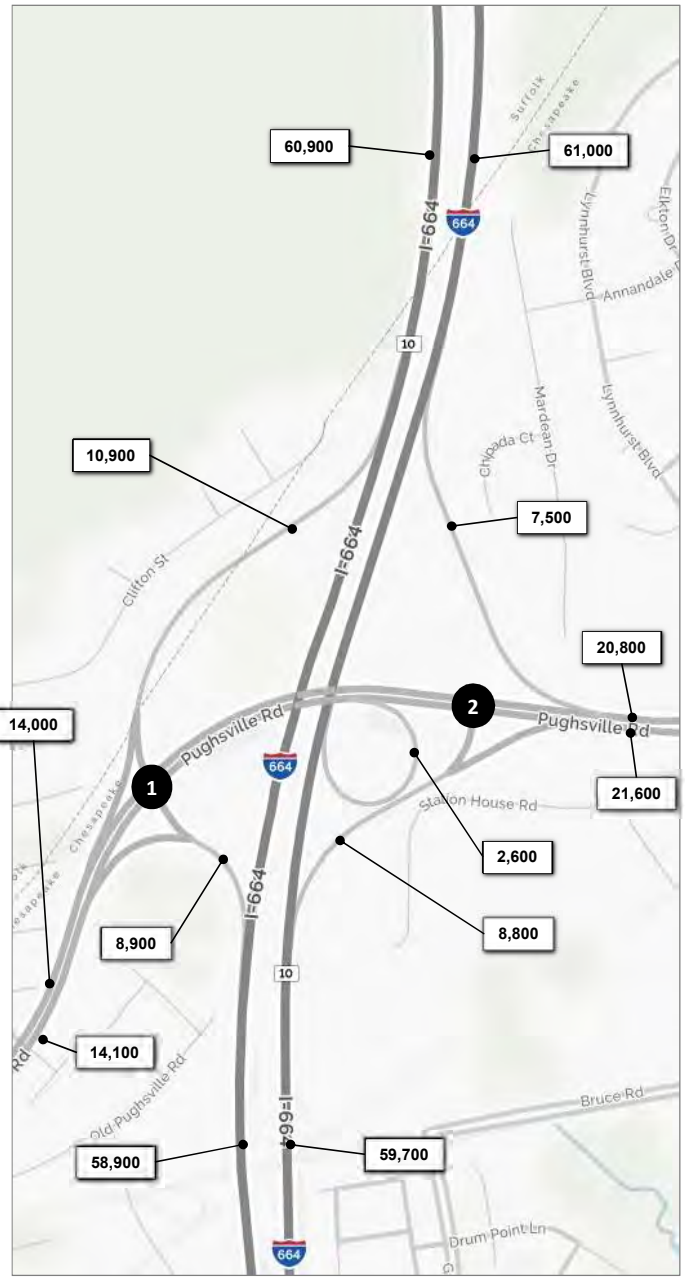


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-9



<b>1</b>	3,700	7,200	T 10,300	
	R	L	L 5,800	
			Pughsville Road	
		11,000	T	
		3,100	R	

<b>2</b>			R 7,500	
			T 13,300	
Pughsville Road			L	R
		15,600	T	2,800
		2,600	R	6,000

<b>3</b>	3,100	1,900	T 4,500	
	R	L	L 2,400	
			Dock Landing Road	
		4,100	T	
		3,400	R	

<b>4</b>			R 2,100	
			T 4,800	
Dock Landing Road			L	R
		2,000	L	2,100
		4,000	T	3,000

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-10



<b>1</b>			
100	2,100	R 500	
		T 3,500	
R	L	<hr/>	
W. Military Hwy			
100	L		
	4,400	T	

<b>2</b>			
		T 3,200	
		L 3,800	
		<hr/>	
	W. Military Hwy	L	R
	6,300	T	4,300
	200	R	800

<b>3</b>			
100	6,200	T 5,000	
R	L	<hr/>	
S. Military Hwy			
	4,000	T	

<b>4</b>					
1,200	3,100	1,500	R 1,100		
			T 5,200		
			L 1,300		
			<hr/>		
			L	T	R
		2,300	L		1,500
		4,100	T	1,700	
		2,600	R	7,400	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure B.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	13,000	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	24,000	T			
	900	R			
			<b>L</b>	<b>T</b>	<b>R</b>
			300	400	1,000

<b>2</b>			<b>T</b> 13,600		
<b>L</b> 6,500					
<b>US 17</b>					
13,000			<b>T</b>		
12,000			<b>R</b>		

<b>3</b>			<b>R</b> 6,100		
<b>L</b> 1,300			<b>VA 164 Ramp</b>		
20,900			<b>T</b>		
			14,700		

<b>4</b>			<b>VA 164 Ramp</b>		
16,300			<b>T</b>		
5,900			<b>L</b>		
			14,700		
			1,500		

<b>5</b>			<b>R</b> 7,600		
<b>T</b> 11,000					
<b>L</b> 200					
<b>R</b>	<b>T</b>	<b>L</b>			
9,000	100	7,200			
	8,500	L			
	11,400	T			
	200	R			
			<b>L</b>	<b>T</b>	<b>R</b>
			100	100	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

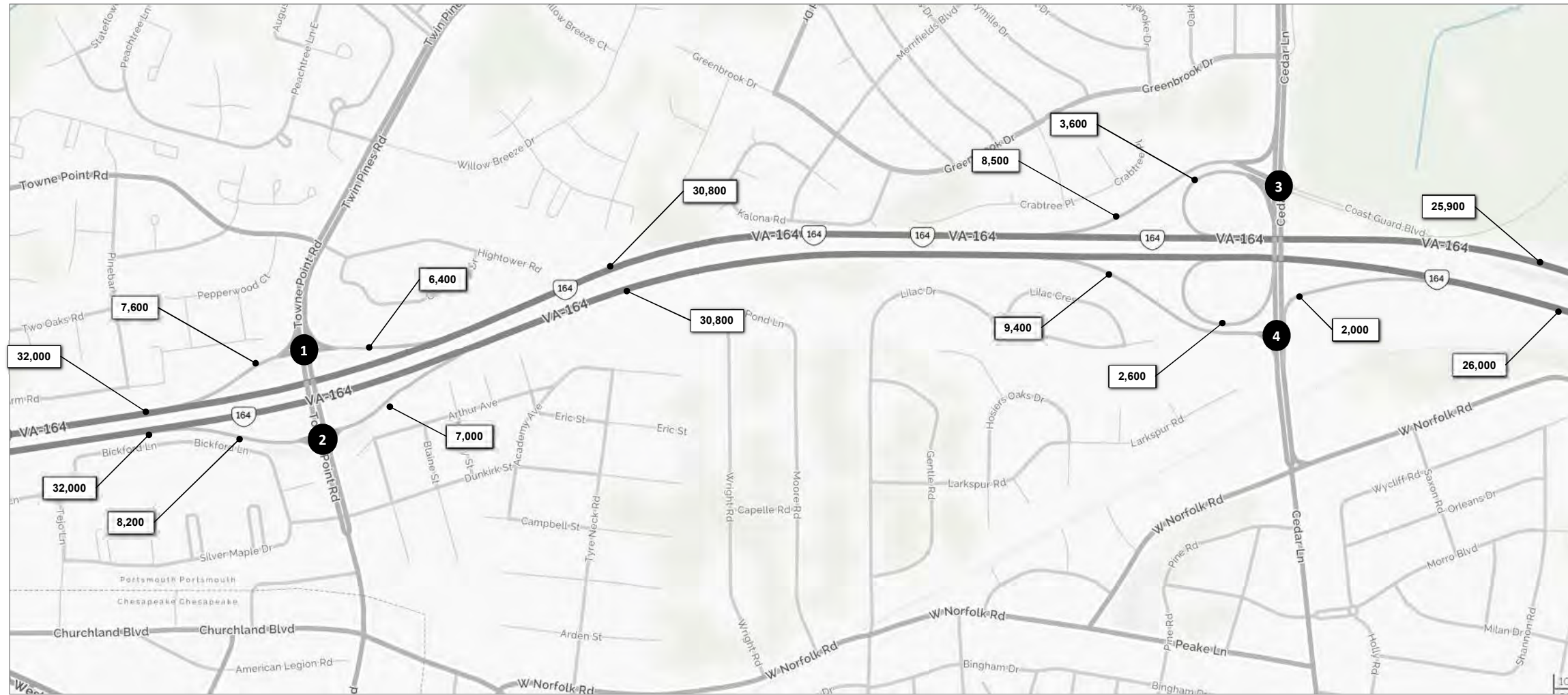


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure B.1-12



<b>1</b>					
4,800	9,500	R	3,600		
		L	2,800		
R	T				
		L	T		
		2,800	10,800		
				Towne Point Road	

<b>2</b>					
8,200	4,100				
		L	T	R	
T	L				
		L	T	R	
5,000	3,200	8,600	2,900		
		L	T	R	
		3,200	8,600	2,900	
				Towne Point Road	

<b>3</b>					
3,200	5,400	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
		1,700	4,100	6,100	2,000
		500	4,100	6,100	
		1,400	4,100	6,100	

<b>4</b>					
	5,000				
	T				
		L	T		
	4,700	L	9,500		
	4,700	R	9,500		
				Cedar Lane	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

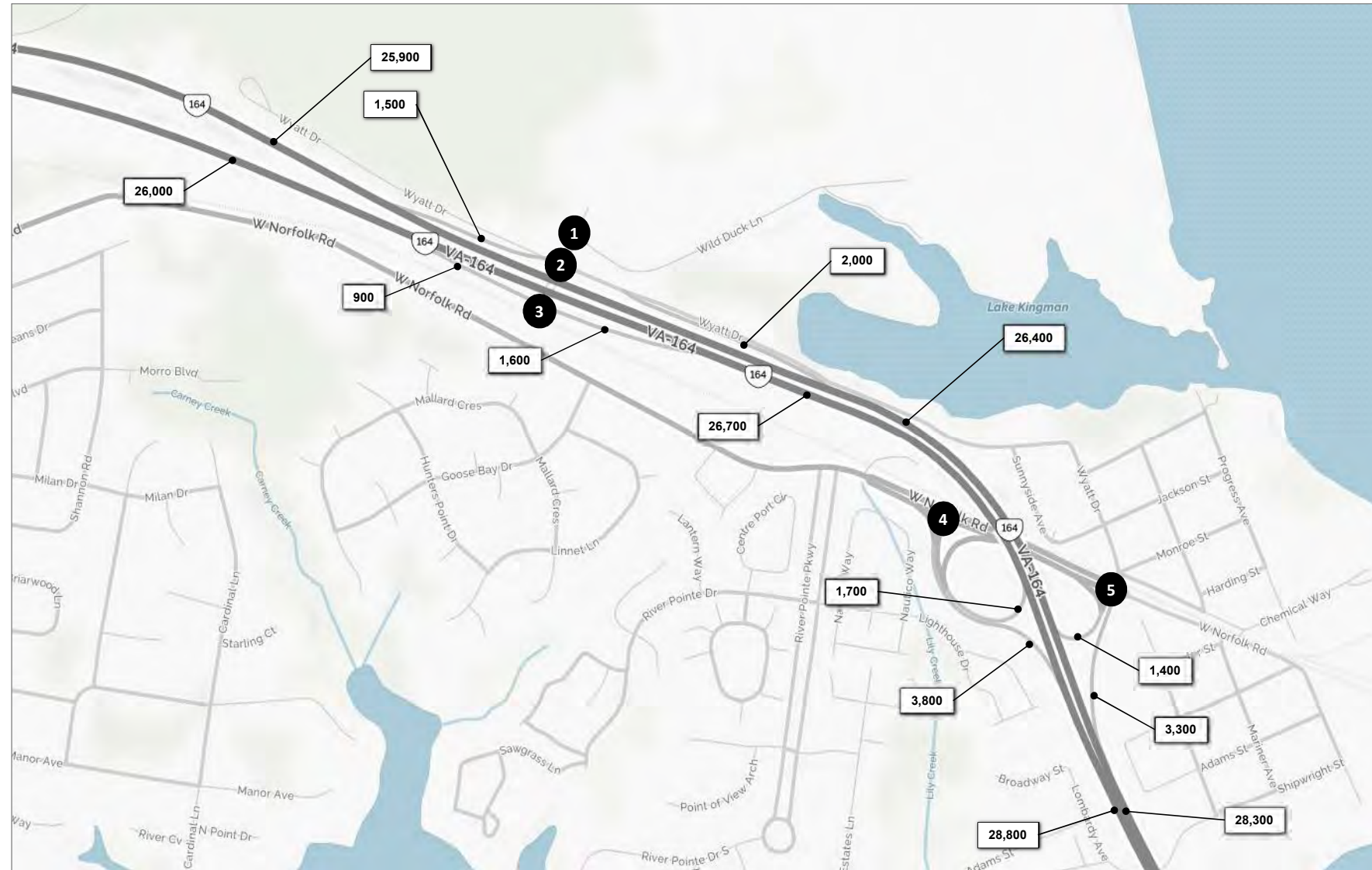


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure B.1-13



<b>1</b>					
100	2,500	100	R	100	
			T	100	
			L	300	
<hr/>			L	T	R
	100	L			
	100	T	100	2,500	300
	100	R			

<b>2</b>					
1,400	1,500	V/G Blvd	R	2,000	
			T	100	
			L	100	
<hr/>			L	T	R
				900	

<b>3</b>					
		1,800			
		L			VA 164 Ramp
<hr/>			L	T	R
	900	L			
		T			
		V/G Blvd			

<b>4</b>					
			T	2,800	
			L	1,100	
<hr/>			L	T	R
	1,400	T	1,000		700
	2,700	R			
		W Norfolk Rd			

<b>5</b>					
300	200	200	R	200	
			T	1,200	
			L	500	
<hr/>			L	T	R
	300	L			
	1,100	T	2,400	100	800
	700	R			
		W Norfolk Rd			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

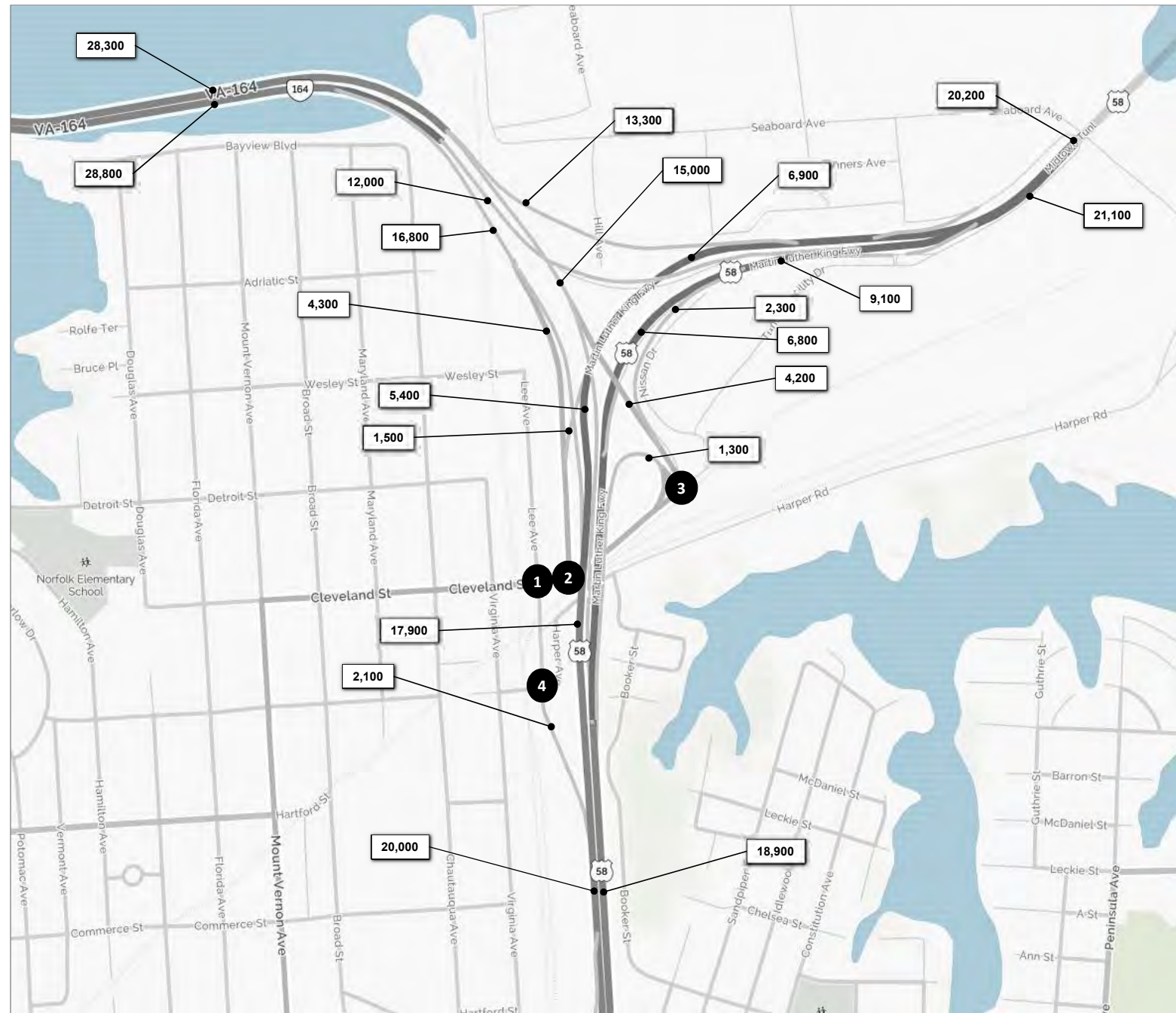


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure B.1-14



<b>1</b>					
300	800	800	R	1,000	
			T	2,400	
			L	2,300	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,900	T	100	100	800
	200	R			

<b>2</b>					
4,300		1,500	T	1,400	
R		L			
Cleveland St					
	4,300	T			

<b>3</b>					
900		400	R	1,200	
R		L	T	500	
Cleveland St					
	5,300	L			
	500	T			
		R			

<b>4</b>					
100	700	2,300	R	700	
R	T	L	T	600	
Woodrow St			L	1,200	
	300	L	1,664 Ramp		
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

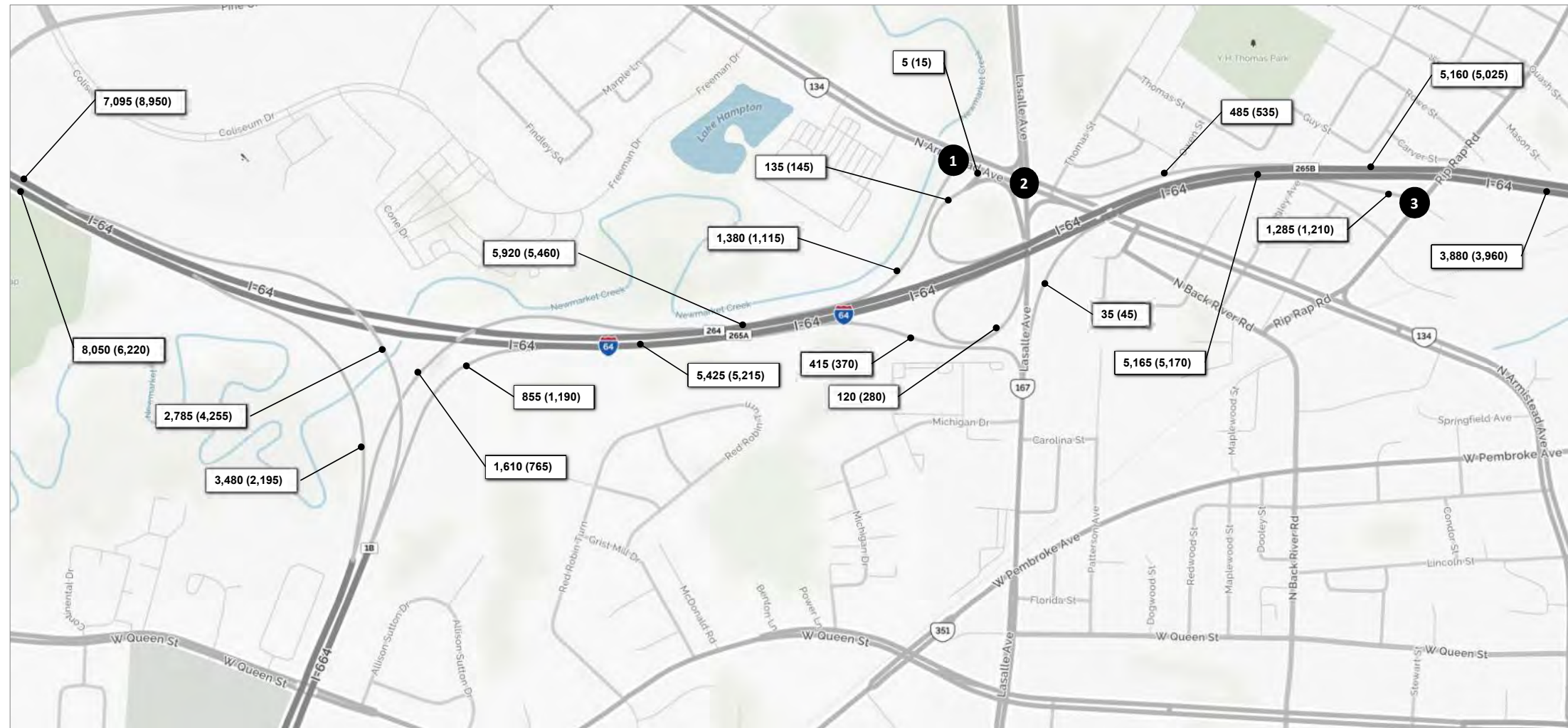


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure B.1-15



1					
R	T	L	R	T	L
			855 (1,235)		
			1,035 (875)		
Armistead Ave			L	T	R
		L			5 (15)
	860 (1,200)	T			
	345 (240)	R			

2					
R	T	L	R	T	L
435 (280)	160 (235)	20 (20)	220 (140)		
			910 (1,220)		
			45 (65)		
Armistead Ave			L	T	R
	45 (75)	L			5 (40)
	560 (655)	T	545 (610)	160 (160)	
	255 (470)	R			

3			
R	T	R	T
	265 (230)		
I-64 Ramp		L	T
	745 (840)		120 (245)
	540 (370)	R	
		Rip Rap Rd	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure B.2-1





<b>1</b>	35 (60)	335 (225)	270 (315)	T	490 (545)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	1,115 (1,455)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>				T	705 (610)	
				L	300 (200)	
Settlers Landing Rd						
	665 (1,330)		T			
	810 (840)		R			

<b>3</b>				R	575 (285)	
				T	790 (505)	
Settlers Landing Rd				L		R
	120 (600)		L	215 (305)		215 (380)
	545 (730)		T			

<b>4</b>	95 (20)	5 (10)	50 (85)	T	290 (50)	
	R	T	L	L	465 (330)	
S. Mallory St						
	80 (335)		T			
	145 (345)		R			

<b>5</b>	200 (40)	0 (0)	230 (305)	R	260 (220)	
	R	T	L	T	540 (310)	
S. Mallory St				L		R
	30 (205)		L	15 (30)		5 (5)
	95 (205)		T	60 (35)		
	5 (10)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure B.2-2



1	280 (80)	290 (545)	T	110 (110)
	R	L	L	245 (100)
4th View St				
	65 (625)	T		
	60 (70)	R		

2			R	535 (525)
			T	295 (170)
4th View St				
	40 (485)	L	L	R
	315 (685)	T	60 (40)	95 (90)

3	90 (70)	1,070 (740)	US 460	
	R	T	L	T
			435 (555)	180 (535)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

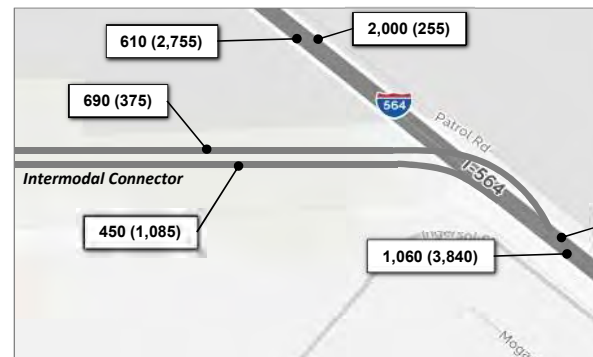
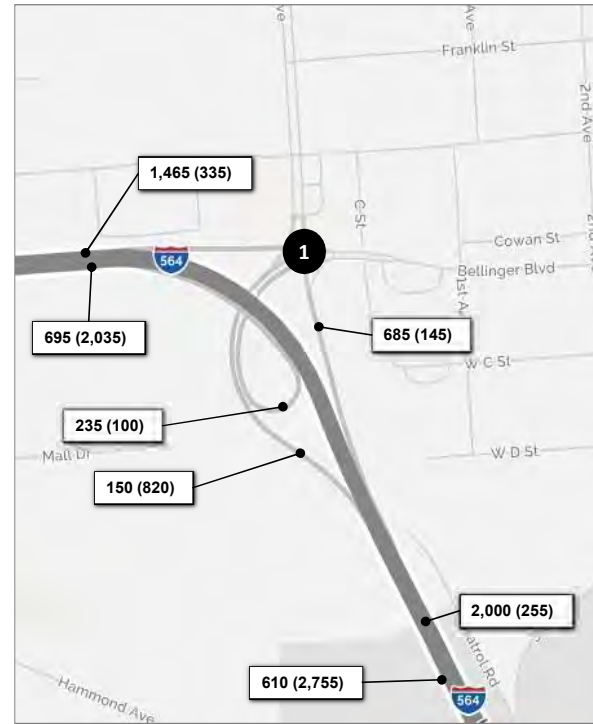


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure B.2-3



1		Bainbridge Ave		R	T	L
145 (215)	145 (815)					
R	T	U	L	T		
Bellinger Blvd						
0 (5)		U	L	5 (5)	5 (5)	675 (135)
		L				



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

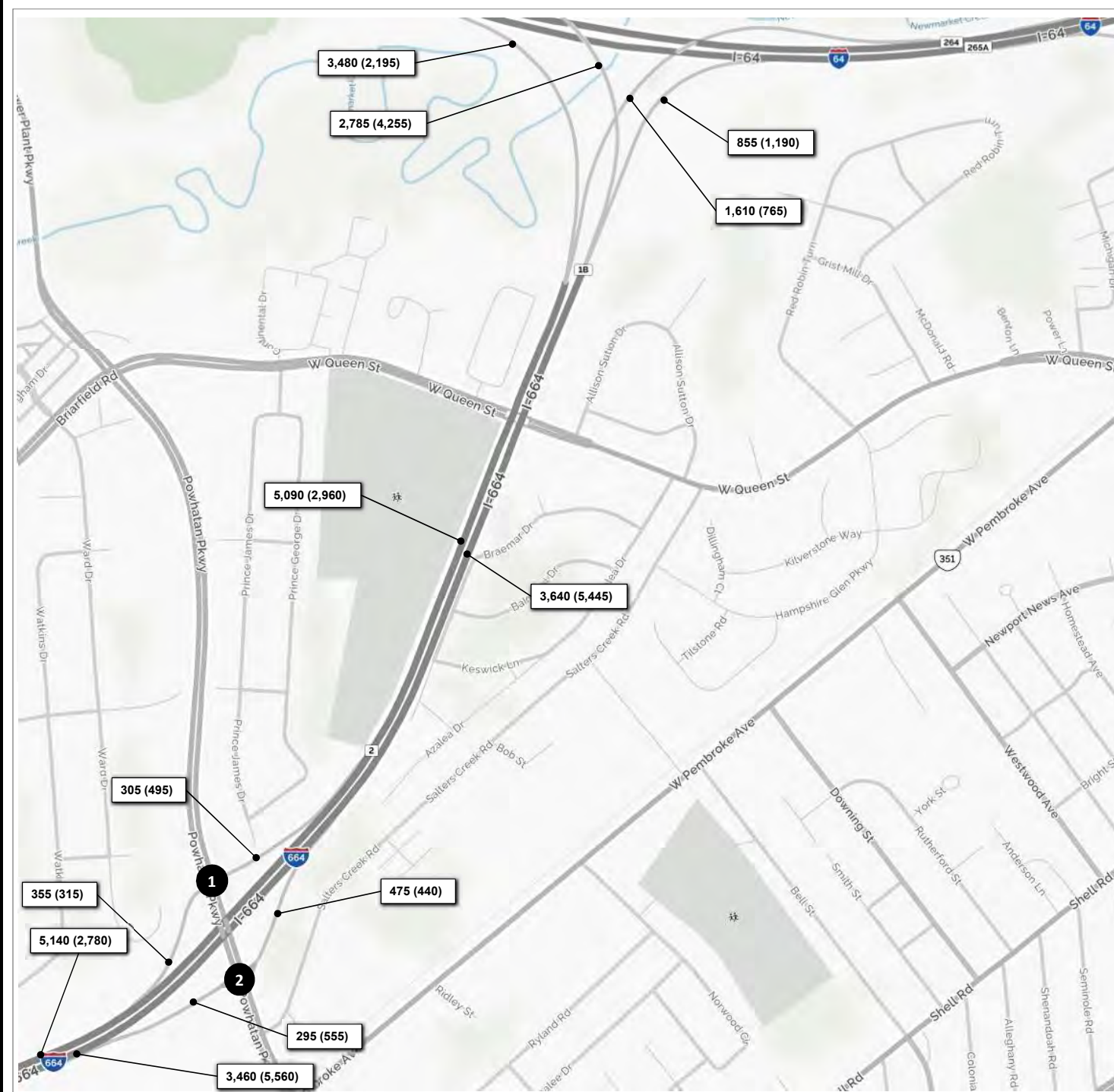


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure B.2-4



1	75 (95)	230 (400)	T 295 (580)		
	R	L	L 220 (175)		
	245 (435)	T	Powhatan Pkwy		
	135 (140)	R	I-664 Ramp		

2	I-664 Ramp		R 420 (395)	
	Powhatan Pkwy		T 450 (520)	
	55 (45)	L	L 65 (235)	R 230 (320)
	420 (790)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure B.2-5



1	615 (290)	160 (160)	T 595 (840)
	R	T	L 90 (95)
			Aberdeen Road
			I-664 Ramp
		T	
525 (1,085)		R	
270 (240)			

2			I-64 Ramp	R 160 (165)
				T 445 (630)
			Aberdeen Road	
			L	R
205 (440)			L	240 (305)
480 (805)			T	75 (105)

3	270 (115)	525 (185)	R 110 (225)		
	R	T	L		
			Chestnut Avenue		
			L	T	R
		L			
265 (365)		T			
40 (20)		R		20 (25)	

4			R 200 (475)		
			T 110 (225)		
			L		
			Chestnut Avenue		
			L	T	R
65 (115)		L			
745 (460)		T			
		R			

5	50 (65)	275 (205)	20 (55)	R 30 (50)	
	R	T	L	T 165 (295)	
			Chestnut Avenue	L 15 (35)	
			L	T	R
35 (85)		L			
245 (275)		T		95 (340)	
465 (100)		R		130 (310)	
				20 (35)	

6	5 (10)	25 (5)	10 (5)	R 10 (15)	
	R	T	L	T 115 (135)	
			Roanoke Avenue	L 15 (80)	
			L	T	R
10 (10)		L			
60 (50)		T			
80 (65)		R			

7			R 55 (140)		
			L		
			Roanoke Avenue		
			L	T	R
70 (55)		L			
		T		85 (90)	
		R		95 (35)	

8	20 (25)	705 (285)	30 (30)	R 10 (35)	
	R	T	L	T 25 (90)	
			Roanoke Avenue	L 30 (30)	
			L	T	R
15 (25)		L			
60 (50)		T		10 (25)	
90 (15)		R		220 (625)	
				20 (25)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

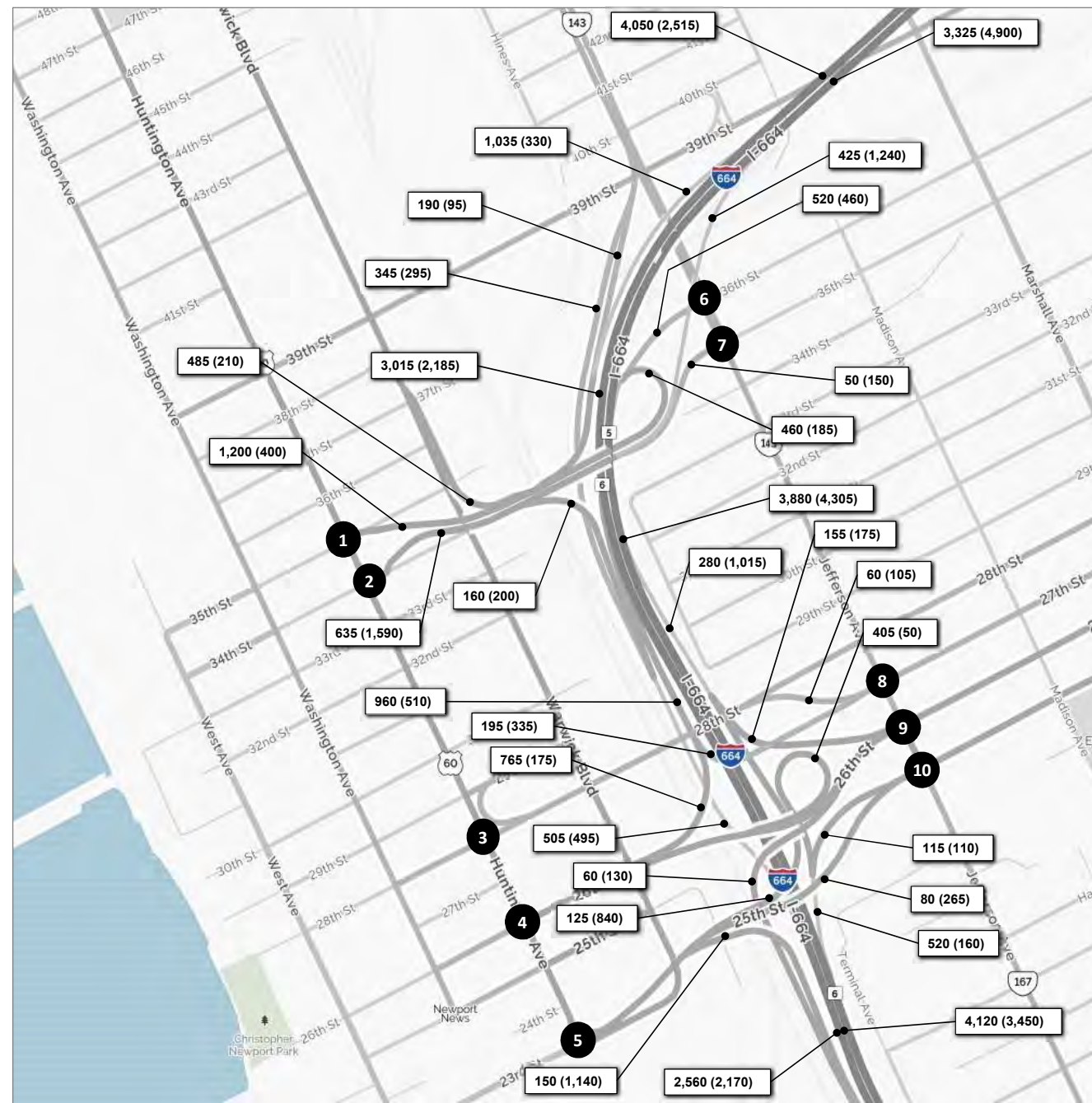


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure B.2-6



1	55 (20)	1,020 (1,410)							
	R	T				T	395 (110)	L	805 (290)
35th Street									
Huntington Ave									

6		325 (480)	25 (45)					R	45 (40)
		T	L					L	15 (10)
36th Street									
Jefferson Ave									
		305 (410)	L					T	230 (505)
		205 (40)	T					R	5 (20)
		10 (10)	R						

2		1,245 (500)	580 (1,200)						
		T	L						
34th Street									
Huntington Ave									
		255 (790)	T						
		40 (25)	R						

7		330 (485)	20 (15)						
		T	L						
35th Street									
Jefferson Ave									
		20 (70)	L					T	215 (455)
		10 (45)	T					R	10 (15)
		20 (35)	R						

3	55 (10)	815 (965)	35 (55)					R	55 (20)
	R	T	L					T	35 (30)
28th Street									
Huntington Ave									
		25 (50)	T						
		20 (35)	R						

8		270 (490)	45 (90)						
		T	L						
27th Street									
Jefferson Ave									
		115 (135)	L					T	155 (295)
		65 (150)	T					R	0 (0)
		75 (155)	R						

4	100 (65)	620 (1,370)						T	730 (275)
	R	T						L	580 (95)
26th Street									
Huntington Ave									

9	95 (125)	250 (520)						R	35 (50)
	R	T						T	170 (170)
26th Street									
Jefferson Ave									
			L					L	90 (155)
			T					T	120 (245)
			R						

5	350 (30)	5 (10)	235 (1,410)						
	R	T	L						
23rd Street									
Huntington Ave									
		120 (835)	T						
		15 (75)	R						

10		190 (425)	70 (130)						
		T	L						
25th Street									
Jefferson Ave									
		25 (65)	L					T	185 (335)
		130 (180)	T					R	15 (25)
		40 (130)	R						

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

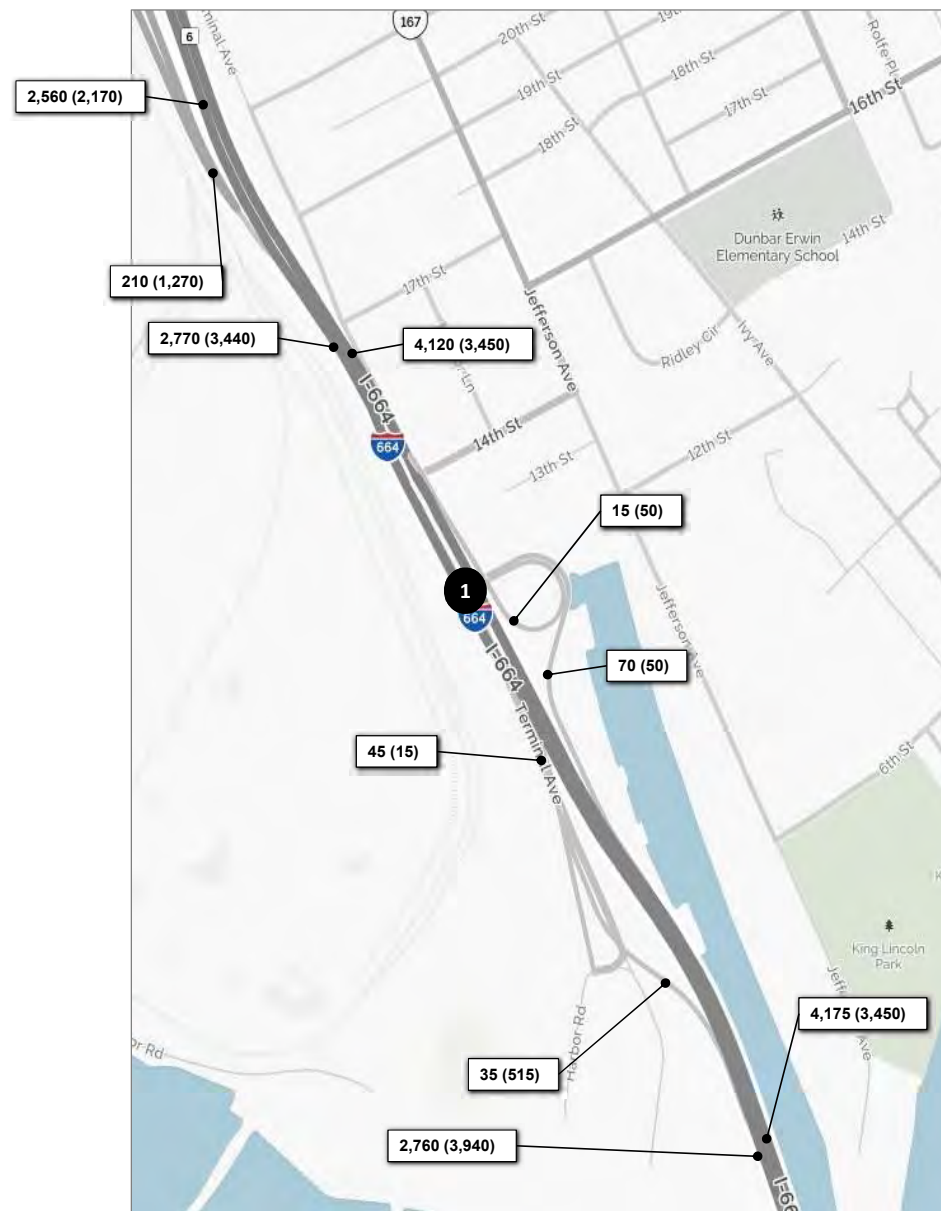


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure B.2-7



1	115 (615)	10 (40)	R 40 (40)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure B.2-8



<b>1</b>				R	25 (15)
				T	420 (1,025)
				L	35 (50)
<b>US 17</b>					
			L	T	R
90 (85)			L	35 (35)	105 (90)
1,600 (1,455)			T	55 (20)	
50 (130)			R		

<b>2</b>				T	480 (1,090)
				L	440 (465)
	<b>US 17</b>				
825 (815)			T		
880 (730)			R		

<b>3</b>	915 (1,720)			R	425 (515)
				L	90 (140)
				T	VA 164 Ramp
<b>VA 164</b>					
			T	700 (1,060)	

<b>4</b>	745 (1,380)				
	260 (480)			VA 164 Ramp	
				T	R
			L	700 (1,060)	95 (80)
<b>College Dr</b>					
			T		

<b>5</b>	425 (700)			R	330 (620)
	5 (5)			T	490 (845)
				L	10 (15)
<b>US 17</b>					
			L	T	R
460 (510)			L	5 (10)	5 (15)
765 (775)			T	5 (10)	
10 (15)			R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



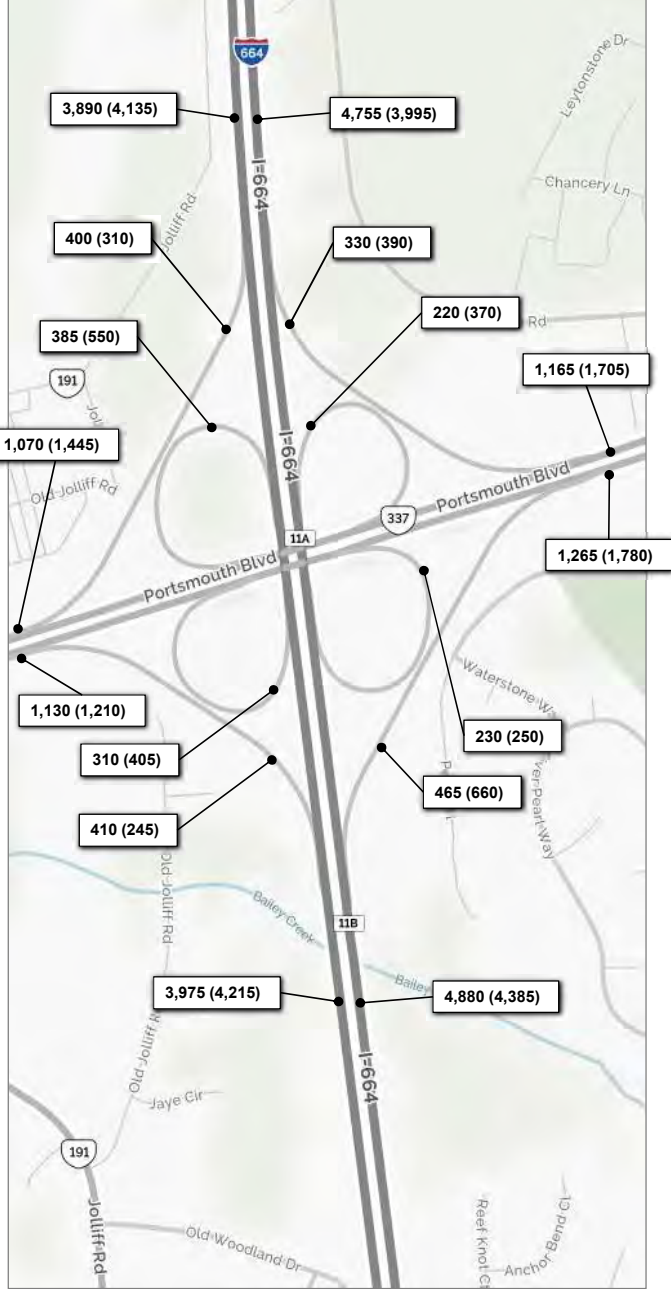
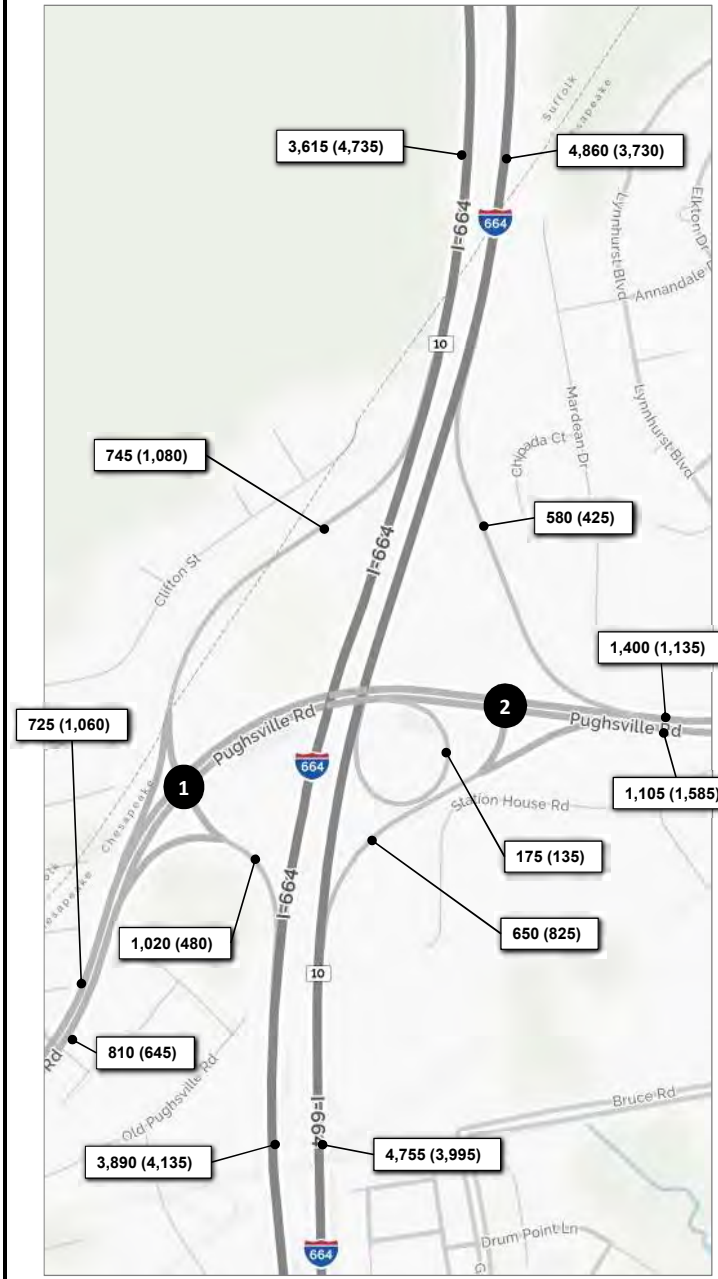
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure B.2-9





1	395 (410)	350 (670)	T 330 (650)	
	R	L	L 610 (335)	
Pughsville Road				
	400 (500)	T		
	410 (145)	R		

2			R 580 (425)	
			T 820 (710)	
Pughsville Road				
	575 (1,035)	T	L 120 (275)	R 530 (550)
	175 (135)	R		

3	200 (240)	70 (165)	T 390 (315)	
	R	L	L 275 (115)	
Dock Landing Road				
	480 (345)	T		
	245 (80)	R		

4			R 275 (105)	
			T 540 (305)	
Dock Landing Road				
	315 (145)	L	L 125 (125)	R 145 (290)
	235 (365)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

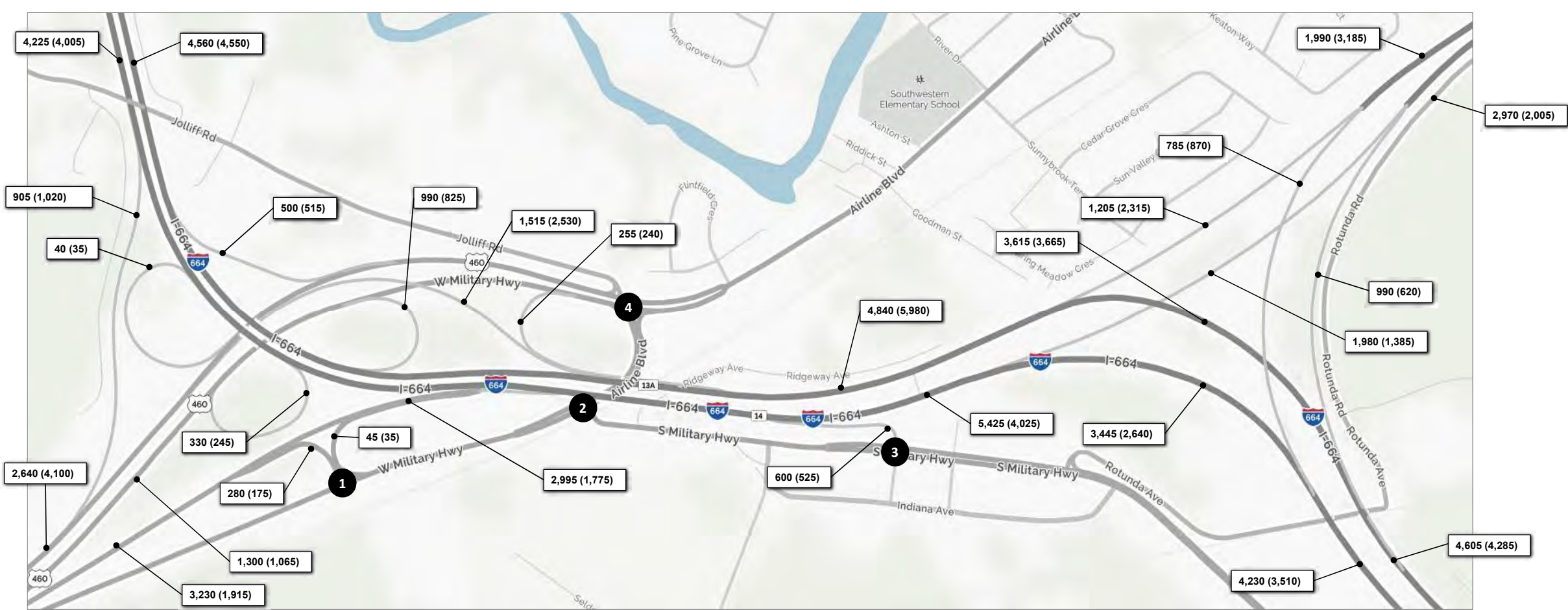


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure B.2-10



<b>1</b>			
	5 (5)	275 (170)	R 40 (30) T 265 (250)
R	L		
W. Military Hwy			
	5 (5)	L	
	55 (350)	T	

<b>2</b>			
			T 275 (200) L 500 (360)
		L	R
W. Military Hwy			
	300 (505)	T	225 (570)
	30 (15)	R	30 (80)

<b>3</b>			
	10 (15)	590 (510)	T 245 (635)
R	L		
S. Military Hwy			
	530 (375)	T	

<b>4</b>					
	80 (40)	380 (160)	130 (50)	R 115 (80) T 365 (330) L 135 (100)	
R	T	L			
				L	R
	330 (175)	L		315 (730)	120 (235)
	305 (250)	T			90 (110)
	260 (300)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
I-664 Corridor**



<b>1</b>				<b>R5 (15)</b>		
				<b>T</b>	<b>420 (1,025)</b>	
				<b>L</b>	<b>35 (50)</b>	
<b>US 17</b>						
			<b>L</b>	<b>T</b>	<b>R</b>	
90 (85)			<b>L</b>			<b>105 (90)</b>
1,600 (1,455)			<b>T</b>	<b>35 (35)</b>	<b>55 (20)</b>	
50 (130)			<b>R</b>			

<b>2</b>				<b>T 480 (1,090)</b>		
				<b>L 440 (465)</b>		
	<b>US 17</b>					
825 (815)			<b>T</b>			
880 (730)			<b>R</b>			

<b>3</b>	<b>915 (1,720)</b>			<b>R 425 (515)</b>		
				<b>L 90 (140)</b>		
	<b>T</b>			<b>VA 164 Ramp</b>		
			<b>T</b>			
			<b>700 (1,060)</b>			

<b>4</b>	<b>745 (1,380)</b>					
	<b>T</b>			<b>VA 164 Ramp</b>		
				<b>L 260 (480)</b>		
			<b>T</b>			
			<b>700 (1,060)</b>			
			<b>R</b>			
			<b>95 (80)</b>			

<b>5</b>	<b>425 (700)</b>			<b>R 330 (620)</b>		
				<b>T 490 (845)</b>		
				<b>L 10 (15)</b>		
<b>R</b>			<b>L</b>			
<b>T</b>			<b>T</b>			
460 (510)			<b>L</b>			<b>5 (15)</b>
765 (775)			<b>T</b>	<b>5 (10)</b>	<b>5 (10)</b>	
10 (15)			<b>R</b>			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure B.2-12



<b>1</b>	510 (240)	835 (600)	R	100 (370)
	R	T	L	140 (295)
			L	175 (205)
			T	320 (1,080)
			Towne Point Road	

<b>2</b>	530 (710)	445 (185)	L	190 (195)
	T	L	T	355 (930)
			L	140 (355)
			R	195 (385)
			Towne Point Road	

<b>3</b>	295 (190)	645 (435)	30 (15)	R	5 (15)
	R	T	L	T	10 (160)
			L	25 (90)	
			L	65 (185)	
			T	80 (10)	
			R	150 (145)	
			L	320 (290)	
			T	615 (530)	
			Cedar Lane		
			R	365 (40)	

<b>4</b>	530 (485)			
	T			
			L	825 (750)
			R	445 (460)
			Cedar Lane	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure B.2-13



1	5 (5)	205 (195)	5 (0)	R	5 (5)		
				T	5 (0)		
				L	5 (15)		
						L	T
		5 (5)	L				
		5 (5)	T			5 (5)	300 (90)
		5 (5)	R				30 (15)

2	75 (90)	140 (125)	V/G Blvd	R	190 (70)		
				T	5 (5)		
				L	5 (5)		
							Wyatt Dr
						L	R
						0 (0)	145 (40)

3		145 (130)					
			L				VA 164 Ramp
							V/G Blvd
		145 (40)	L				
		0 (0)	T				

4					T	95 (285)	
					L	65 (100)	
							R
						L	R
		165 (85)	T			35 (95)	65 (35)
		485 (100)	R				

5	30 (15)	15 (15)	10 (10)	R	10 (10)		
				T	50 (90)		
				L	20 (50)		
						L	T
							R
						80 (280)	5 (10)
							80 (40)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure B.2-14



<b>1</b>			R	120 (60)
5 (20)	30 (95)	65 (65)	T	140 (200)
R	T	L	L	170 (95)
Cleveland St			L	T
	25 (15)	L		
	255 (285)	T	5 (5)	5 (5)
	10 (10)	R		55 (90)

<b>2</b>			T	95 (85)
335 (270)		275 (10)	L	
R		L		
Cleveland St				
	375 (440)	T		

<b>3</b>			R	65 (110)
50 (30)		35 (5)	T	45 (55)
R		L	L	
Cleveland St				
	590 (430)	L		
	60 (20)	T		
		R		

<b>4</b>			R	40 (70)
5 (5)	50 (40)	155 (95)	T	25 (35)
R	T	L	L	45 (100)
Woodrow St				
	25 (30)	L	1,664 Ramp	
	100 (50)	T		
	10 (15)	R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

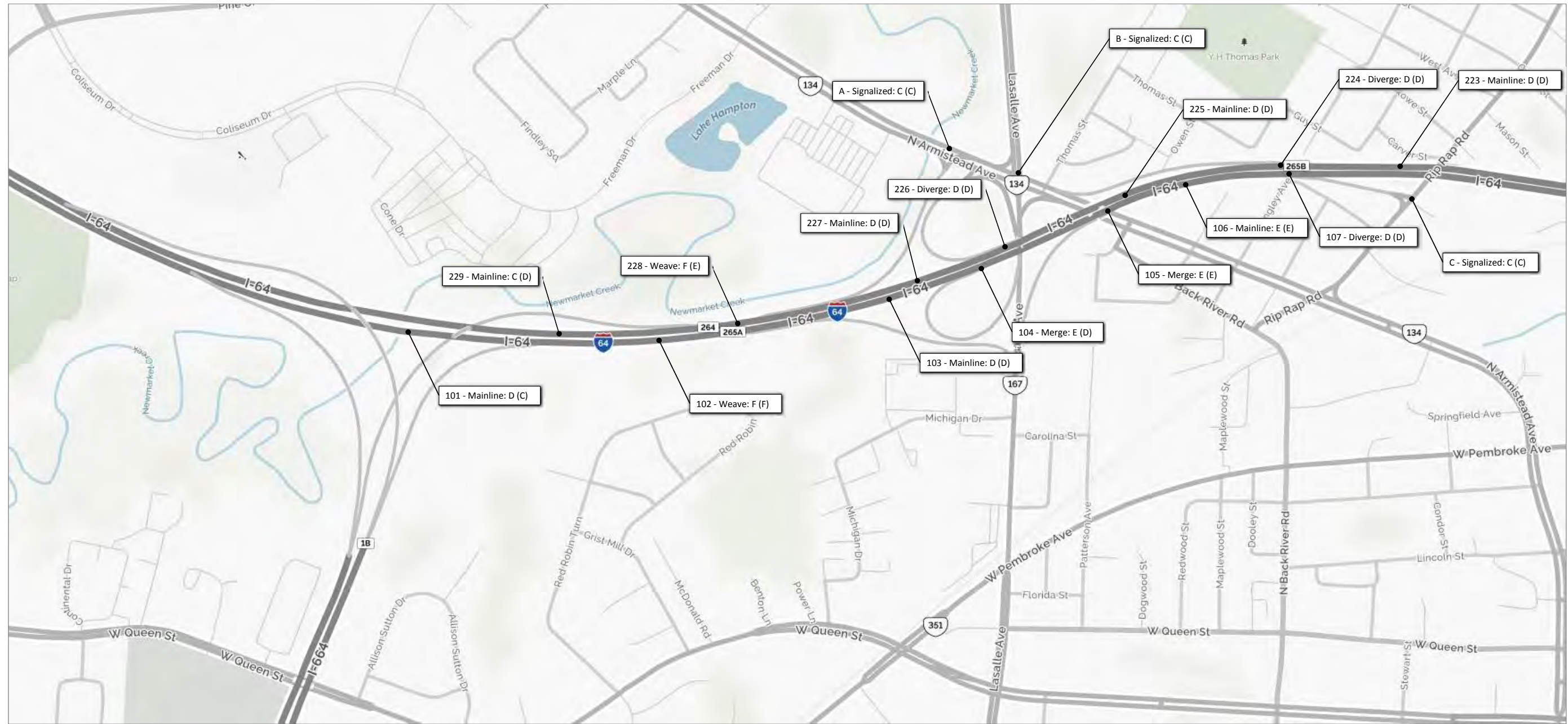


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure B.2-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure B.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure B.3-2





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure B.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

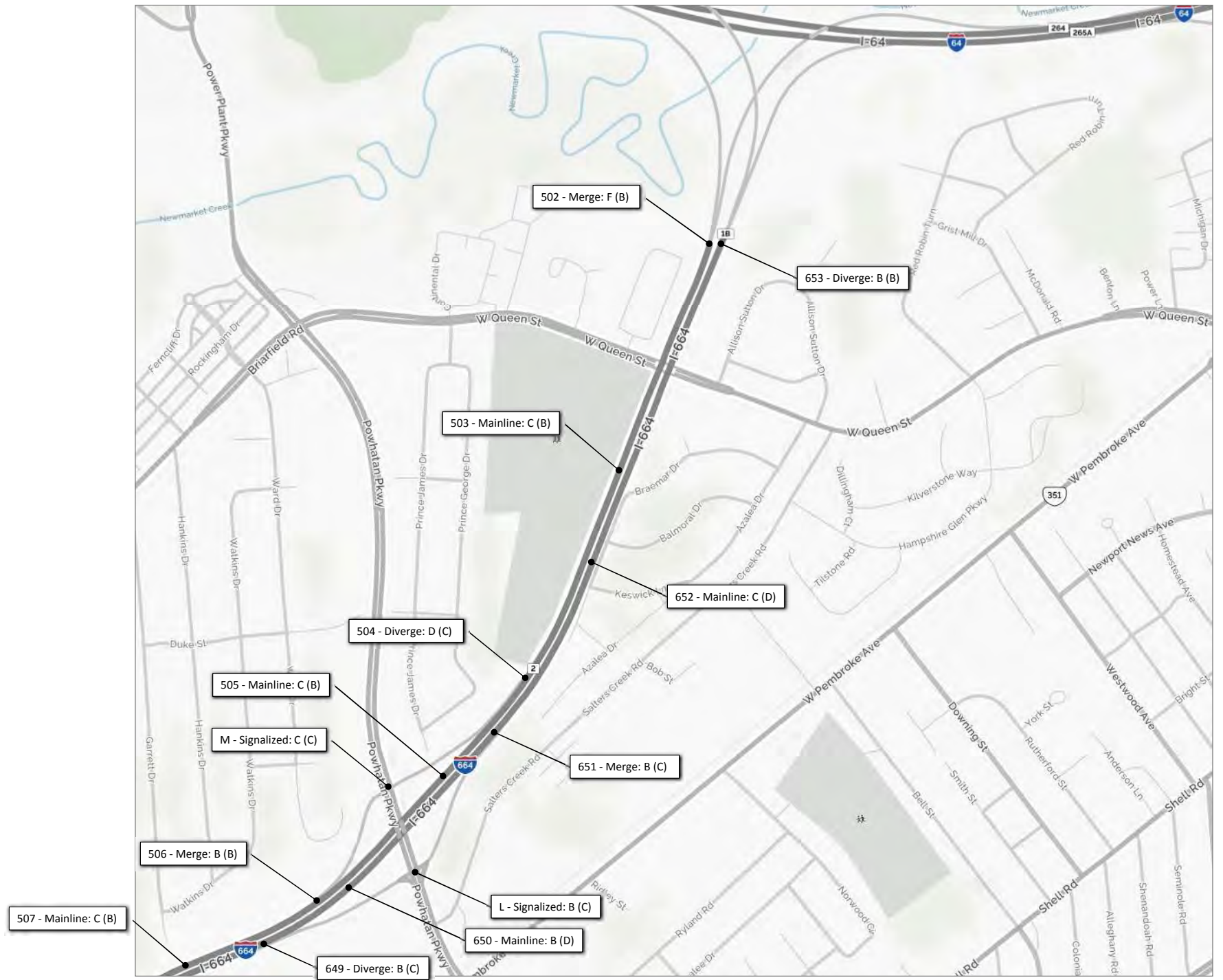


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure B.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

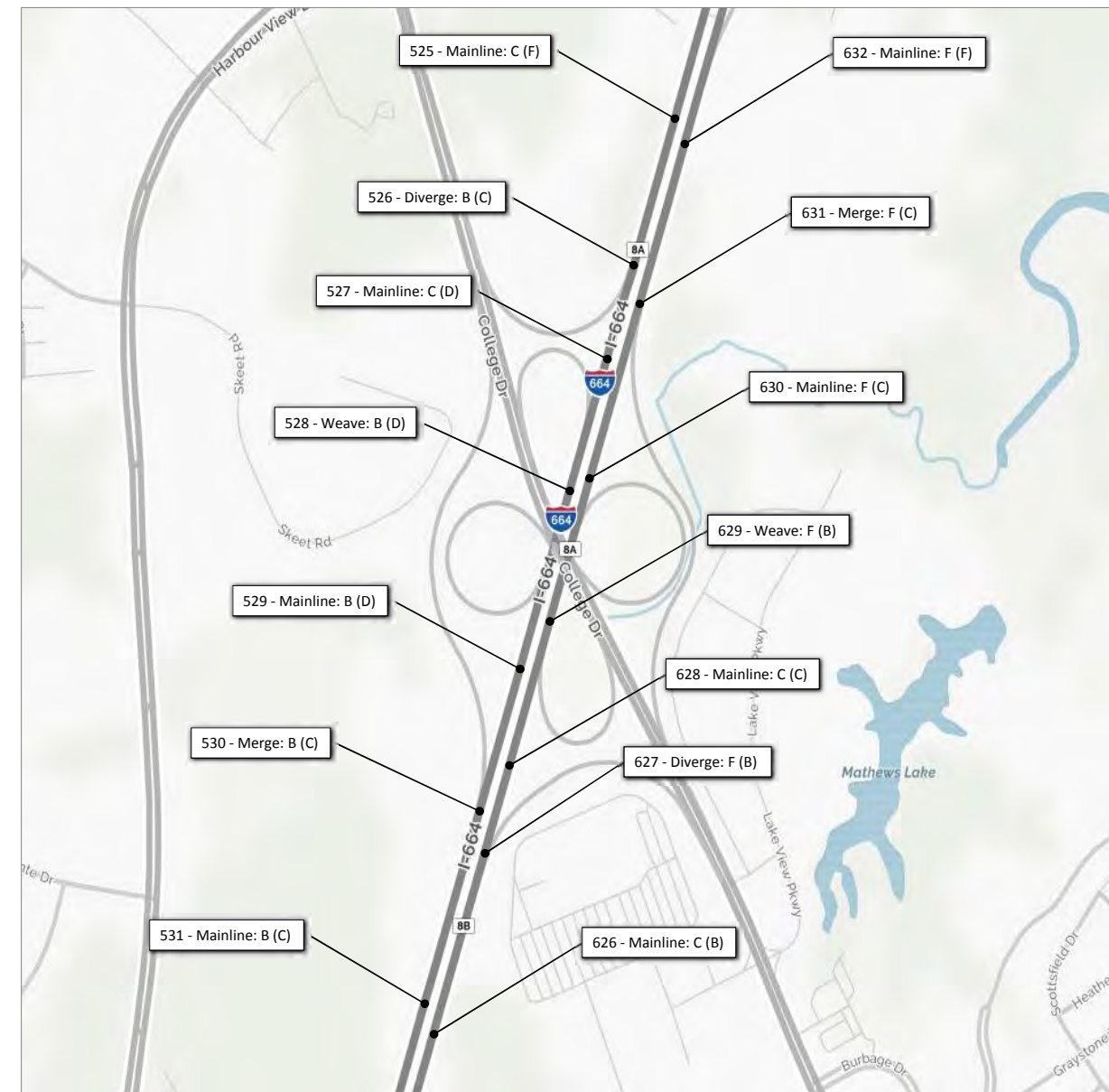
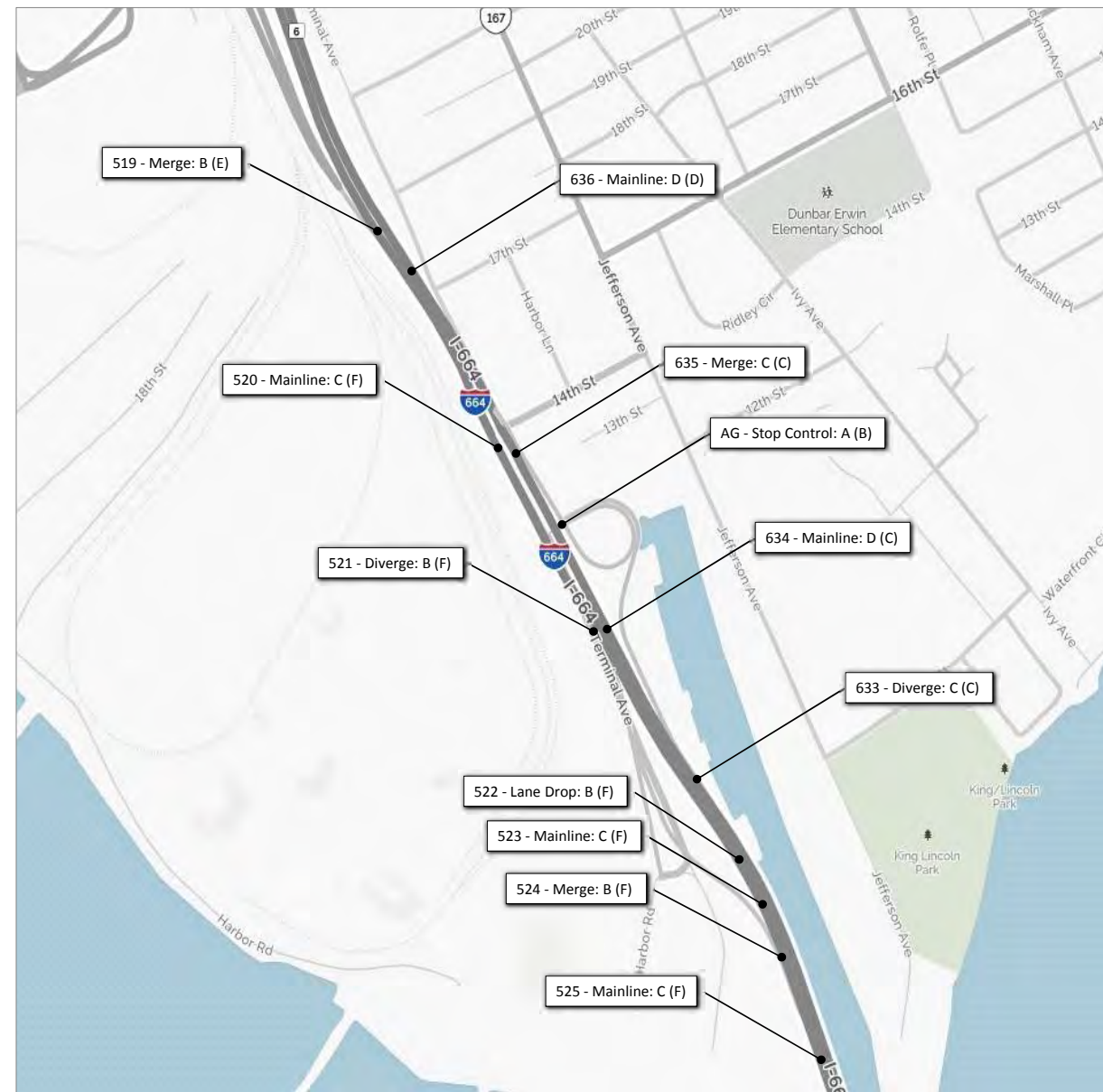


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

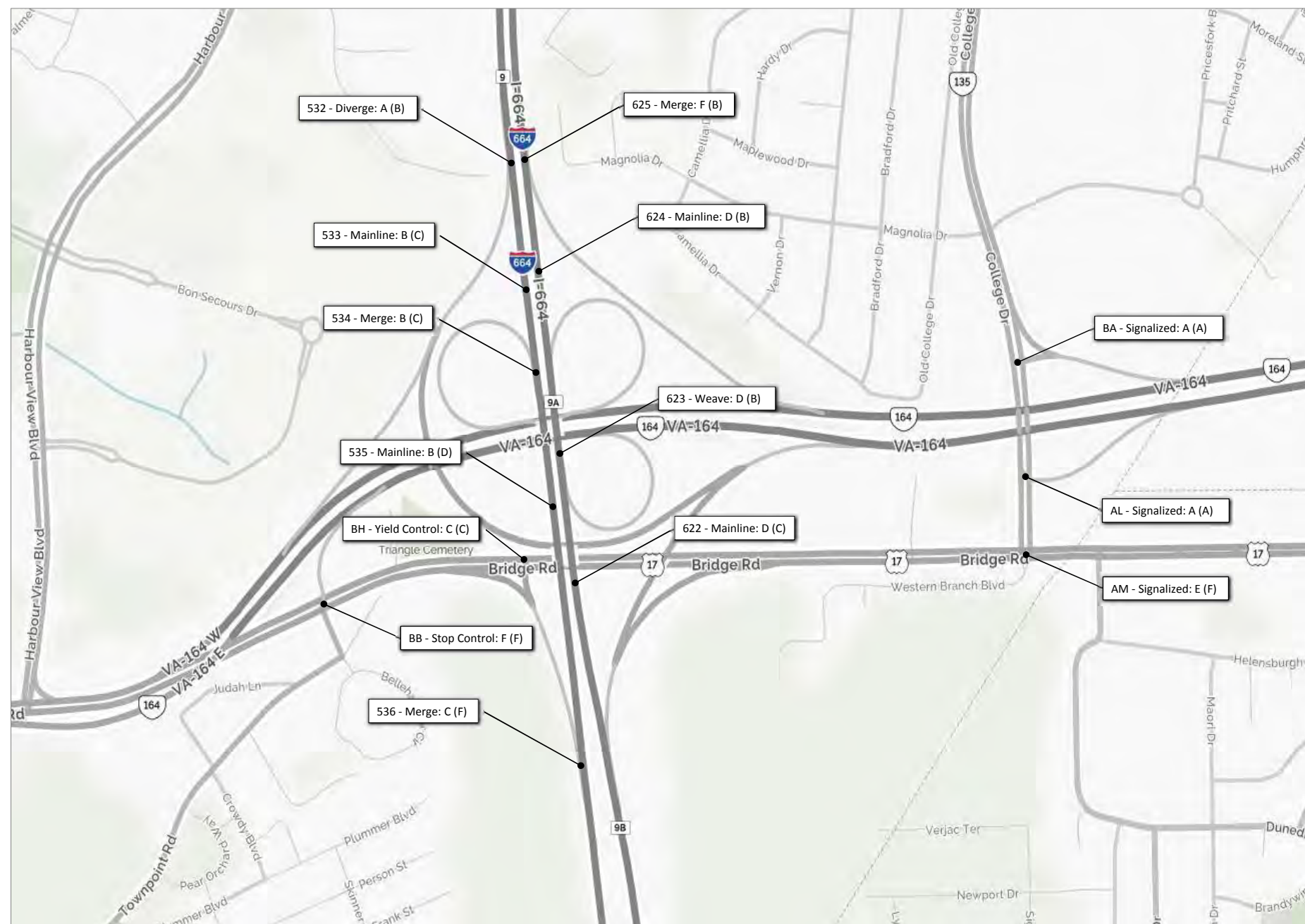


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

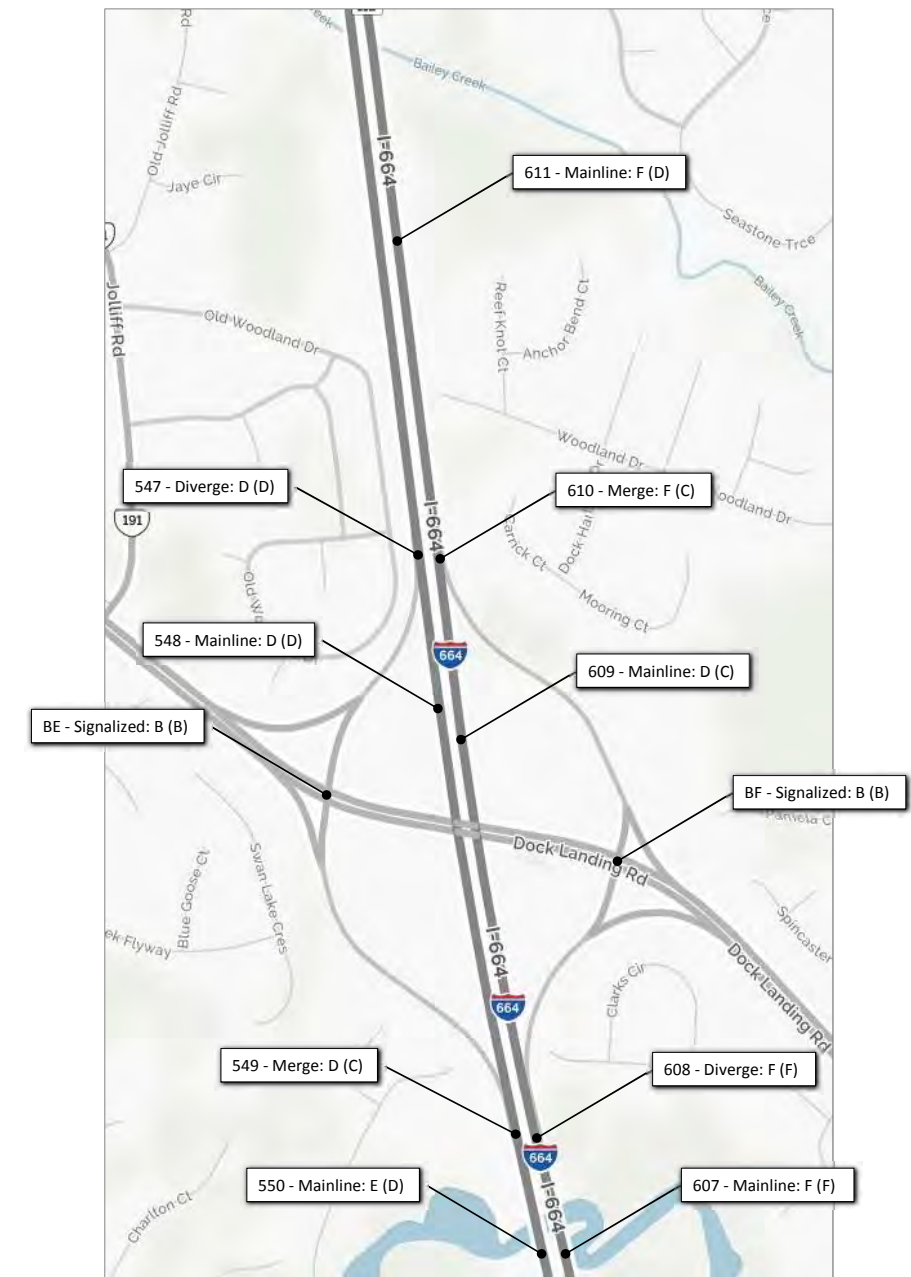
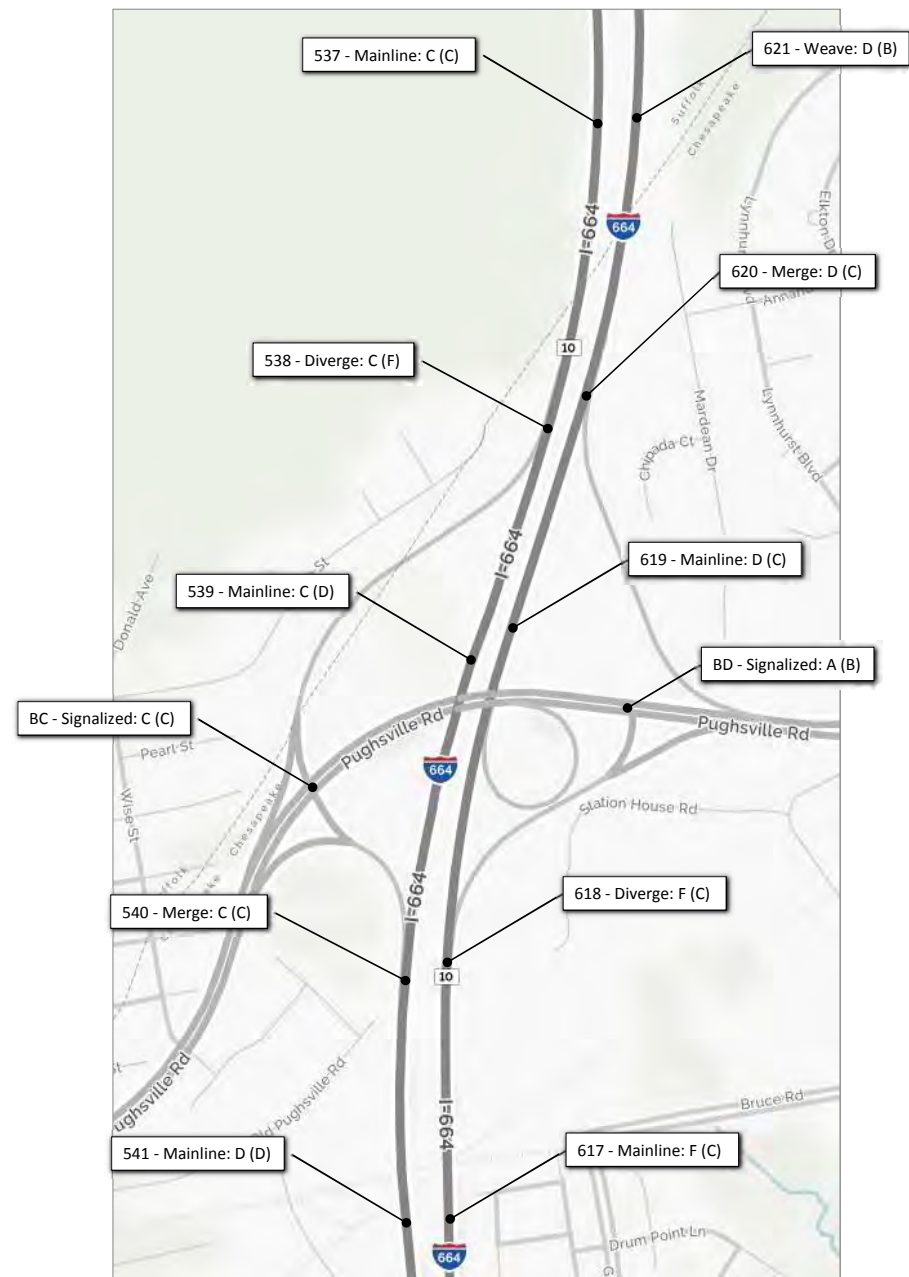


**HRCs SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-10





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

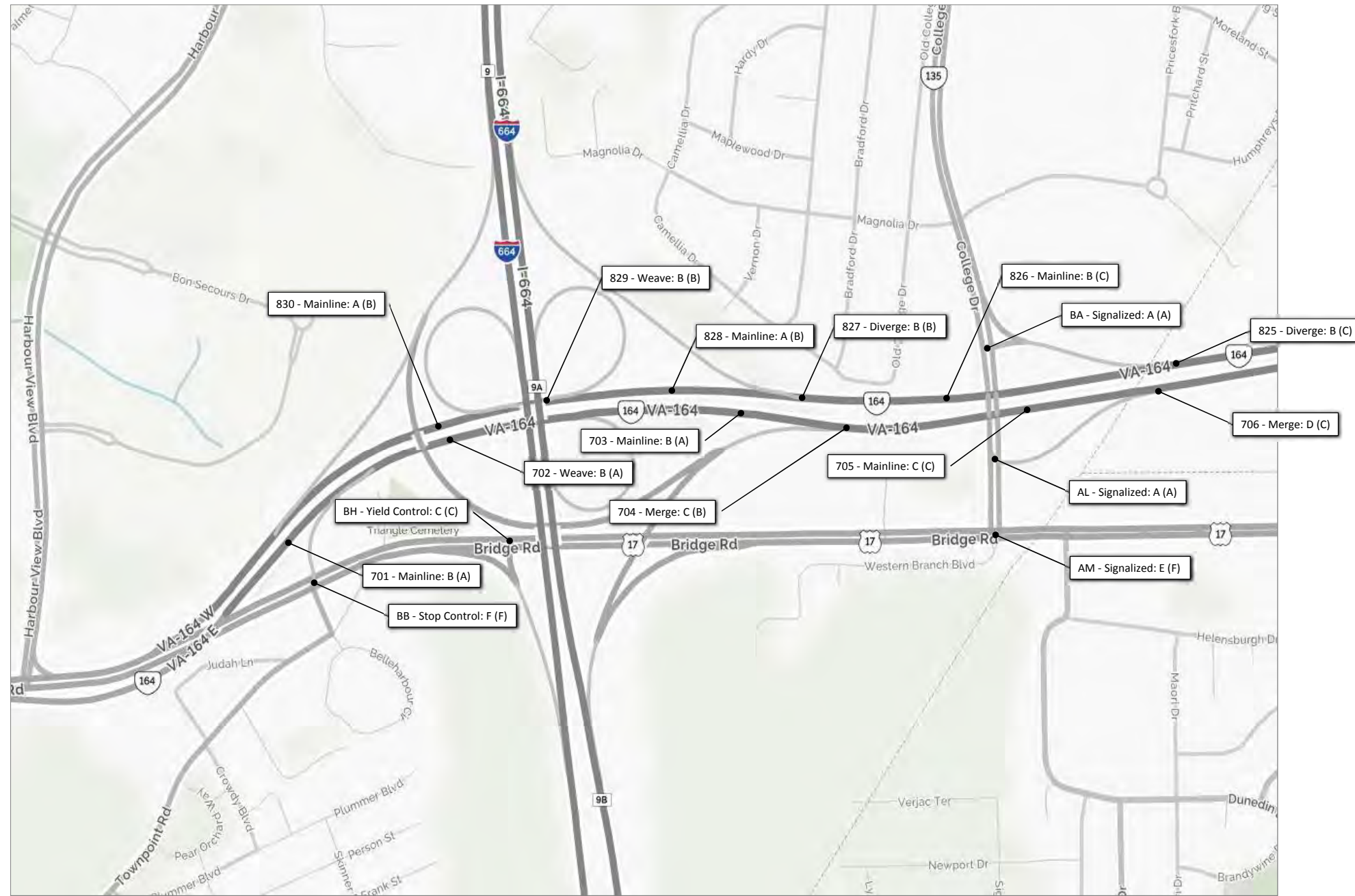


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure B.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure B.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

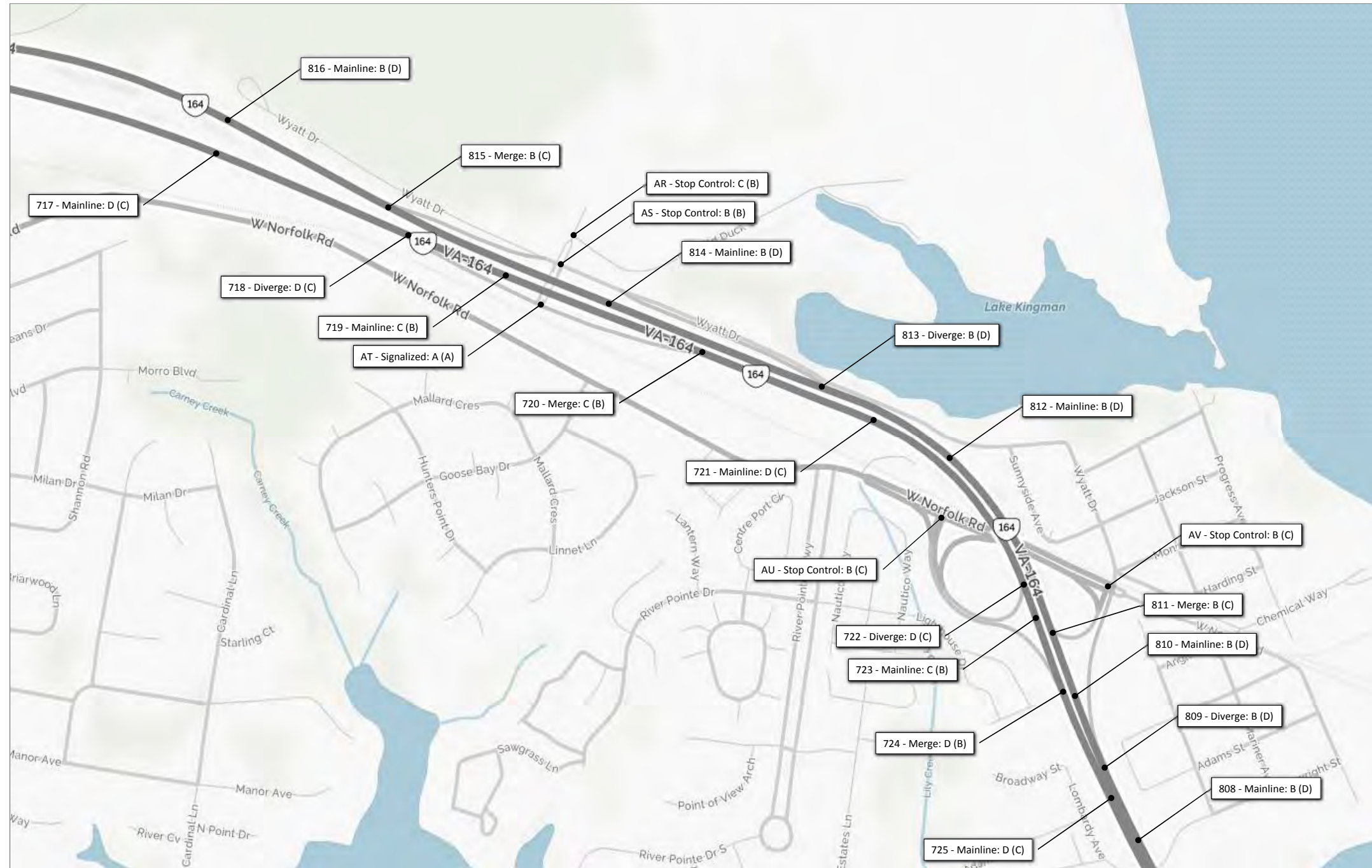


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure B.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure B.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



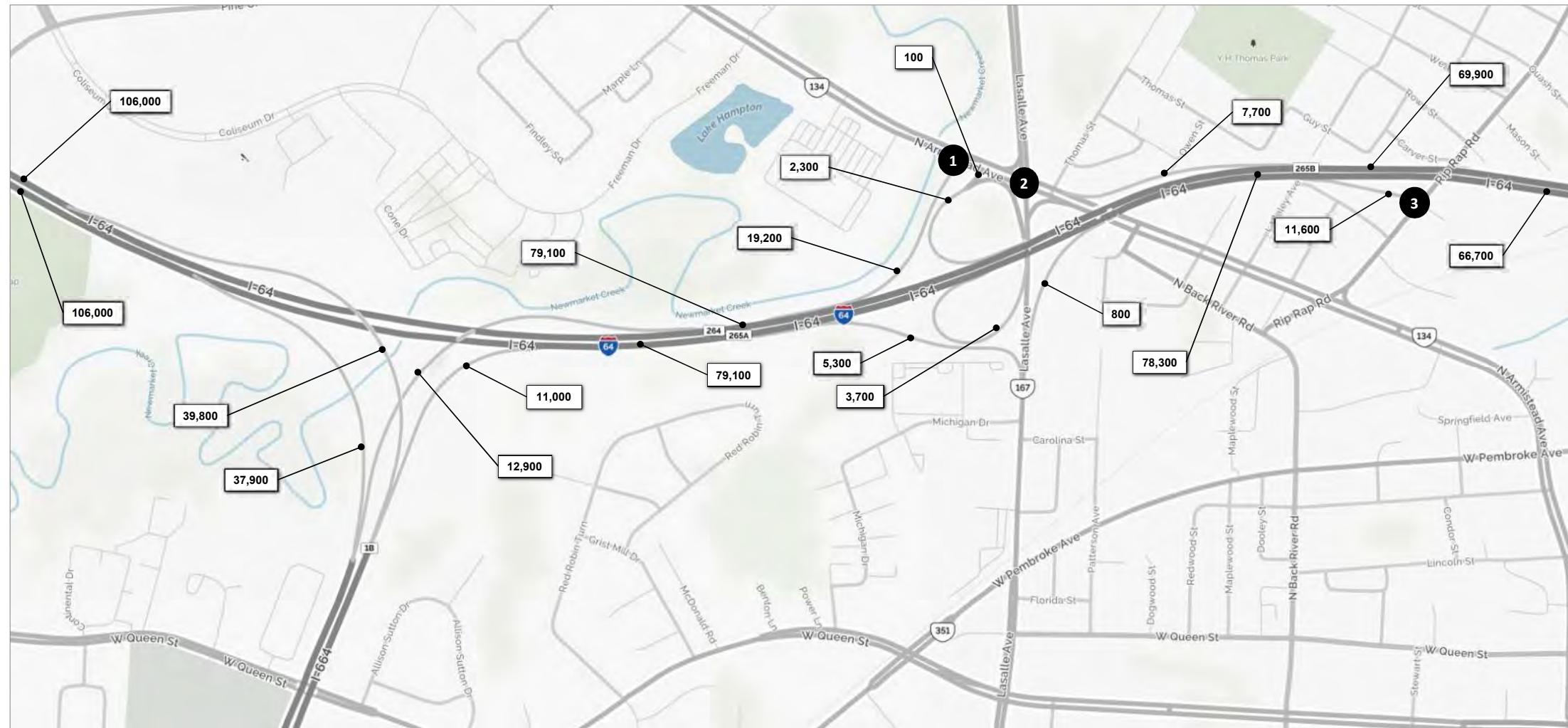
**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure B.3-15

**APPENDIX C:  
2040 ALTERNATIVE B  
TRAFFIC VOLUMES AND ANALYSIS**



1						
	R	T	L	R	T	L
				12,800		
				15,100		
Armistead Ave						
			L			
			16,000	T		
			4,100	R		100

2						
	R	T	L	R	T	L
	2,300					
	14,500					
	800					
Armistead Ave						
			L	T	R	
			1,000			
			9,100	T		
			6,000	R		200

3						
	R	T	L	R	T	L
	2,300					
	14,500					
	800					
I-64 Ramp						
			L	T	R	
			7,900			
			3,700	R		2,300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

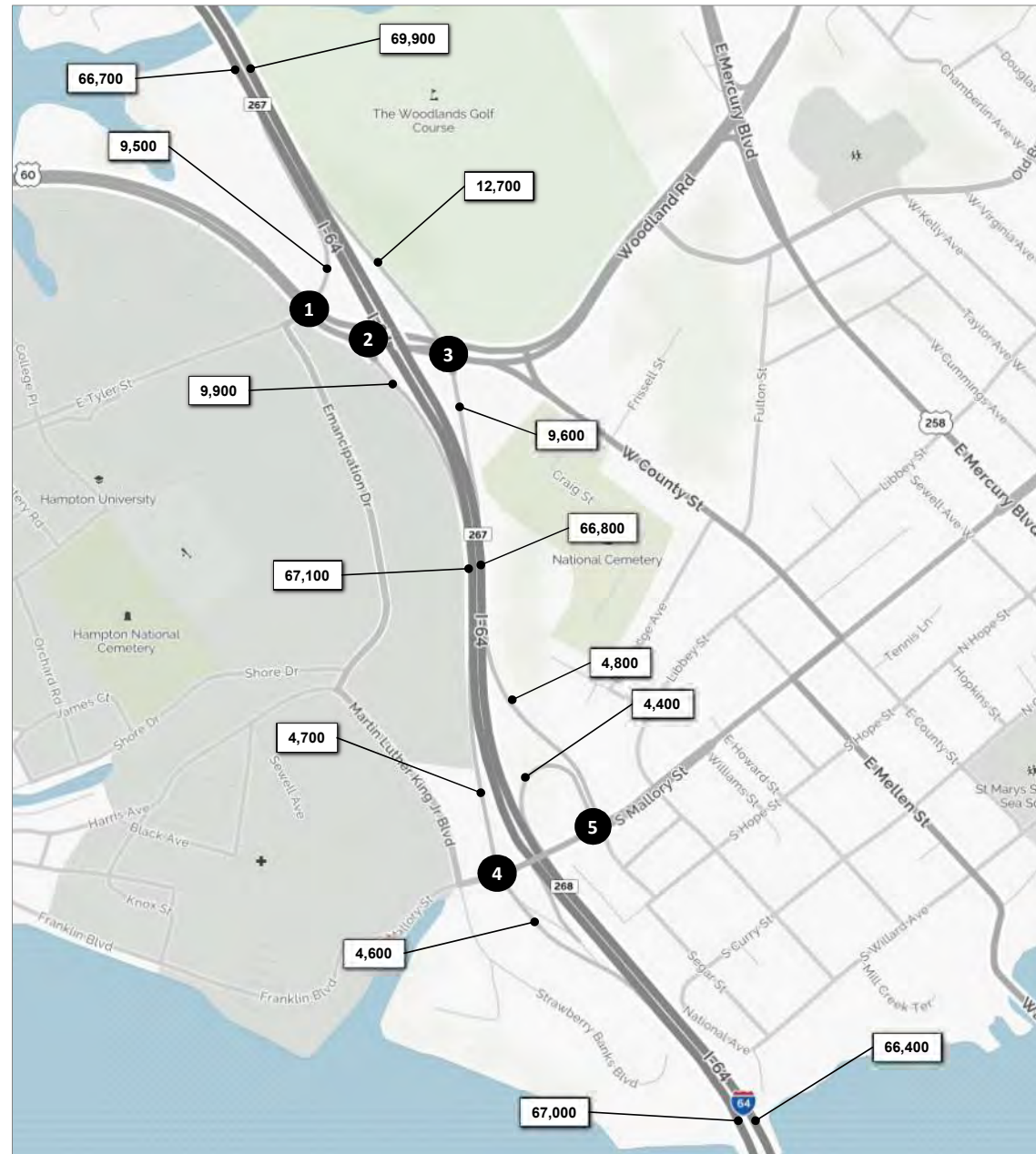


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure C.1-1



<b>1</b>						
	1,900	3,400	4,200		T 5,300	
					L 1,500	
	Settlers Land ing Rd				L	R
		10,800	T		900	3,200
		2,000	R			

<b>2</b>						
					T 5,800	
					L 4,900	
	Settlers Land ing Rd					
		13,200	T			
		5,000	R			

<b>3</b>						
					R 7,000	
					T 7,500	
	Settlers Land ing Rd				L	R
		5,700	L		4,200	5,400
		7,500	T			

<b>4</b>						
	2,100	100	2,500		T 1,700	
					L 3,000	
	S. Mallery St					
		2,100	T			
		1,500	R			

<b>5</b>						
	1,100	100	3,200		R 3,100	
					T 3,300	
					L 100	
	S. Mallery St				L	T
		1,200	L		300	500
		3,300	T			100
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure C.1-2





1	2,600	6,000	T 1,400	
	R	L	L 2,300	
4th View St				
	3,100	T		
	900	R		

2			R 6,400	
			T 3,000	
4th View St				
	2,300	L	L	R
	6,800	T	700	2,600

3	1,100	10,500	US 460	
	R	T	L	T
			6,300	5,200

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

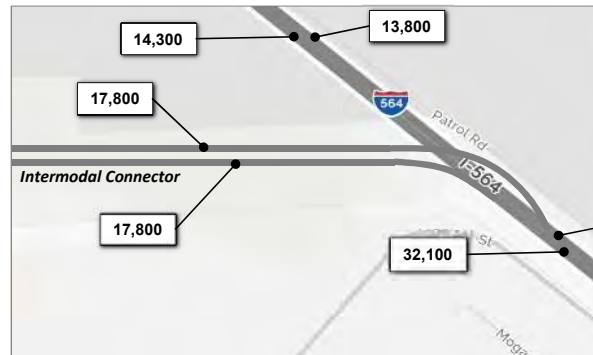


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

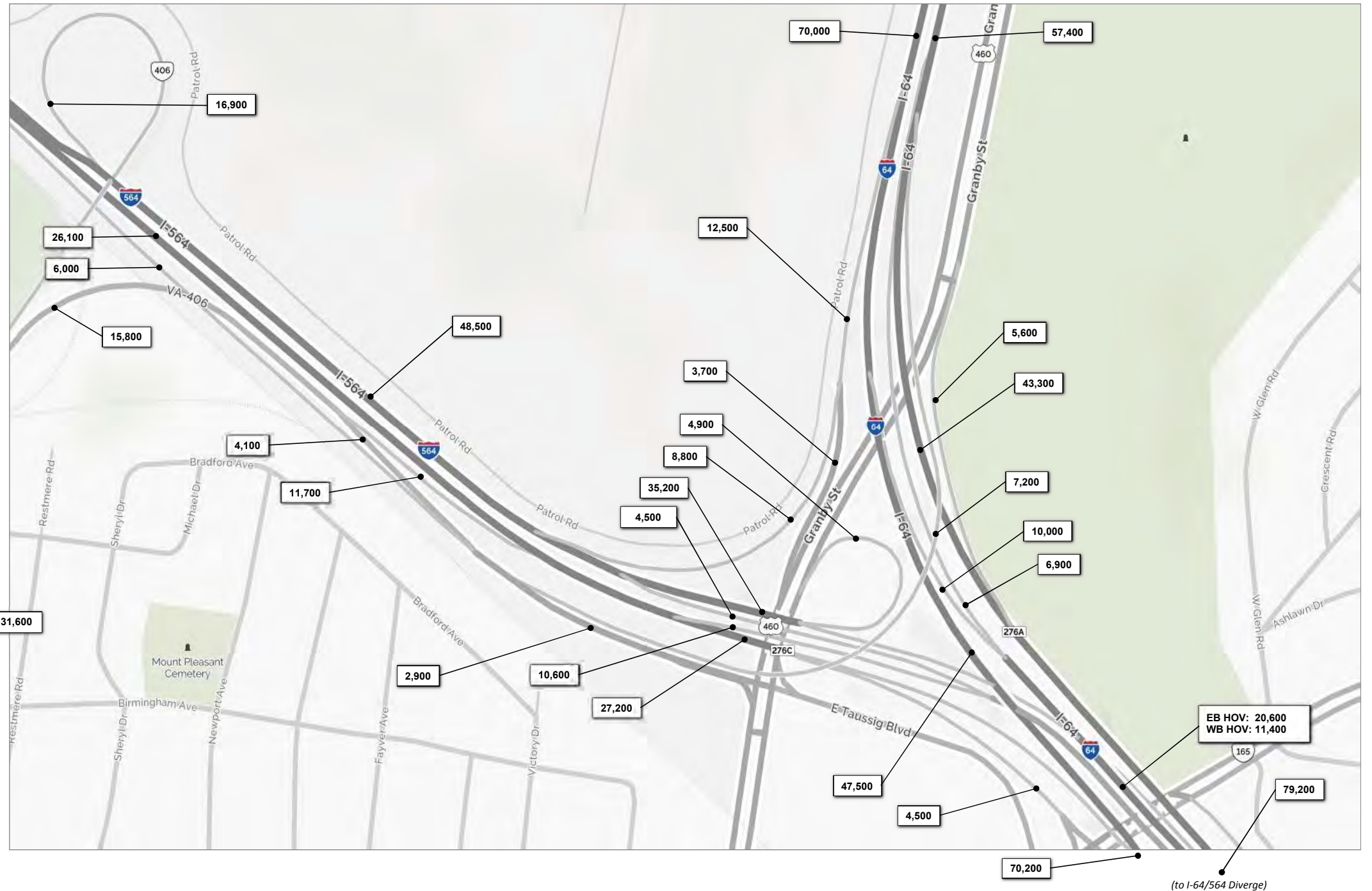
**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure C.1-3



1	3,300	Bainbridge Ave		R	T	L
		R	T			
	5,600	Bellinger Blvd		U	L	T
	100					
	3,000	U	L			
				100	100	5,400



**Legend**

xx,xxx Weekday Daily Volume  
NOT TO SCALE

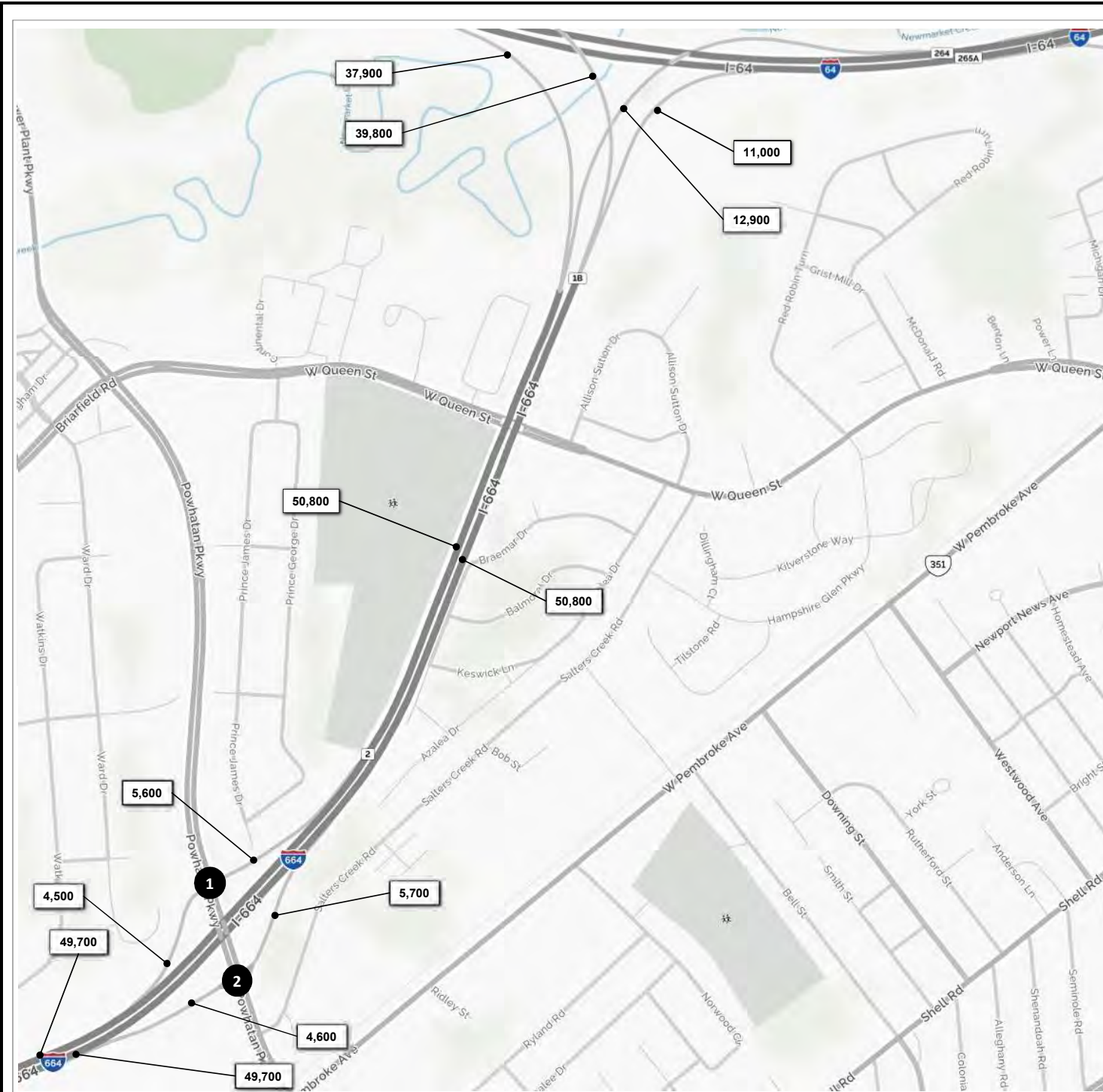


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure C.1-4



<b>1</b>			
R	1,200	L	4,400
		L	5,100
		R	2,000
		Powhatan Pkwy	
		L	5,700
		R	2,500
		I-664 Ramp	

<b>2</b>			
		L	700
		T	8,800
		L	2,100
		R	2,500
		Powhatan Pkwy	
		R	5,000
		T	6,100
		I-664 Ramp	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-5



<b>1</b>					
5,600		2,100	T	10,400	
R	T	L	L	1,100	
			Aberdeen Road		
			I-664 Ramp		
			11,700	T	
			4,300	R	

<b>2</b>					
			I-664 Ramp	R	2,500
			Aberdeen Road	T	7,500
			4,600	L	
			9,200	T	
			4,000		700
			L	R	

<b>3</b>					
2,100		3,100	R	2,400	
R	T	L	L		
Chestnut Avenue			L	T	R
			4,300	T	
			100	R	200

<b>4</b>					
			R	3,800	
			T	2,400	
			L		
			Chestnut Avenue		
			L	T	R
			1,500	L	
			6,100	T	
				R	

<b>5</b>					
800	2,800	500	R	500	
R	T	L	T	2,900	
			L	400	
Chestnut Avenue			L	T	R
			800	L	
			2,900	T	
			2,400	R	2,500
			2,800		400

<b>6</b>					
			R	100	
			T	2,000	
			L	400	
			Roanoke Avenue		
			L	T	R
			600	L	
			1,300	T	
				R	

<b>7</b>					
			R	1,300	
			L		
			Roanoke Avenue		
			L	T	R
				L	
			600	T	
				R	
			1,200		700

<b>8</b>					
300	4,900	400	R	500	
R	T	L	T	700	
			L	300	
Roanoke Avenue			L	T	R
			200	L	
			700	T	
			400	R	300
			4,900		400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

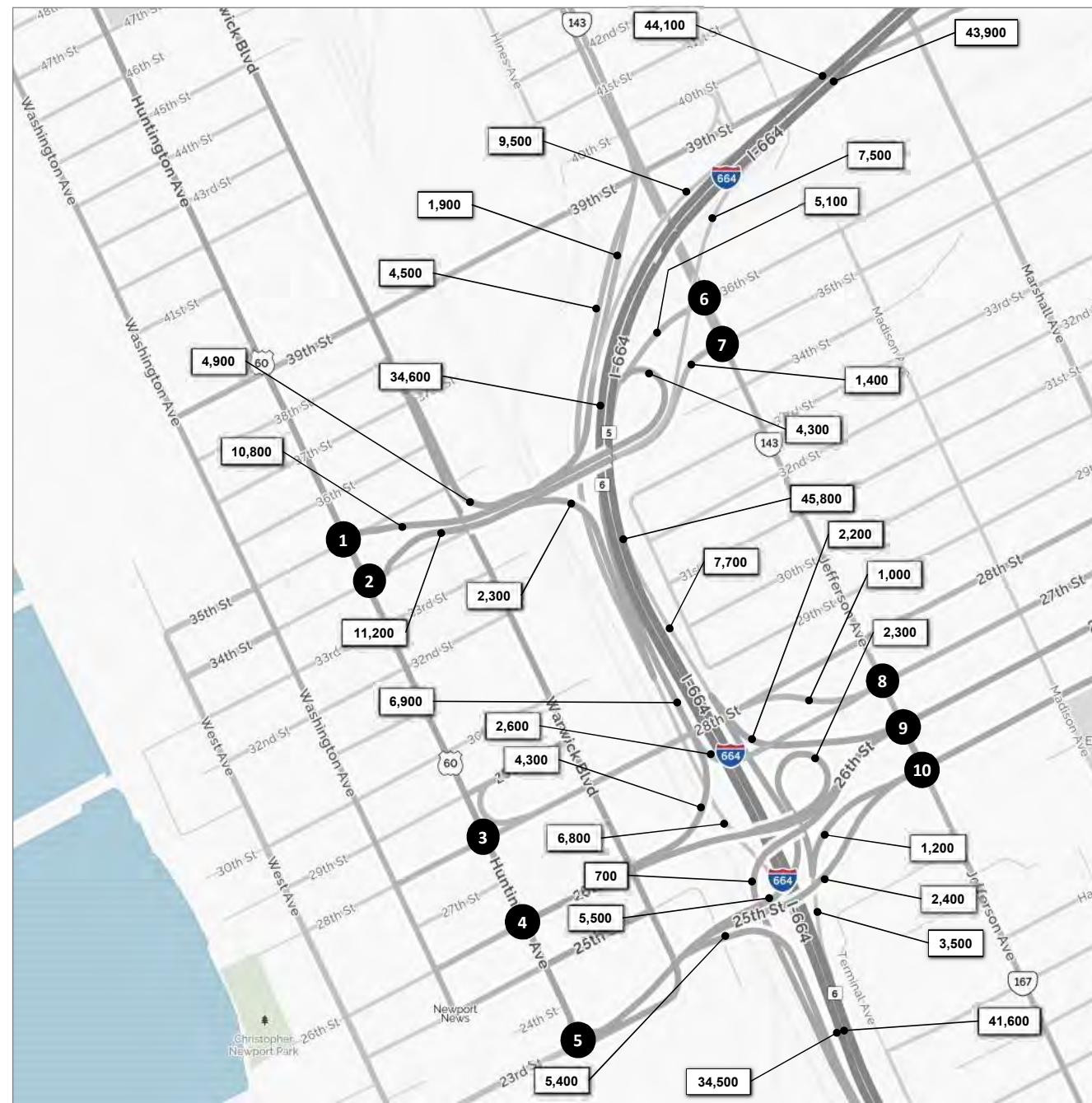


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-6



1	400	13,100		T	4,100	35th Street	
	R	T		L	7,700	Huntington Ave	

6	5,400	400		R	700	36th Street	
	T	L		L	200	Jefferson Ave	
					T	R	
			4,500	L	5,700	300	
			400	T			
			200	R			

2	10,700	10,100		T	L	34th Street	
	T	L		Huntington Ave			
			5,700	T			
			400	R			

7	5,600	200		T	L	35th Street	
	T	L		Jefferson Ave			
			800	L	5,200	200	
			300	T			
			300	R			

3	500	9,500	400	R	500	28th Street	
	R	T	L	T	600	Huntington Ave	
			600	T			
			400	R			

8	4,900	1,000		T	L	27th Street	
	T	L		Jefferson Ave			
			2,000	L	3,600		
			700	T			
			900	R			

4	1,400	11,300		T	5,100	26th Street	
	R	T		L	3,000	Huntington Ave	

9	1,300	4,500		R	500	26th Street	
	R	T		T	1,600	Jefferson Ave	
				L	500		
				T	1,500		
				R	3,100		

5	2,000	100	8,800		T	23rd Street	
	R	T	L		L	Huntington Ave	
			4,500	T			
			400	R			

10	3,800	1,200		T	L	25th Street	
	R	T	L	Jefferson Ave			
			1,300	L	3,300	300	
			1,400	T			
			900	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

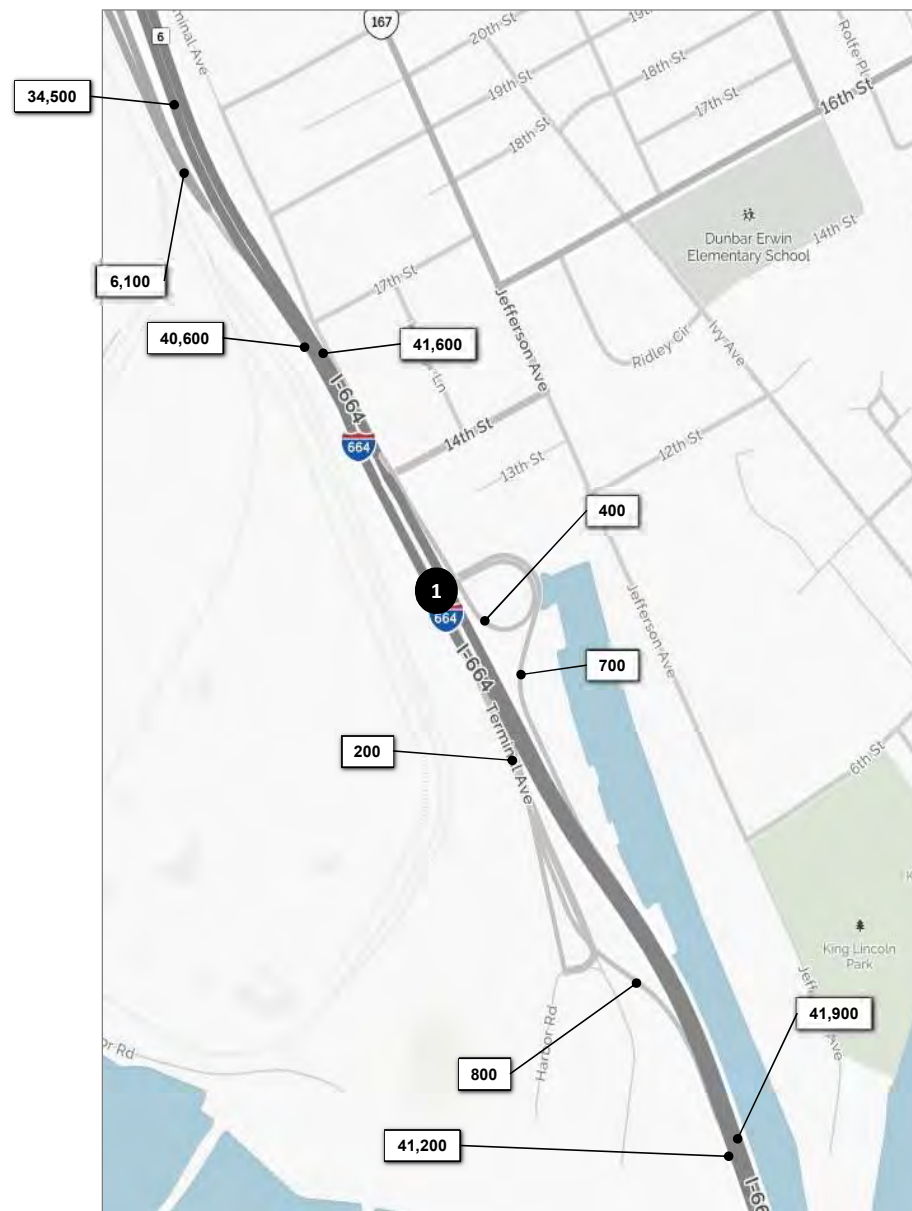


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-7



1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-8



<b>1</b>			R	200	
			T	12,700	
			L	400	
R	T	L			
	1,400	L	L	T	R
	23,900	T	300	400	1,000
	900	R			

<b>2</b>					
			T	13,300	
			L	7,000	
US 17					
	12,700	T			
	12,200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

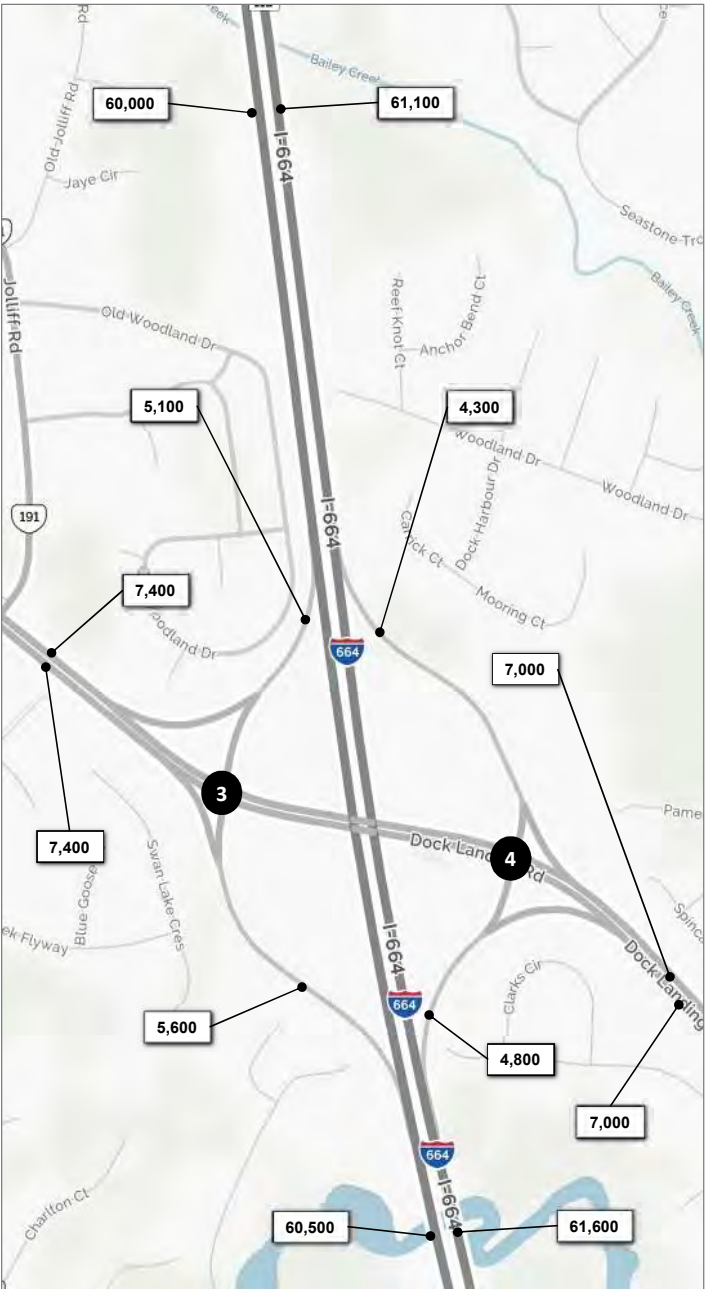
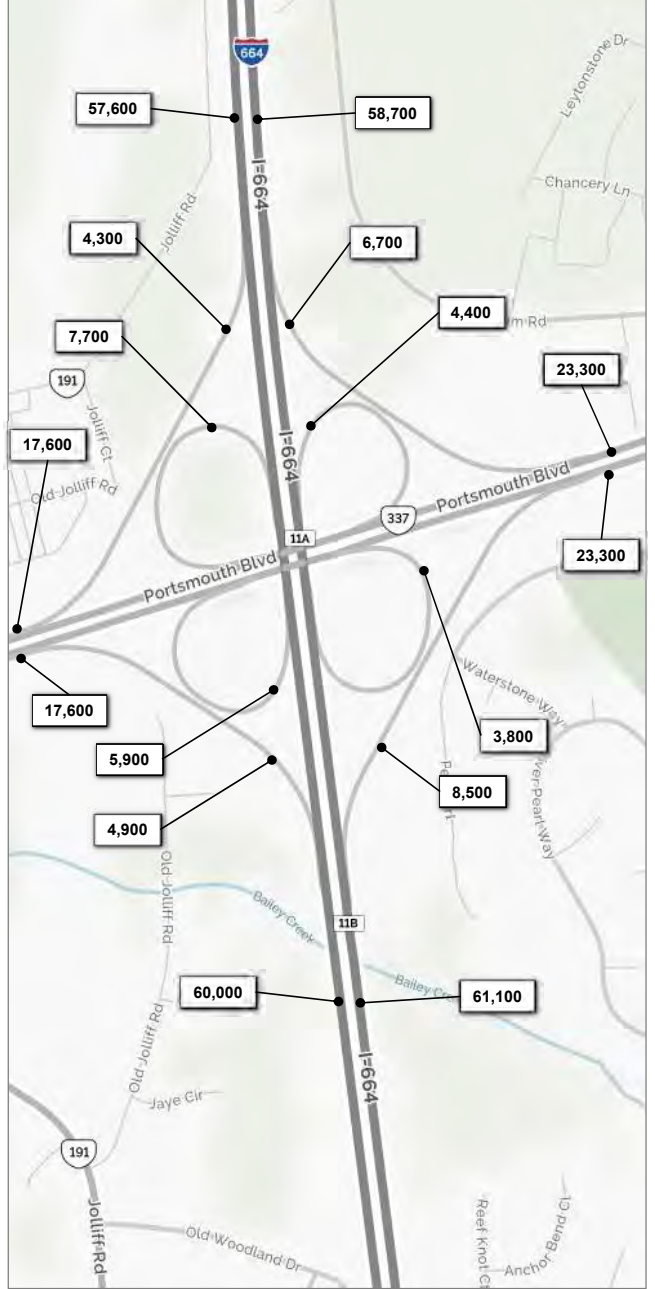
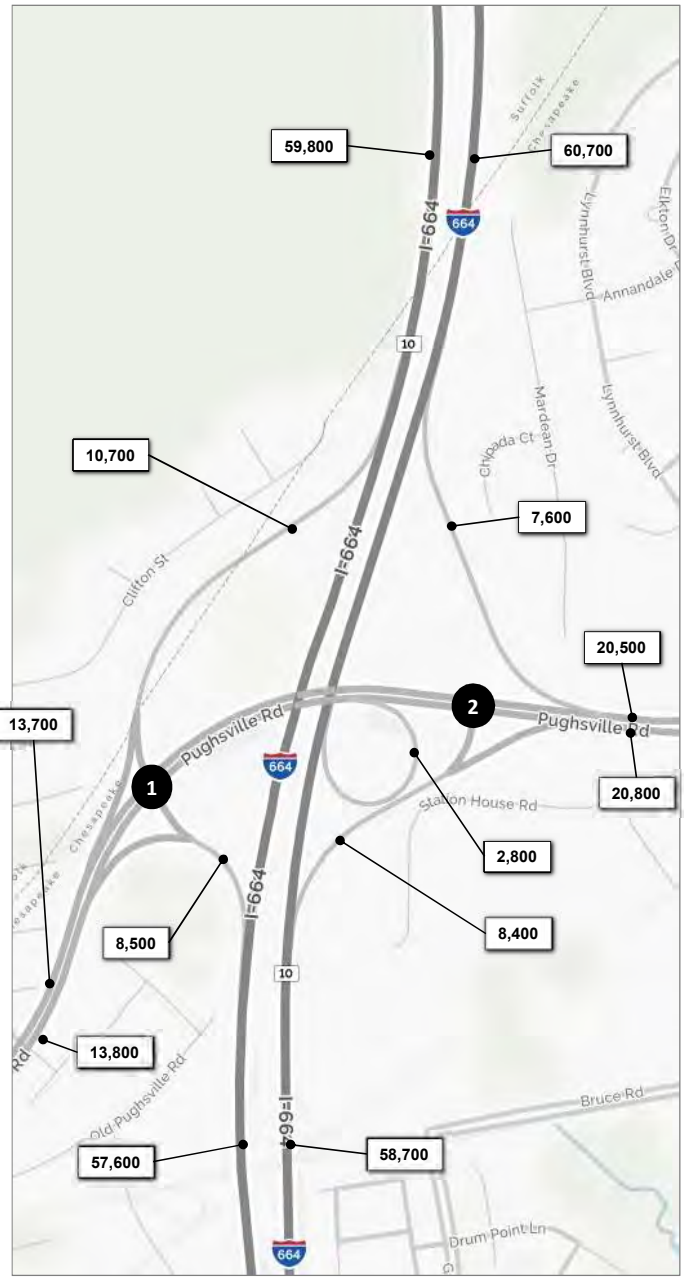


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-9



1	3,500	7,200	T 10,200	
	R	L	L 5,500	
			Pughsville Road	
		10,800	T	
		3,000	R	

2			R 7,600	
			T 12,900	
Pughsville Road			L	R
		15,200	T	5,600
		2,800	R	2,800

3	3,100	2,000	T 4,300	
	R	L	L 2,400	
			Dock Landing Road	
		4,200	T	
		3,200	R	

4			R 2,200	
			T 4,800	
Dock Landing Road			L	R
		2,100	L	2,900
		4,100	T	1,900

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



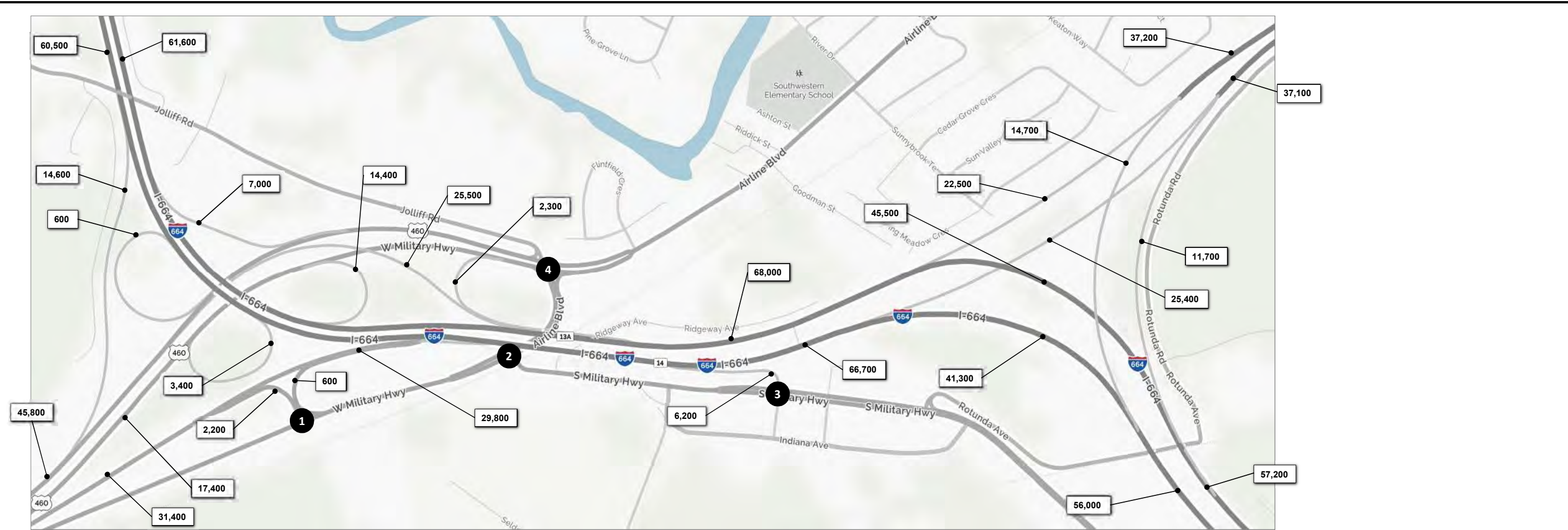
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-10





<b>1</b>			
100	2,100	R 500	
		T 2,100	
R	L		
W. Military Hwy			
100	L		
	4,600	T	

<b>2</b>			
		T 1,800	
		L 3,700	
		L	R
W. Military Hwy			
	6,500	T	
	200	R	
		800	3,800

<b>3</b>			
100	6,100	T 4,500	
R	L		
S. Military Hwy			
	3,900	T	

<b>4</b>			
1,400	2,600	1,800	R 1,300
			T 5,200
			L 1,000
			L
		2,500	L
		4,300	T
		1,900	R
		6,700	L
			T 2,100
			R 1,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

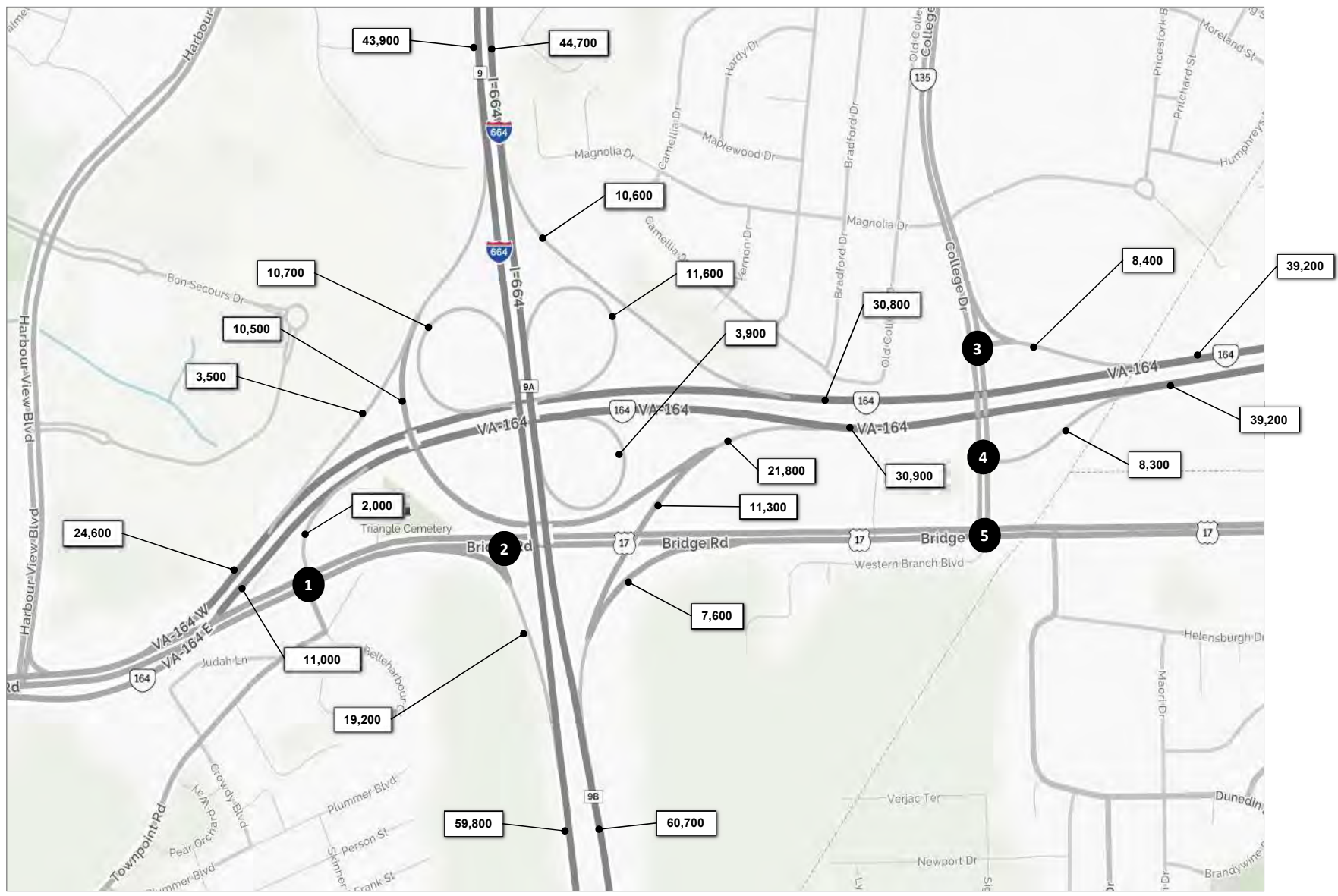


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure C.1-11



<b>1</b>			<b>R00</b>		
			T	12,700	
			L	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	23,900	T	300	400	1,000
	900	R			

<b>2</b>					
US 17			T	13,300	
			L	7,000	
	12,700	T			
	12,200	R			

<b>3</b>					
	21,500		R	6,800	
			L	1,600	VA 164 Ramp
		T			T
					14,700

<b>4</b>					
	16,600		6,500		
		T	L		VA 164 Ramp
					T
					14,700
					1,800

<b>5</b>					
	8,400		R	8,500	
		100	T	11,800	
			L	200	
<b>R</b>	<b>T</b>	<b>L</b>			
	7,900	L			
	12,200	T	100	100	100
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

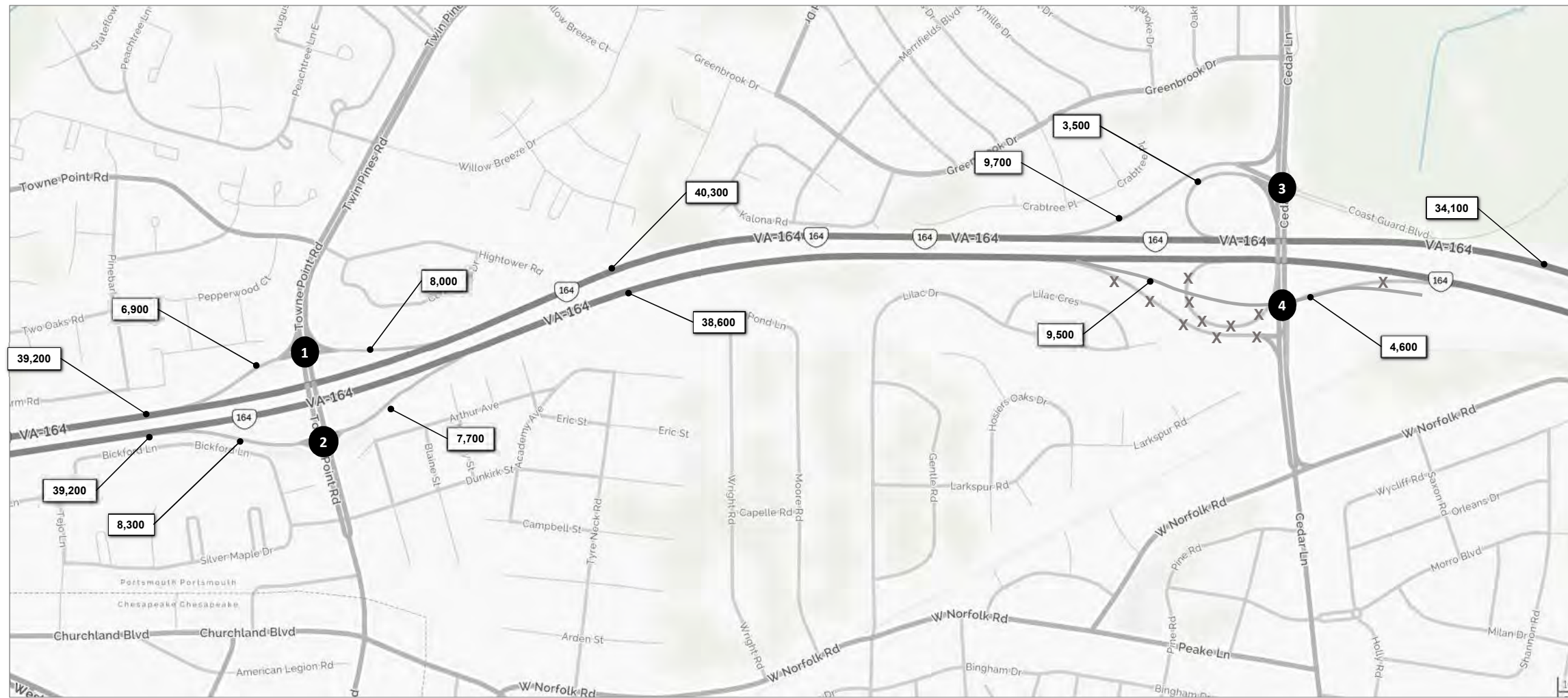


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure C.1-12



<b>1</b>					
4,500	10,100	R	4,200		
		L	3,800		
R	T	L	T		
		L	T		
		2,400	11,000		
				Towne Point Road	

<b>2</b>					
9,100	4,800				
T	L	L	T	R	
4,800	L	L	T	R	
3,500	R	8,600	2,900		
				Towne Point Road	

<b>3</b>					
3,100	3,300	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
	1,300	L	5,400	4,900	2,000
	500	T			
	1,700	R			

<b>4</b>					
3,200	2,600				
T	L				
3,500	L		T	R	
6,000	R	8,800	2,000		
				Cedar Lane	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

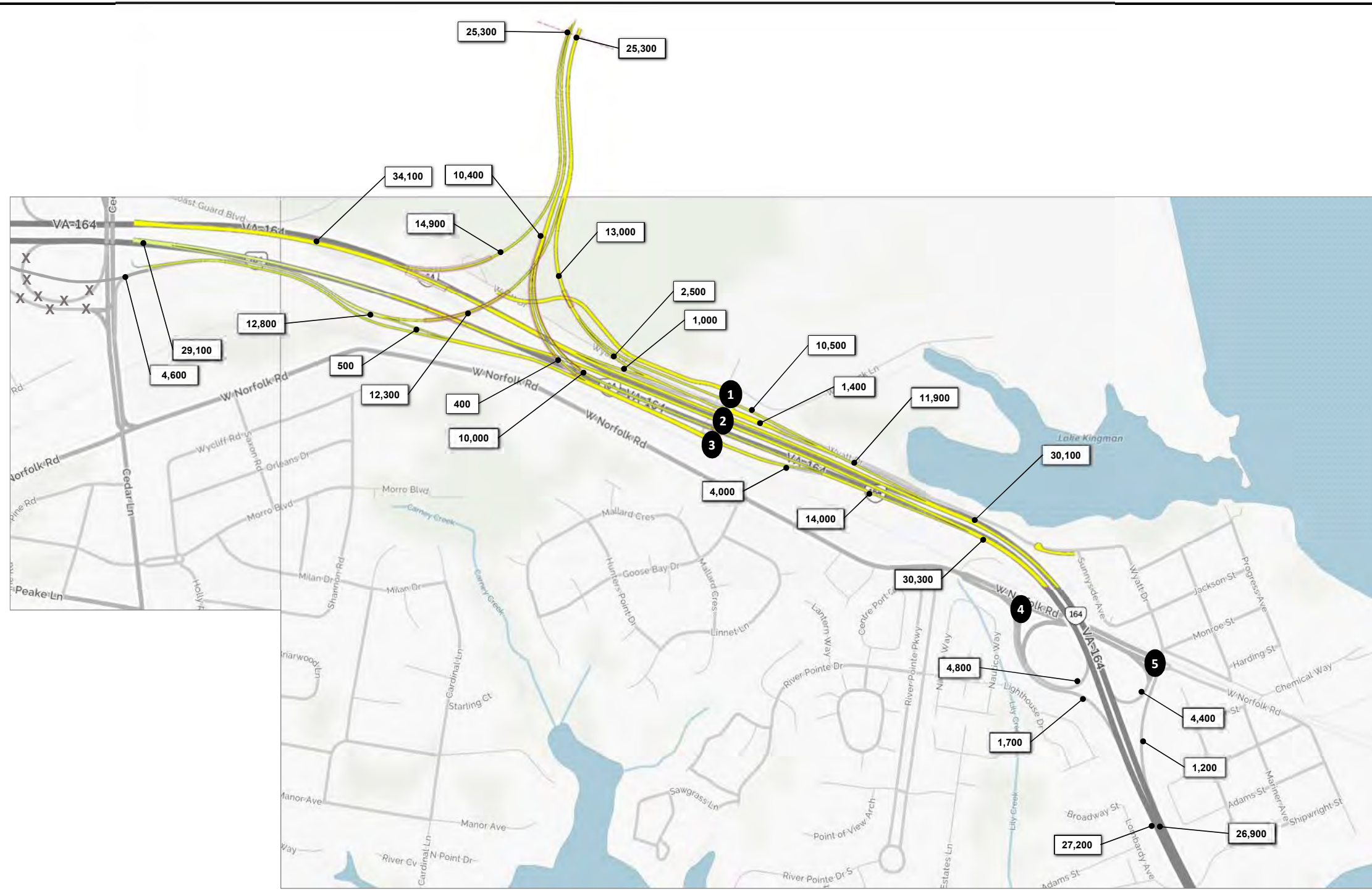


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure C.1-13



<b>1</b>			R	100
100	2,700	100	T	100
R	T	L	L	300
			L	T
			100	2,100
			100	300
			100	R

<b>2</b>			R	1,400
1,600	1,500	V/G Blvd	T	0
R	T		L	0
			L	T
			1,900	1,100
			Wyatt Dr	

<b>3</b>			R	1,500
			L	
			VA 164 Ramp	
			L	T
			3,000	2,500
			V/G Blvd	

<b>4</b>			T	1,300
			L	400
			L	R
			3,500	1,300
			W Norfolk Rd	
			3,300	T
			1,300	R

<b>5</b>			R	200
300	200	200	T	500
R	T	L	L	1,100
			L	T
			300	100
			1,200	T
			3,100	R
			900	100
			200	R

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure C.1-14



<b>1</b>					
300	700	600	R	900	
			T	2,700	
			L	2,200	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,700	T	100	100	800
	200	R			

<b>2</b>					
4,900		1,400	T	900	
R		L			
Cleveland St					
	4,100	T			

<b>3</b>					
400		400	R	1,100	
			T	500	
R		L			
Cleveland St					
	5,000	L			
	500	T			
		R			

<b>4</b>					
100	700	2,300	R	700	
			T	600	
			L	1,200	
R	T	L			
Woodrow St					
	300	L	1,664	Ramp	
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure C.1-15



<b>1</b>					
8,400		3,700	R	3,600	
			T	11,300	
			L	2,900	
<hr/>					
		8,400	L		
		11,500	T		
		6,000	R		
<hr/>					
			L		
			T	6,200	
			R		2,600

<b>2</b>					
1,800		24,100			
<hr/>					
		1,900	L		
		1,200	R		
<hr/>					
			L		
			T	24,000	
			R		1,300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Cranes Island Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Cranes Island Connector Southern Terminus.

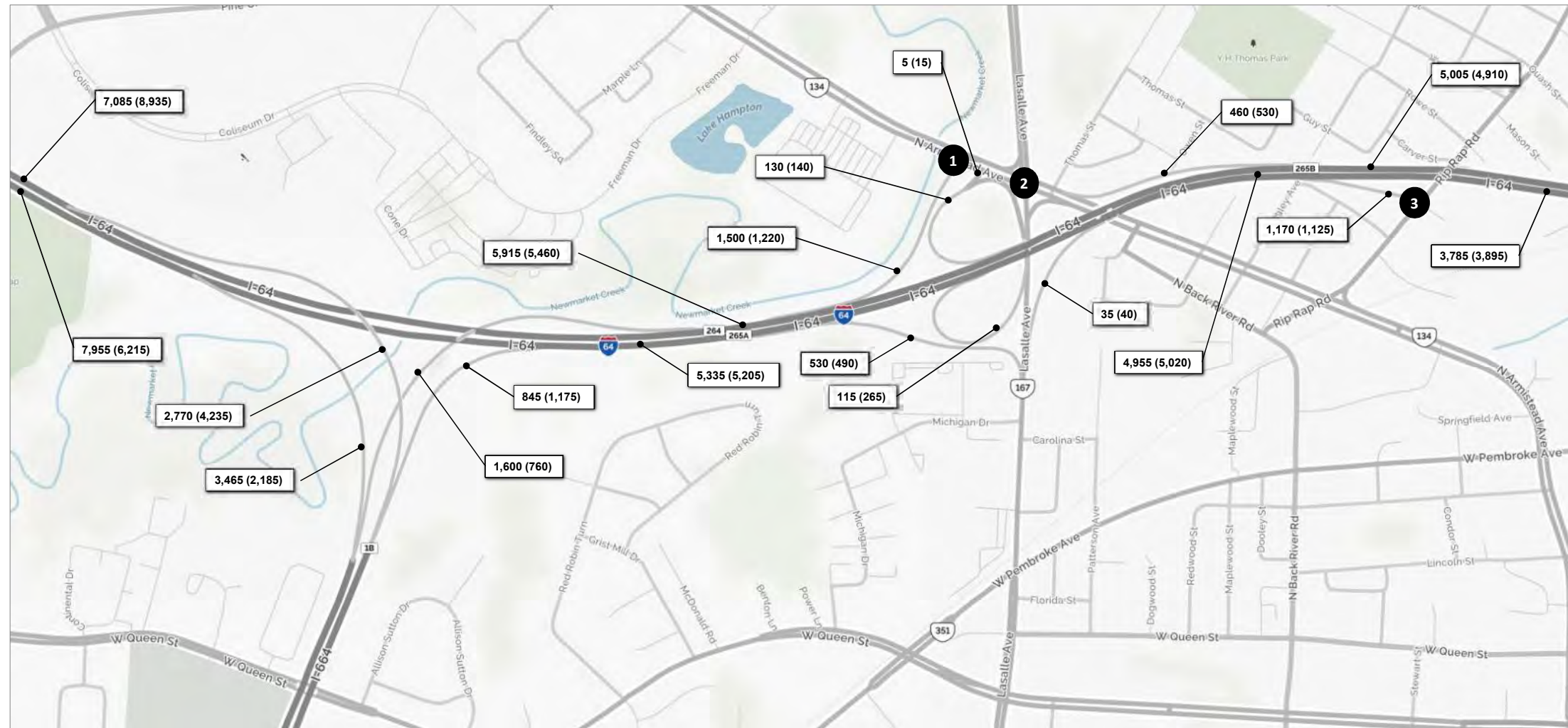


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Weekday Daily Volumes**  
**Elizabeth River Connectors**

April 2017

Figure C.1-16



1					
	R			T	L
	T	790 (1,170)			
	L	1,160 (985)			
Armistead Ave			L	T	R
					5 (15)
	845 (1,180)		L		
	340 (235)		T		
			R		

2					
	R			T	L
	T	910 (1,220)			
	L	45 (65)			
Armistead Ave			L	T	R
					5 (40)
	45 (70)		L		
	545 (640)		T		
	255 (470)		R		

3			
	T		
	255 (225)		
I-64 Ramp			T
	680 (780)	L	
	490 (345)	R	
			Rip Rap Rd
			115 (235)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure C.2-1



<b>1</b>	35 (55)	335 (225)	335 (385)	T	440 (550)
	R	T	L	L	215 (65)
Settlers Land ing Rd				L	R
	995 (1,320)	T		30 (125)	90 (400)
	310 (115)	R			

<b>2</b>				T	555 (615)
				L	320 (175)
Settlers Land ing Rd					
	670 (1,340)	T			
	750 (765)	R			

<b>3</b>				R	680 (335)
				T	760 (485)
Settlers Land ing Rd				L	R
	125 (610)	L		215 (305)	235 (415)
	545 (730)	T			

<b>4</b>	95 (20)	5 (10)	50 (80)	T	315 (75)
	R	T	L	L	580 (385)
S. Mallory St					
	80 (375)	T			
	180 (410)	R			

<b>5</b>	200 (40)	0 (0)	200 (265)	R	265 (225)
	R	T	L	T	680 (390)
S. Mallory St				L	R
	35 (245)	L		15 (30)	5 (5)
	90 (200)	T		60 (35)	
	5 (10)	R			

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B  
 Peak Hour Volumes  
 I-64 Corridor**

April 2017

Figure C.2-2





1	275 (75)	290 (545)	T	120 (125)
	R	L	L	265 (105)
4th View St				
	65 (605)	T		
	70 (80)	R		

2			R	560 (530)
			T	315 (180)
4th View St				
	40 (465)	L	L	R
	315 (685)	T	70 (50)	100 (105)

3	110 (90)	1,060 (735)	US 460	
	R	T	L	T
			L	355 (1,070)
				420 (535)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

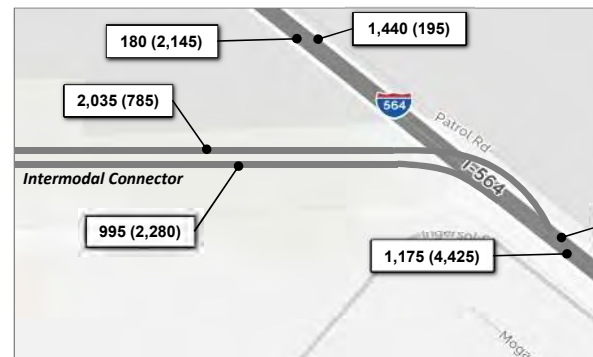


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure C.2-3



1		Bainbridge Ave		R T L		
R	T	U	L	T		
0 (5)	280 (110)	U	L	670 (140)		
175 (265)	145 (815)	0 (0)	5 (0)			



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

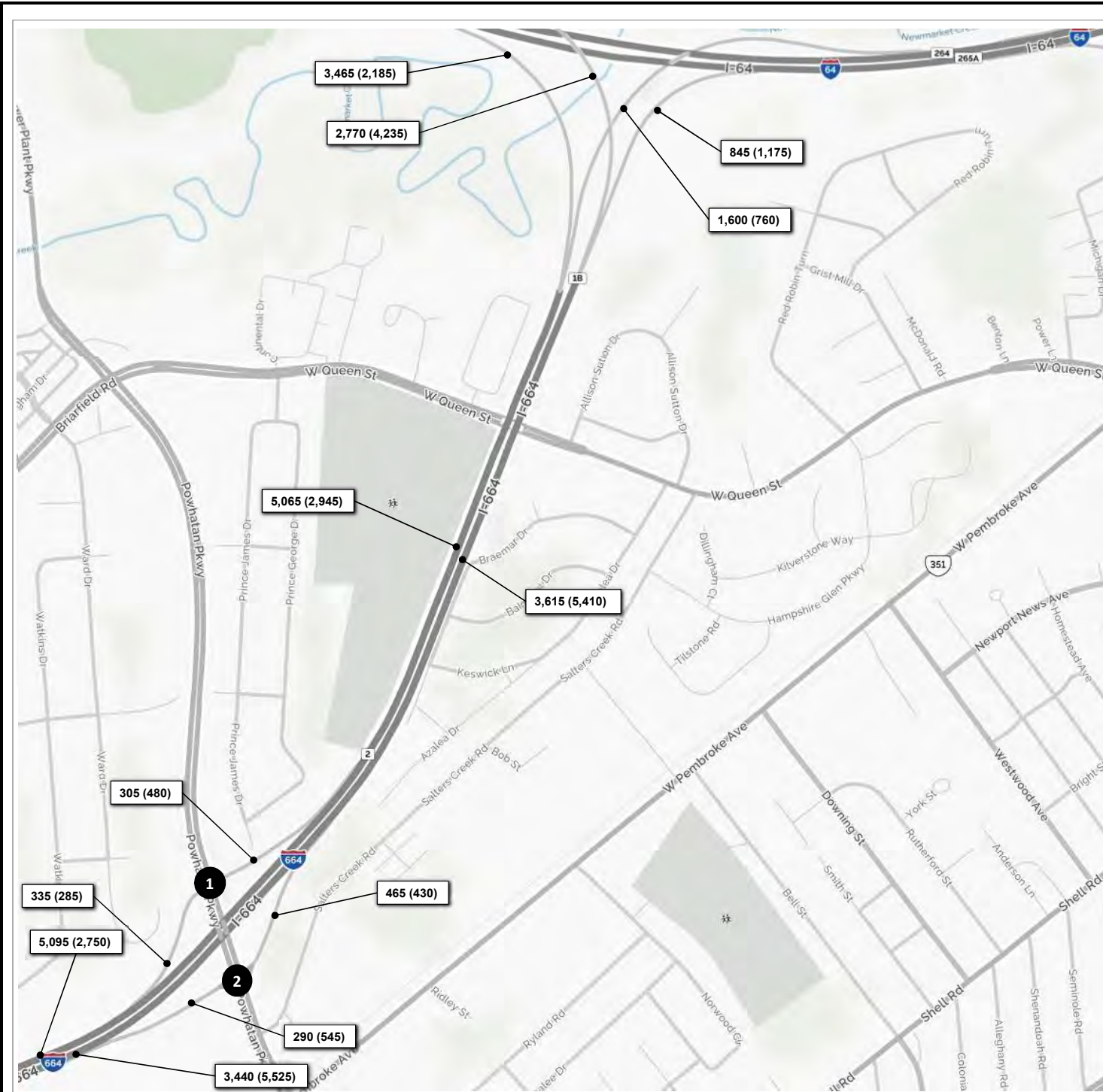


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure C.2-4



1	75 (95)	230 (385)	T 280 (565)	Powhatan Pkwy
	R	L	L 200 (150)	
	245 (435)	T		
	135 (135)	R		

2		I-664 Ramp	R 410 (385)	
		Powhatan Pkwy	T 415 (480)	
	55 (45)	L	L 65 (235)	R
	420 (775)	T		225 (310)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure C.2-5



<b>1</b>		620 (295)		160 (160)		T 590 (840)		L 90 (90)	
R		T		L		Aberdeen Road			
525 (1,085)		260 (230)		T		R		I-664 Ramp	

<b>2</b>		I-64 Ramp		R 165 (160)		T 450 (635)			
Aberdeen Road		L		R					
200 (420)		485 (825)		L		T		230 (295)	
				L		R		75 (105)	

<b>3</b>		365 (150)		525 (180)		R		T 105 (225)	
R		T		L		Chestnut Avenue			
245 (355)		35 (15)		L		T		R	
				L		T		R	

<b>4</b>		R 195 (450)		T 105 (225)		L		Chestnut Avenue	
R		T		L		L		T	
80 (140)		710 (420)		L		T		R	
				L		T		R	

<b>5</b>		50 (65)		265 (195)		20 (55)		R 30 (50)	
R		T		L		Chestnut Avenue		T 155 (270)	
35 (85)		210 (235)		465 (100)		L		T	
						L		T	

<b>7</b>		R 60 (155)		T		L		Roanoke Avenue	
R		T		L		L		T	
105 (80)				L		T		R	
				L		T		R	

<b>6</b>		5 (5)		20 (5)		10 (5)		R 5 (5)	
R		T		L		Roanoke Avenue		T 120 (155)	
15 (20)		95 (75)		80 (65)		L		T	
						L		T	

<b>8</b>		20 (25)		700 (285)		30 (30)		R 10 (35)	
R		T		L		Roanoke Avenue		T 30 (105)	
20 (35)		85 (65)		90 (15)		L		T	
						L		T	

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE

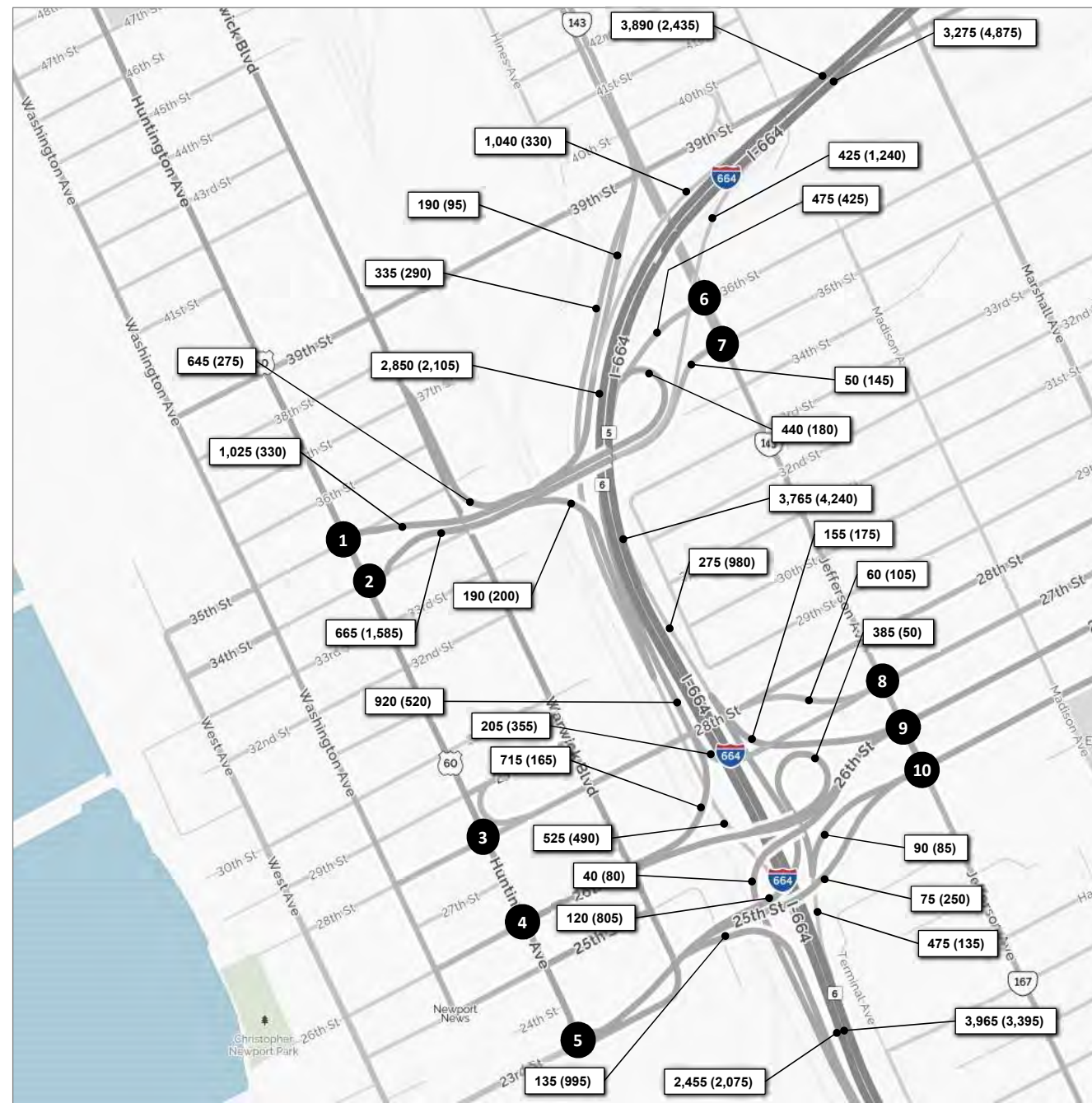


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure C.2-6



1	R	90 (35)	T	1,270 (1,570)	Huntington Ave	T	425 (115)	35th Street	L	600 (215)

6	T	355 (525)	L	25 (45)	Jefferson Ave	R	45 (40)	36th Street	T	15 (10)
									T	R
									295 (390)	5 (30)
									170 (25)	250 (545)
									10 (10)	

2	T	1,280 (990)	L	590 (1,195)	Huntington Ave	34th Street				
									T	R
									275 (790)	10 (15)
									40 (25)	235 (505)

7	T	360 (530)	L	20 (15)	Jefferson Ave	T	235 (505)	35th Street	R	10 (15)
									20 (70)	
									10 (40)	
									20 (35)	

3	R	55 (10)	T	805 (950)	Huntington Ave	R	55 (20)	28th Street	T	35 (30)
									L	55 (20)
									30 (60)	
									20 (35)	

8	T	280 (510)	L	50 (100)	Jefferson Ave	T	160 (325)	27th Street	R	#REF!
									150 (180)	
									50 (135)	
									90 (175)	

4	R	100 (65)	T	630 (1,390)	Huntington Ave	T	670 (260)	26th Street	L	535 (85)

9	R	105 (135)	T	265 (350)	Jefferson Ave	R	35 (50)	26th Street	T	120 (120)
									L	5 (25)
									L	75 (130)
										140 (290)

5	R	390 (35)	T	5 (10)	Huntington Ave	T	230 (1,365)	23rd Street	L	
									100 (685)	
									15 (75)	

10	R	200 (445)	T	70 (130)	Jefferson Ave	T	185 (335)	25th Street	R	15 (25)
									30 (85)	
									100 (130)	
									35 (120)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

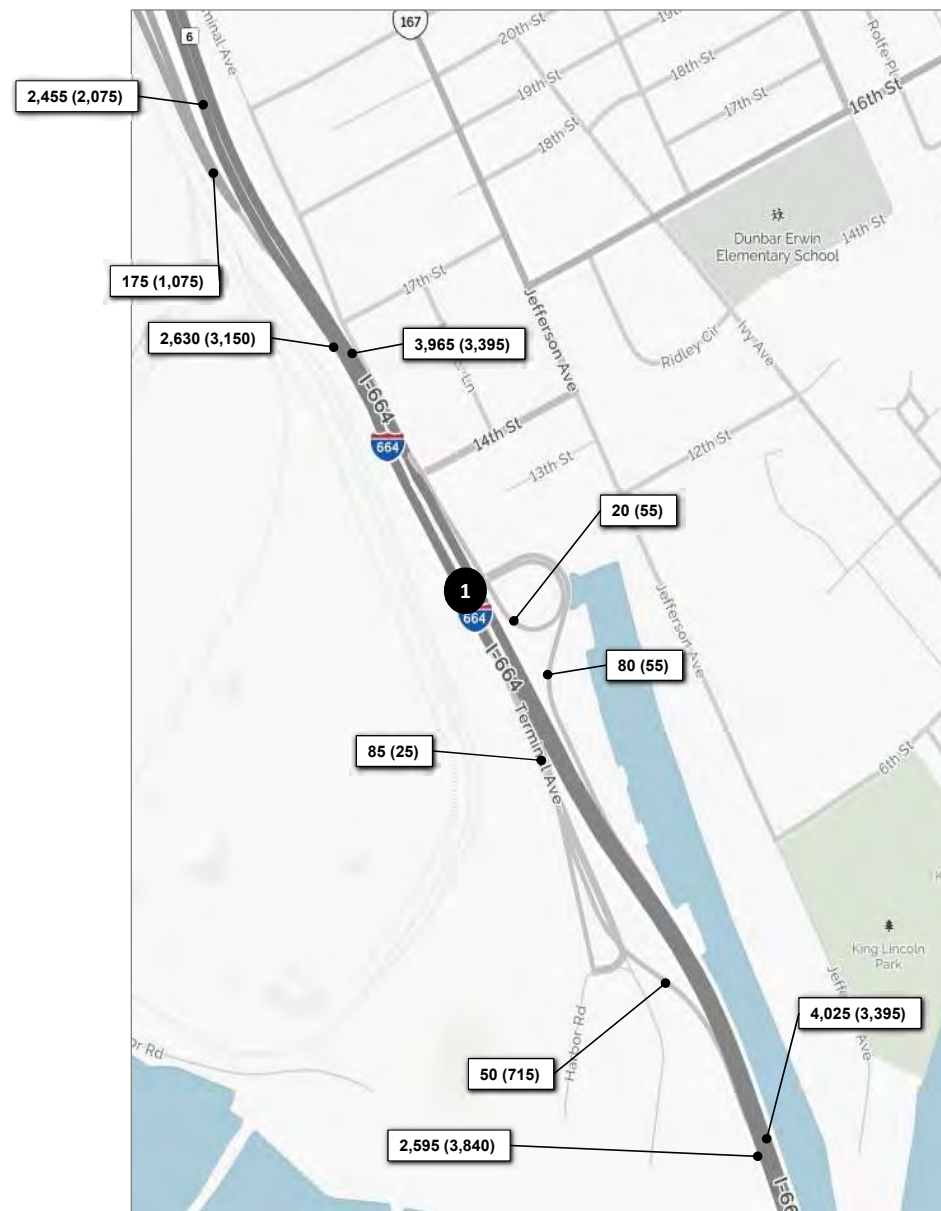


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure C.2-7



1	155 (840)	10 (40)	R 50 (45)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 10 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure C.2-8



<b>1</b>				R	25 (15)
				T	410 (1,000)
				L	35 (50)
<b>US 17</b>					
			L	T	R
90 (85)			L	35 (35)	105 (90)
1,515 (1,375)			T	55 (20)	
50 (130)			R		

<b>2</b>				T	470 (1,065)
				L	470 (495)
<b>US 17</b>					
755 (745)			T		
865 (720)			R		

<b>3</b>	885 (1,880)			R	450 (560)
				L	110 (180)
	T			VA 164 Ramp	
			T	670 (1,040)	

<b>4</b>	730 (1,365)				
	T			L	285 (495)
				VA 164 Ramp	
			T	670 (1,040)	R
			College Dr		
			115 (95)		

<b>5</b>	395 (650)			R	350 (650)
	S (5)			T	540 (900)
	R			L	10 (15)
<b>US 17</b>					
430 (475)			L	T	R
745 (765)			T	5 (10)	5 (15)
10 (15)			R	5 (10)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

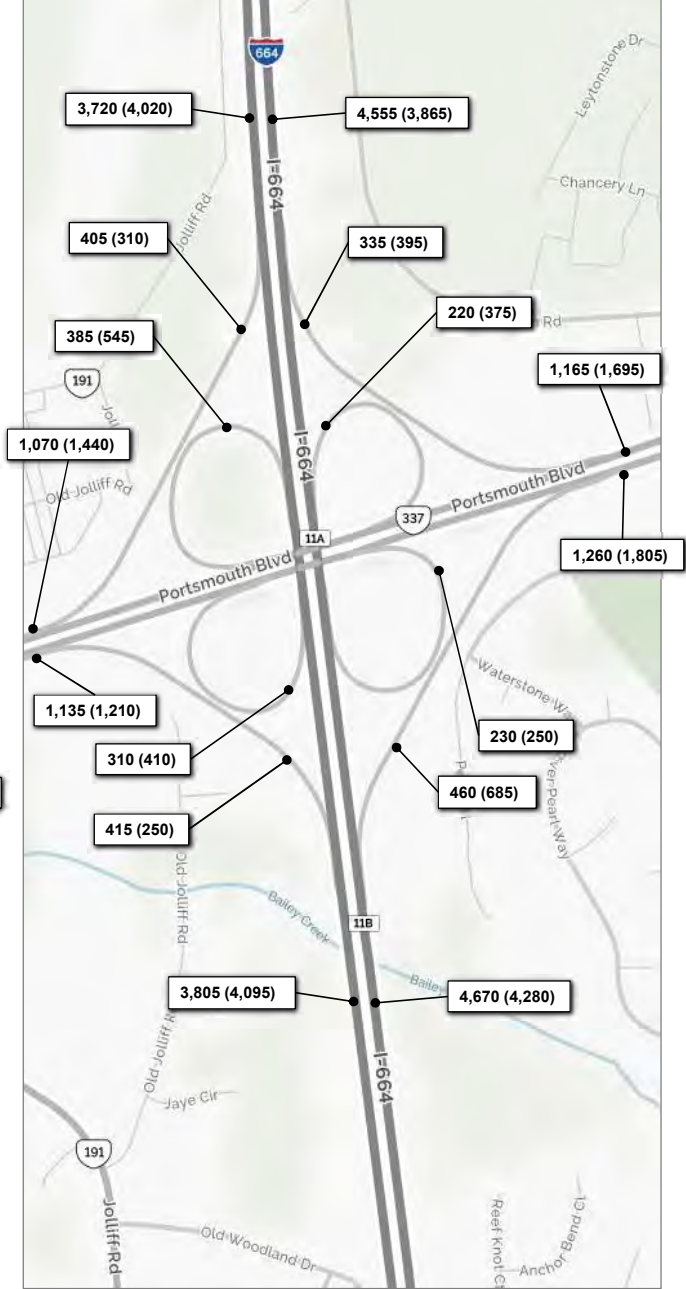
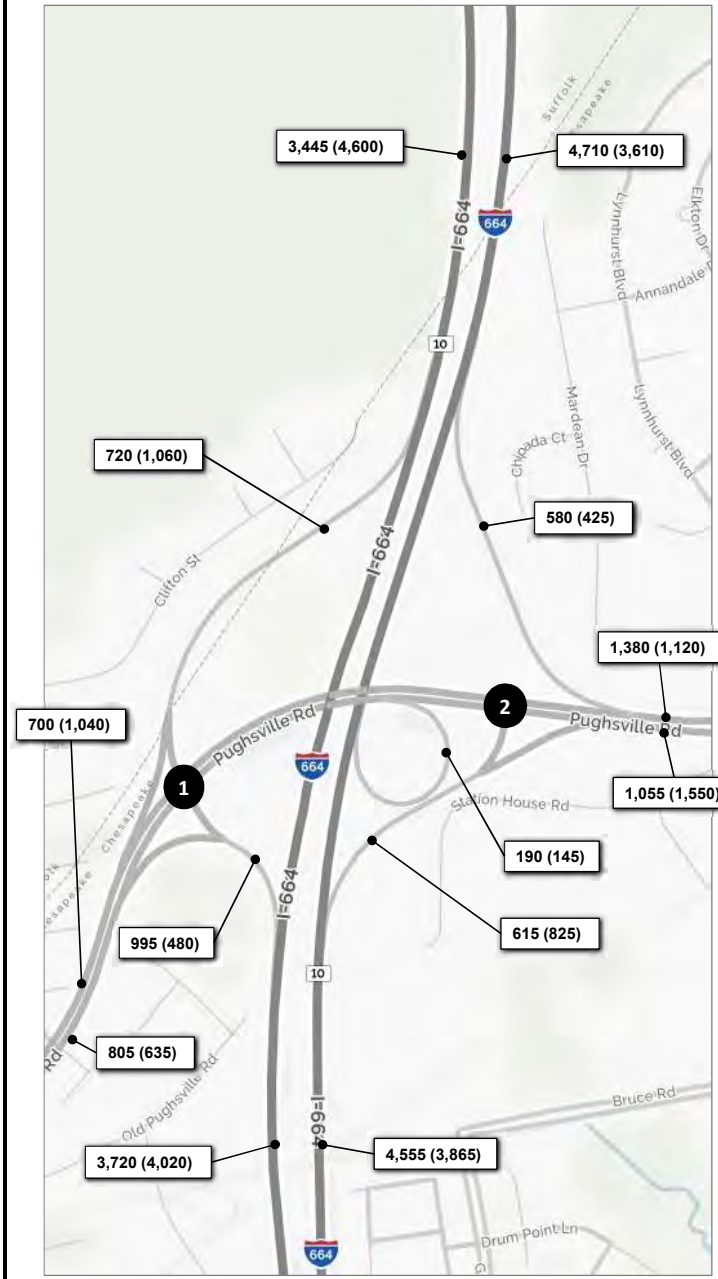


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure C.2-9



1	370 (390)	350 (670)	T 330 (650)	Pughsville Road
	R	L	L 590 (330)	
	400 (485)	T		
	405 (150)	R		

2			R 580 (425)	
			T 800 (695)	
	Pughsville Road	L	R	
	560 (1,010)	T	L 120 (285)	R 495 (540)
	190 (145)	R		

3	200 (240)	70 (175)	T 375 (305)	Dock Landing Road
	R	L	L 275 (125)	
	490 (345)	T		
	230 (75)	R		

4			R 280 (110)	
			T 535 (305)	
	Dock Landing Road	L	R	
	315 (145)	L	L 115 (125)	R 145 (300)
	245 (375)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

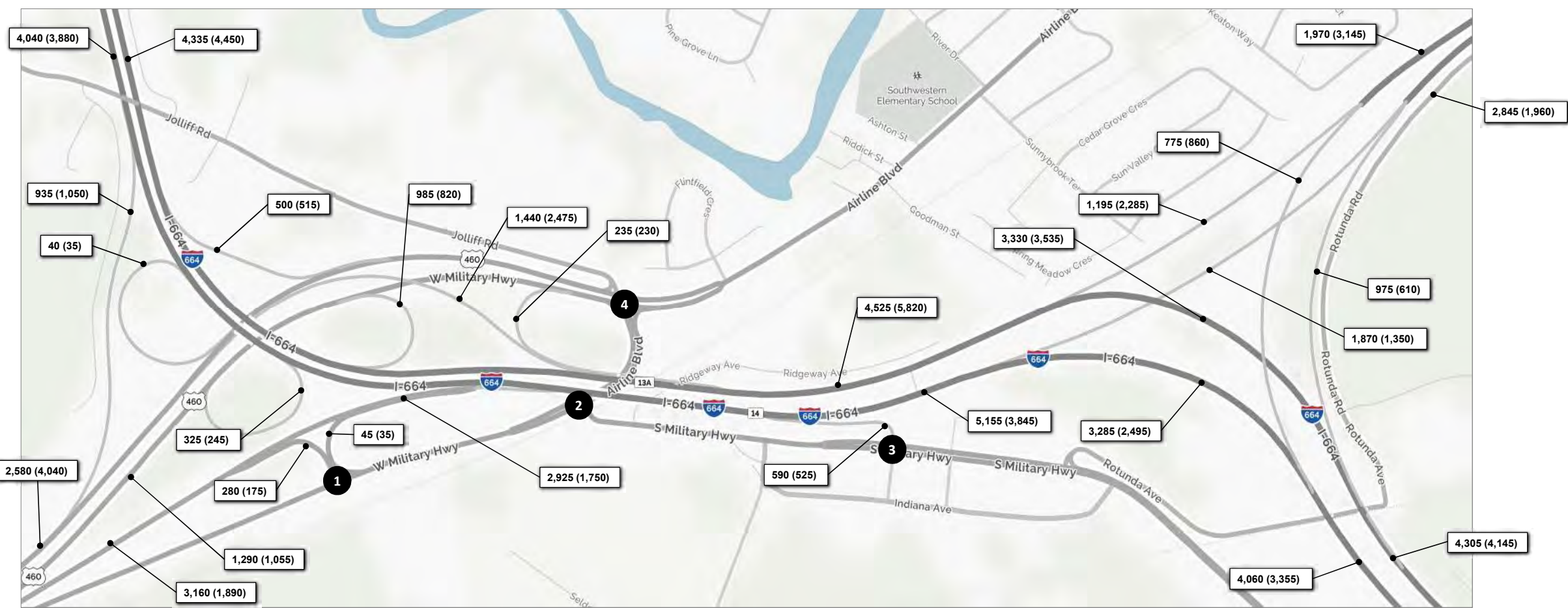


**2040 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure C.2-10





<b>1</b>				
	5 (5)	275 (170)	R 40 (30)	T 145 (165)
	R	L		
	W. Military Hwy			
	5 (5)	L		
	270 (470)	T		

<b>2</b>				
			T 155 (115)	L 510 (370)
			L	R
	W. Military Hwy			
	310 (520)	T	30 (80)	240 (605)
	235 (120)	R		

<b>3</b>				
	10 (20)	580 (505)		T 260 (665)
	R	L		
	S. Military Hwy			
	745 (490)	T		

<b>4</b>					
	95 (45)	350 (175)	155 (60)	R 120 (85)	T 365 (360)
	R	T	L	L 120 (85)	
			L	L	R
			355 (185)	285 (660)	90 (110)
			315 (300)		175 (355)
			195 (225)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

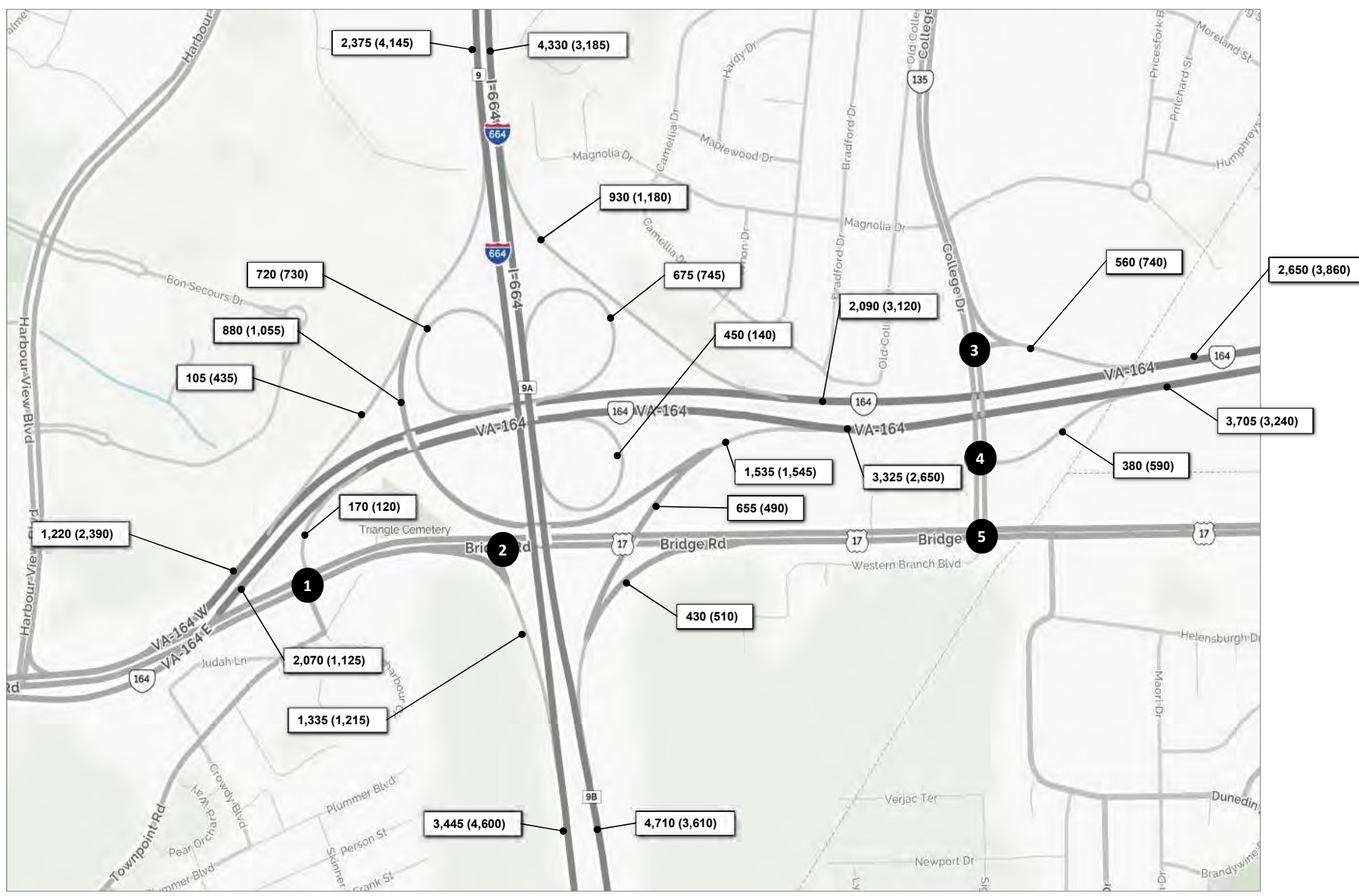


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure C.2-11



<b>1</b>				<b>R5 (15)</b>		
				<b>T</b>	<b>410 (1,000)</b>	
				<b>L</b>	<b>35 (50)</b>	
	<b>US 17</b>					
	<b>90 (85)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>1,515 (1,375)</b>	<b>T</b>		<b>35 (35)</b>	<b>55 (20)</b>	<b>105 (90)</b>
	<b>50 (130)</b>	<b>R</b>				

<b>2</b>				<b>T 470 (1,065)</b>		
				<b>L 470 (495)</b>		
	<b>US 17</b>					
	<b>755 (745)</b>	<b>T</b>				
	<b>865 (720)</b>	<b>R</b>				

<b>3</b>				<b>R 450 (560)</b>		
				<b>L 110 (180)</b>		
				<b>VA 164 Ramp</b>		
	<b>885 (1,880)</b>					
		<b>T</b>		<b>T</b>	<b>670 (1,040)</b>	

<b>4</b>						
				<b>VA 164 Ramp</b>		
				<b>T 670 (1,040)</b>		
				<b>R 115 (95)</b>		
	<b>730 (1,365)</b>	<b>T</b>				
	<b>285 (495)</b>	<b>L</b>				

<b>5</b>				<b>R 350 (650)</b>			
				<b>T 540 (900)</b>			
				<b>L 10 (15)</b>			
	<b>395 (650)</b>						
			<b>R</b>		<b>L</b>	<b>T</b>	<b>R</b>
		<b>430 (475)</b>	<b>L</b>		<b>5 (10)</b>	<b>5 (10)</b>	<b>5 (15)</b>
		<b>745 (765)</b>	<b>T</b>				
	<b>10 (15)</b>	<b>R</b>					

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure C.2-12



1					
490 (235)	890 (635)	R	110 (435)		
		L	165 (360)		
R	T	L	T		
		L	T		
		150 (180)	325 (1,100)		
		Towne Point Road			

2							
545 (780)	510 (215)						
T	L	L	T	R			
140 (350)	L	L	T	R			
210 (415)	R	Towne Point Road		335 (930)			190 (195)

3							
305 (190)	505 (315)	30 (15)	R	5 (15)			
		L	T	10 (160)			
		L	T	L	25 (90)		
		L	T	L	T	R	
		55 (165)	L	360 (315)	585 (510)	365 (40)	
		80 (10)	T				
		180 (175)	R				

4							
465 (425)	245 (155)						
T	L	L	T	R			
515 (185)	L	L	T	R			
495 (510)	R	Cedar Lane		795 (680)			95 (75)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

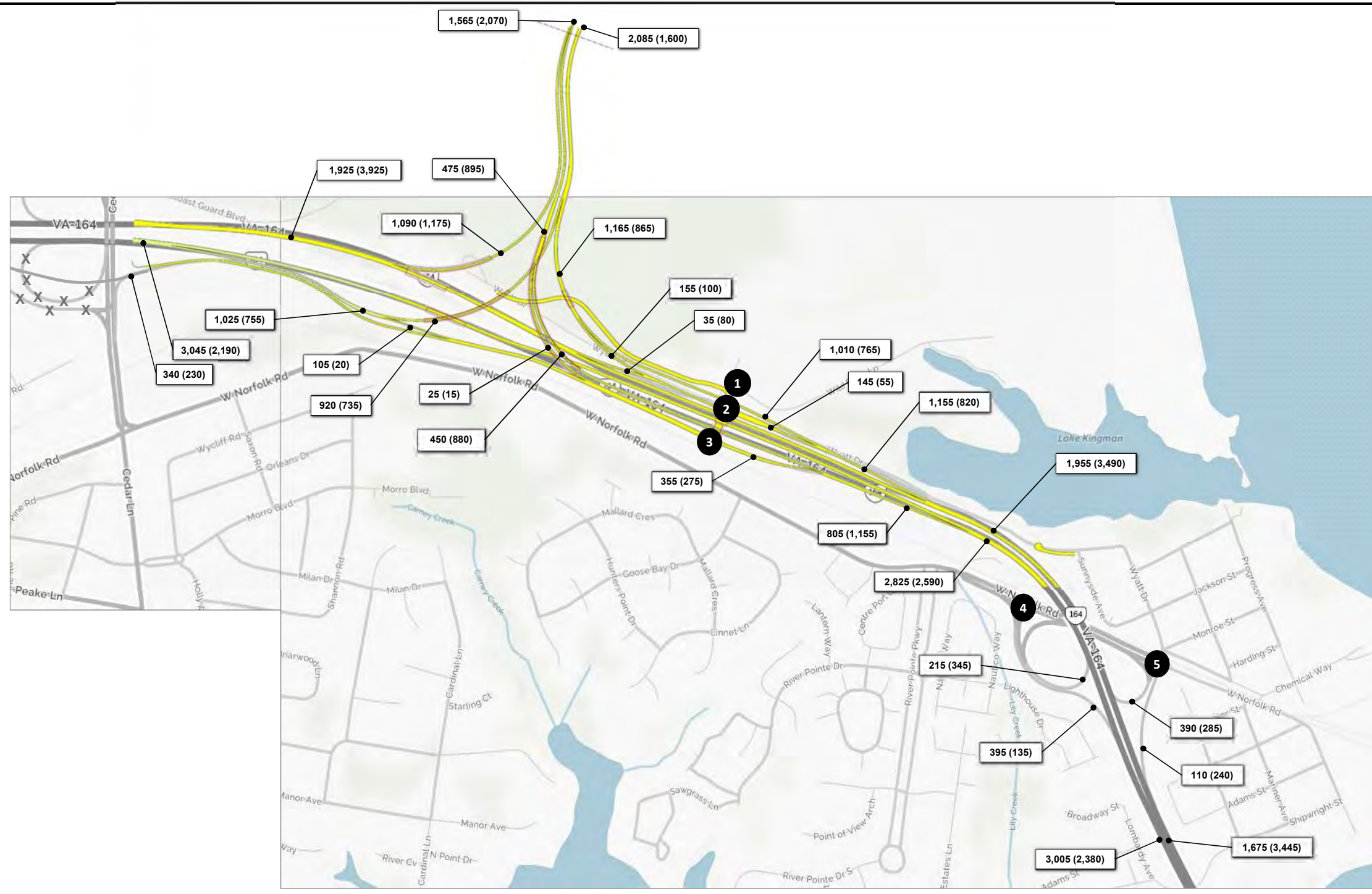


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure C.2-13



1	5 (5)	210 (210)	5 (0)	R	5 (5)
	R	T	L	T	5 (0)
				L	5 (15)
				L	T
				5 (5)	255 (75)
				5 (5)	R
				5 (5)	R

2	85 (105)	135 (125)	V/G Blvd	R	145 (55)
	R	T		T	0 (0)
				L	0 (0)
				L	T
				105 (75)	145 (40)
					Wyatt Dr

3		135 (125)			
		L			VA 164 Ramp
				L	
				T	
				250 (115)	
				220 (150)	
				V/G Blvd	

4				T	80 (215)
				L	40 (60)
				L	R
				340 (175)	100 (280)
				355 (75)	R
					115 (65)

5	30 (15)	15 (15)	10 (10)	R	10 (10)
	R	T	L	T	30 (55)
				L	45 (105)
				L	T
				15 (35)	45 (25)
				110 (40)	5 (10)
				330 (165)	R
					60 (205)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure C.2-14



<b>1</b>						
	R	T	L	R	T	L
5 (20)	40 (40)	65 (65)		110 (55)	175 (240)	160 (90)
	Cleveland St			L	T	R
	25 (15)		L			55 (90)
	215 (280)		T	5 (5)	5 (5)	
	10 (10)		R			

<b>2</b>						
	R	L		T		
370 (310)		320 (25)		75 (75)		
	Cleveland St					
	335 (435)		T			

<b>3</b>						
	R	L		R	T	L
30 (20)		35 (5)		60 (100)	45 (55)	
	Cleveland St					
	595 (440)		L			
	60 (20)		T			
			R			

<b>4</b>						
	R	T	L	R	T	L
5 (5)	50 (40)	155 (95)		40 (70)	25 (35)	45 (100)
	Woodrow St					
	25 (30)		L			1,664 Ramp
	100 (50)		T			
	10 (15)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure C.2-15



<b>1</b>	235 (850)	50 (50)	60 (705)	R	650 (130)	
				T	1,070 (560)	
				L	315 (95)	
				L	T	R
		865 (290)	L	345 (735)	50 (50)	180 (525)
		755 (1,050)	T			
		535 (340)	R			

<b>2</b>	105 (100)	1,545 (2,045)			
				L	T
		115 (85)	L	45 (5)	2,040 (1,595)
		20 (25)	R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Cranes Island Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Cranes Island Connector Southern Terminus.

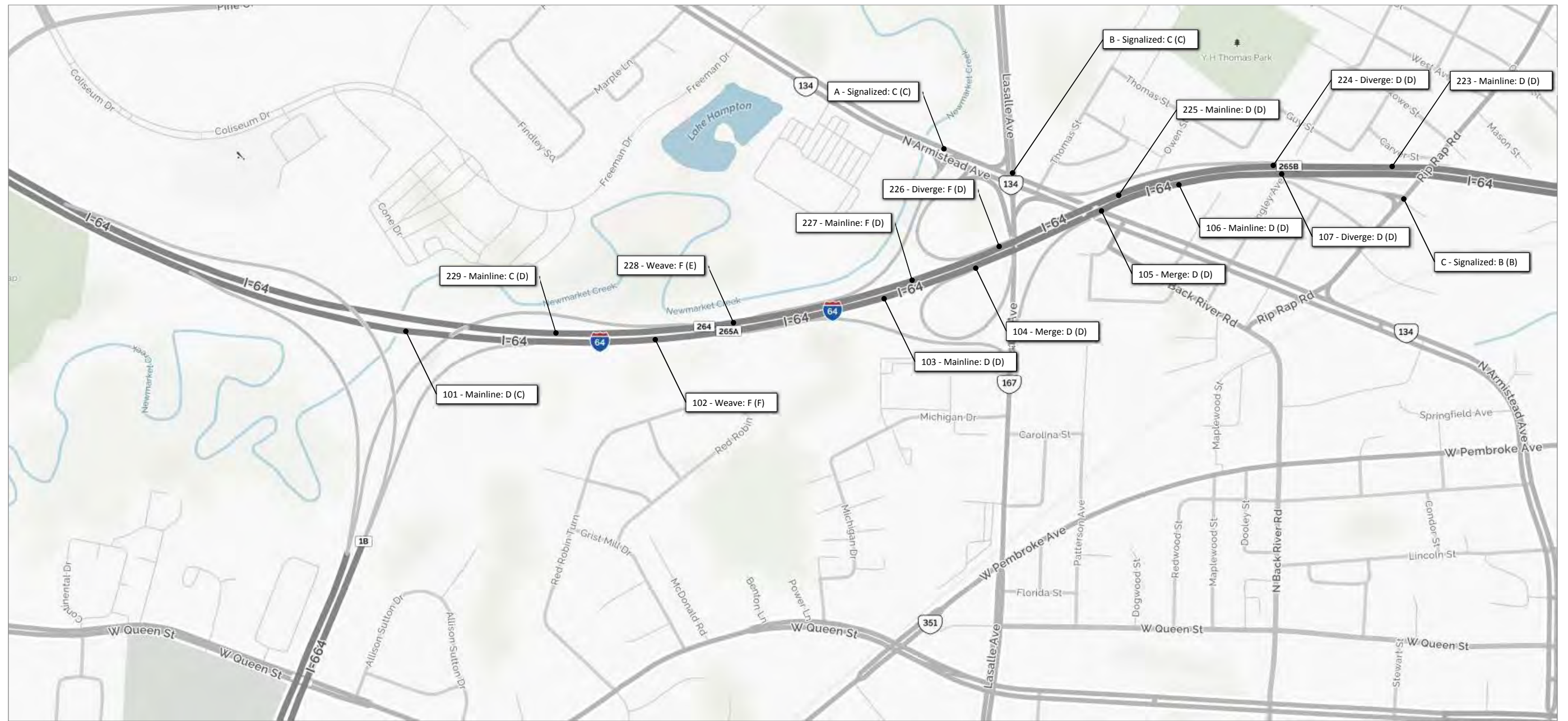


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Peak Hour Volumes**  
**Elizabeth River Connectors**

April 2017

Figure C.2-16



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure C.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



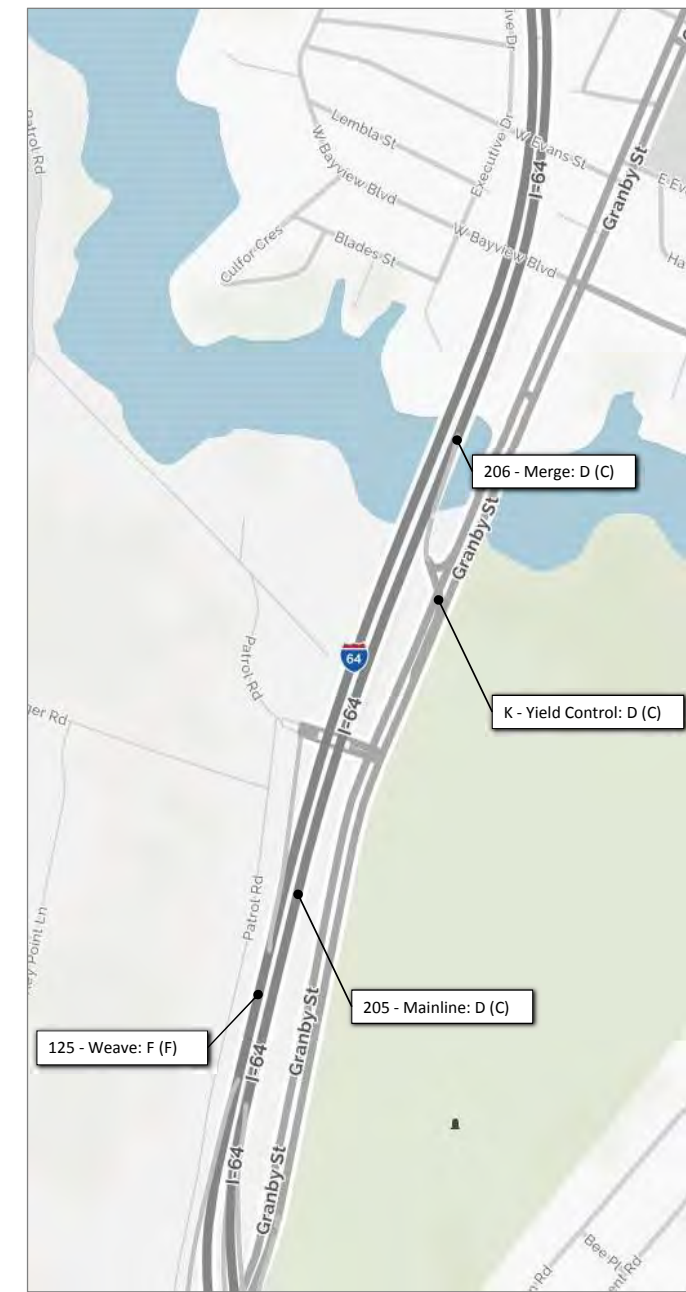
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure C.3-2





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure C.3-3



**Legend**

X (X)      AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series    I-64 Eastbound  
 200 series    I-64 Westbound  
 300 series    I-564 Eastbound  
 400 series    I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

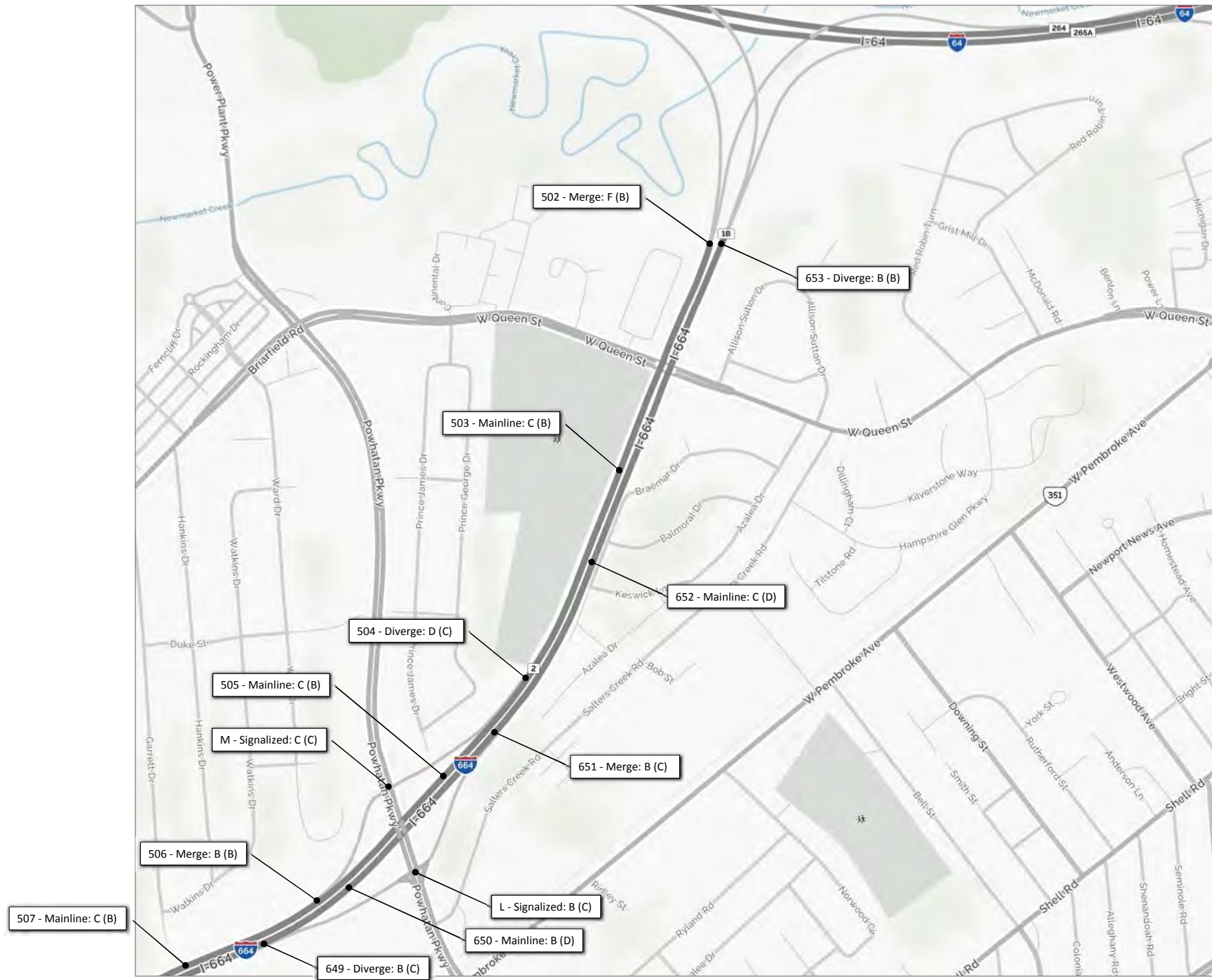


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure C.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**2040 Alternative B  
 Level of Service  
 I-664 Corridor**

April 2017

Figure C.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

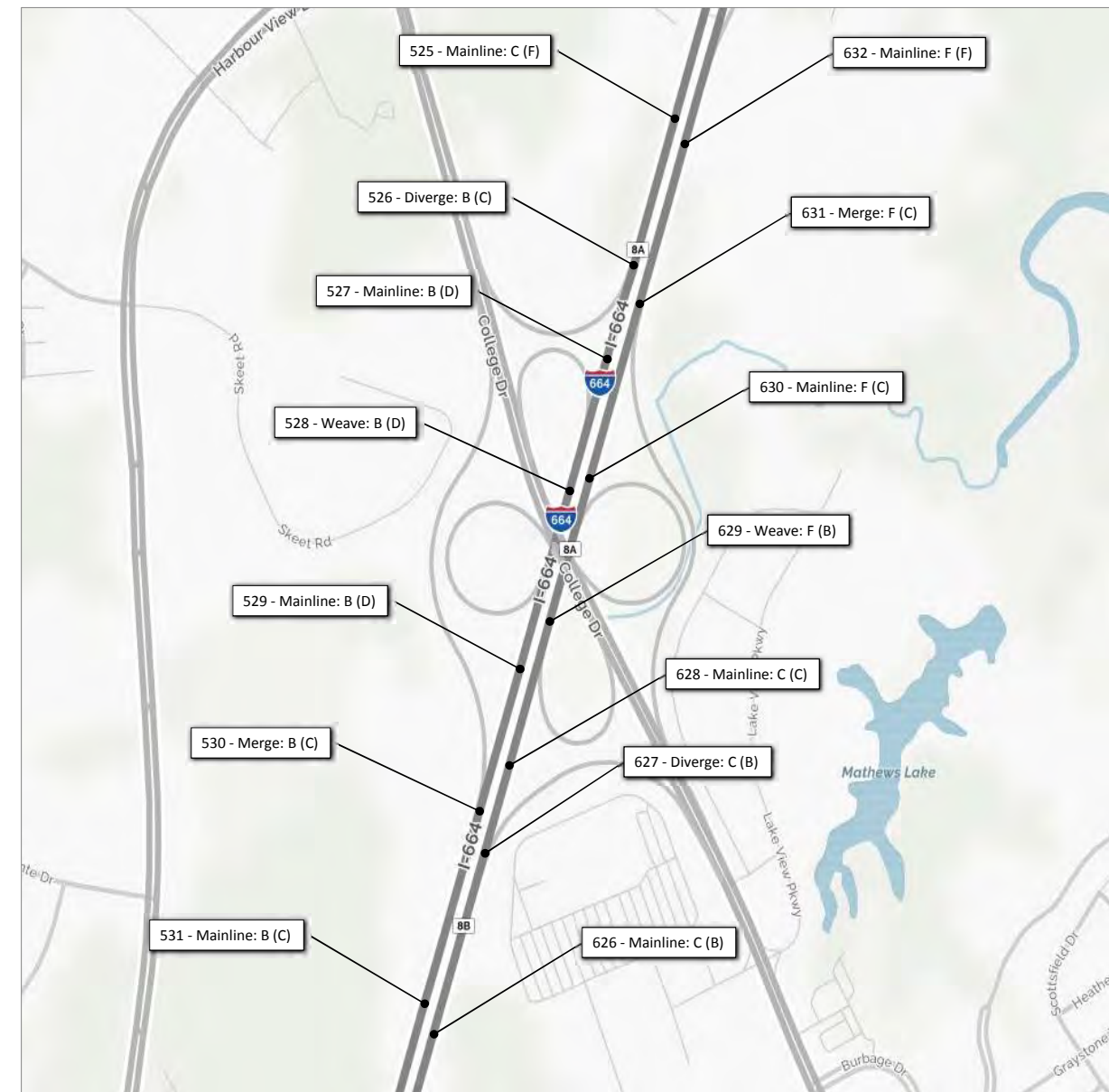
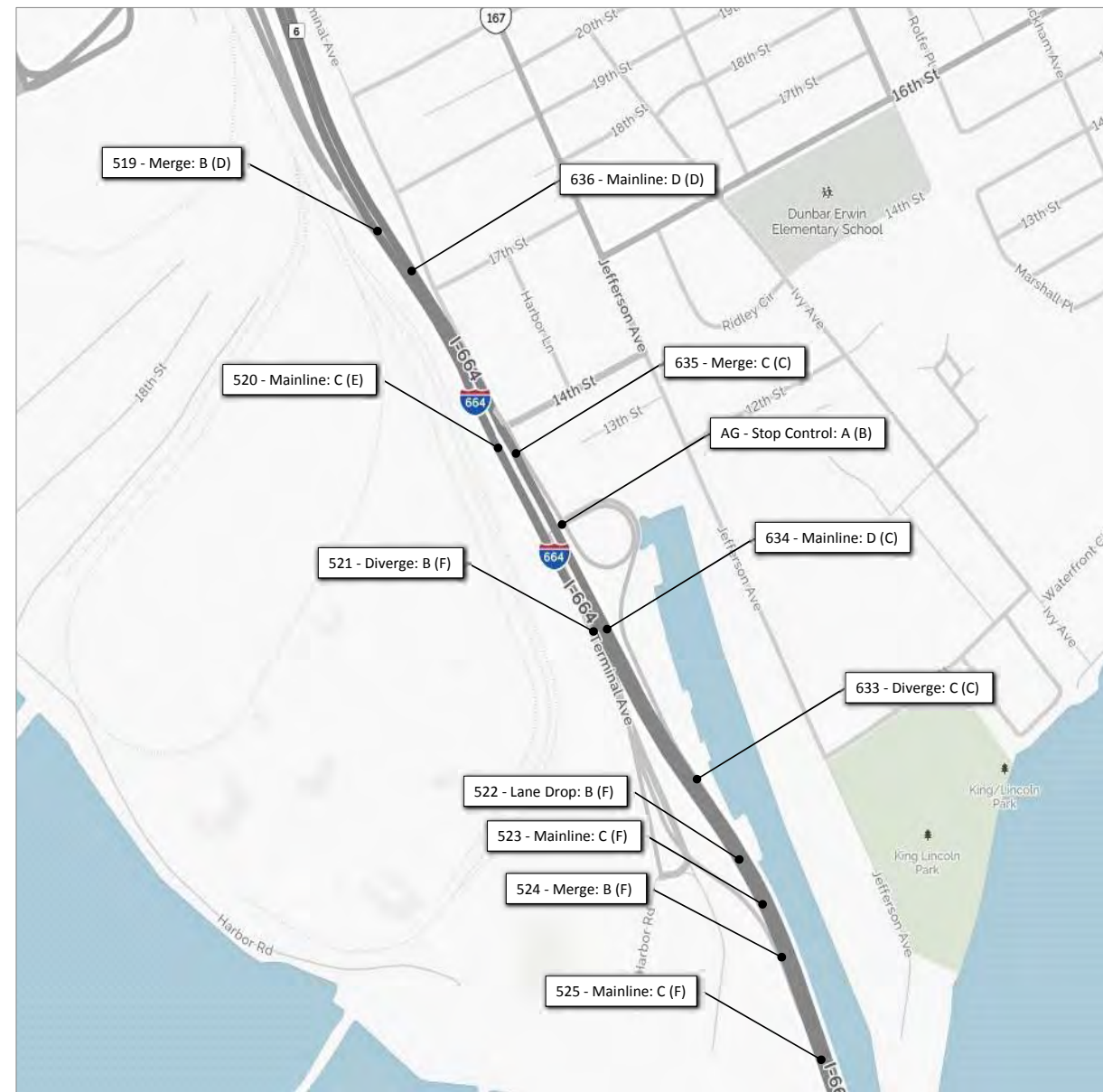


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

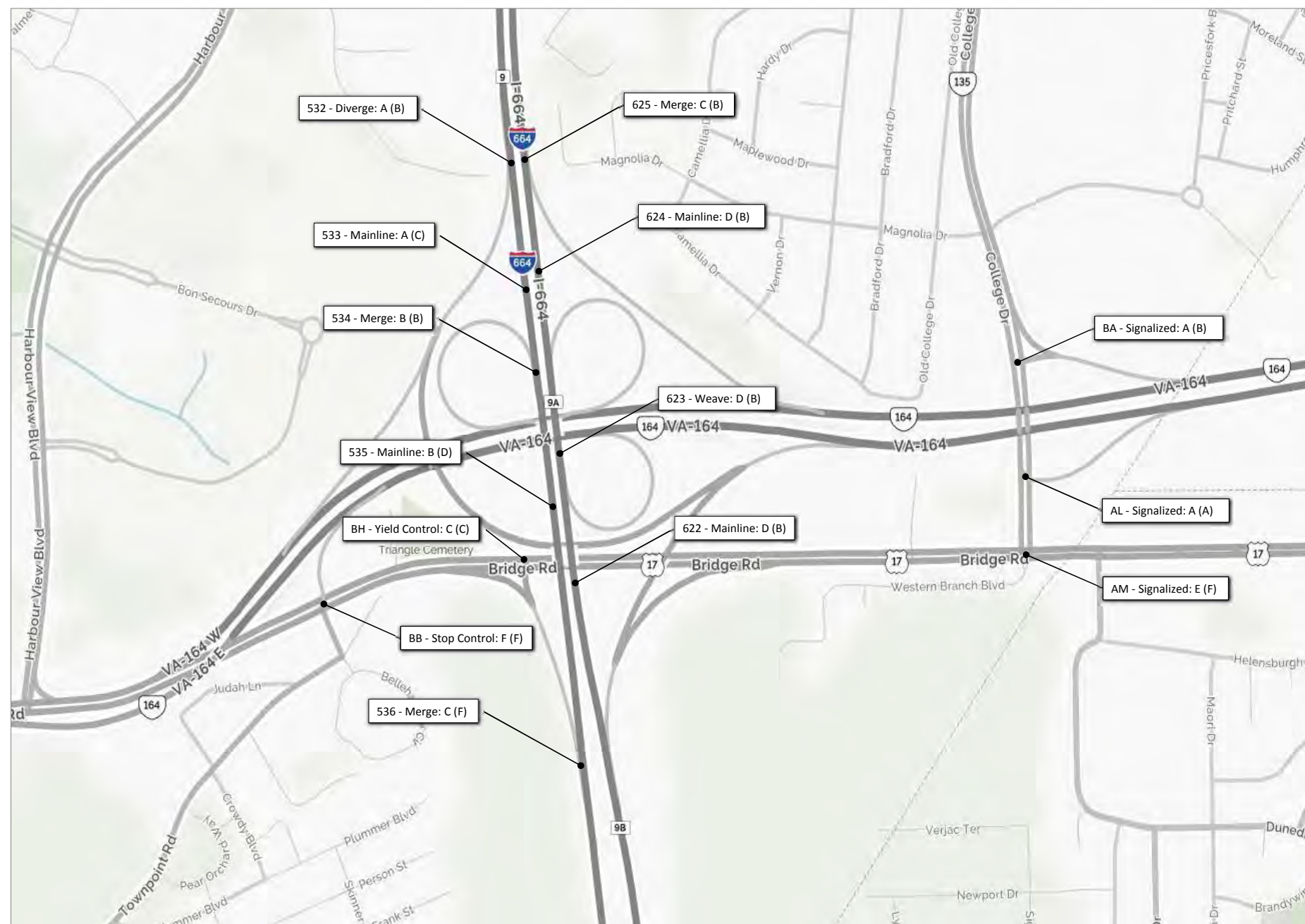


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

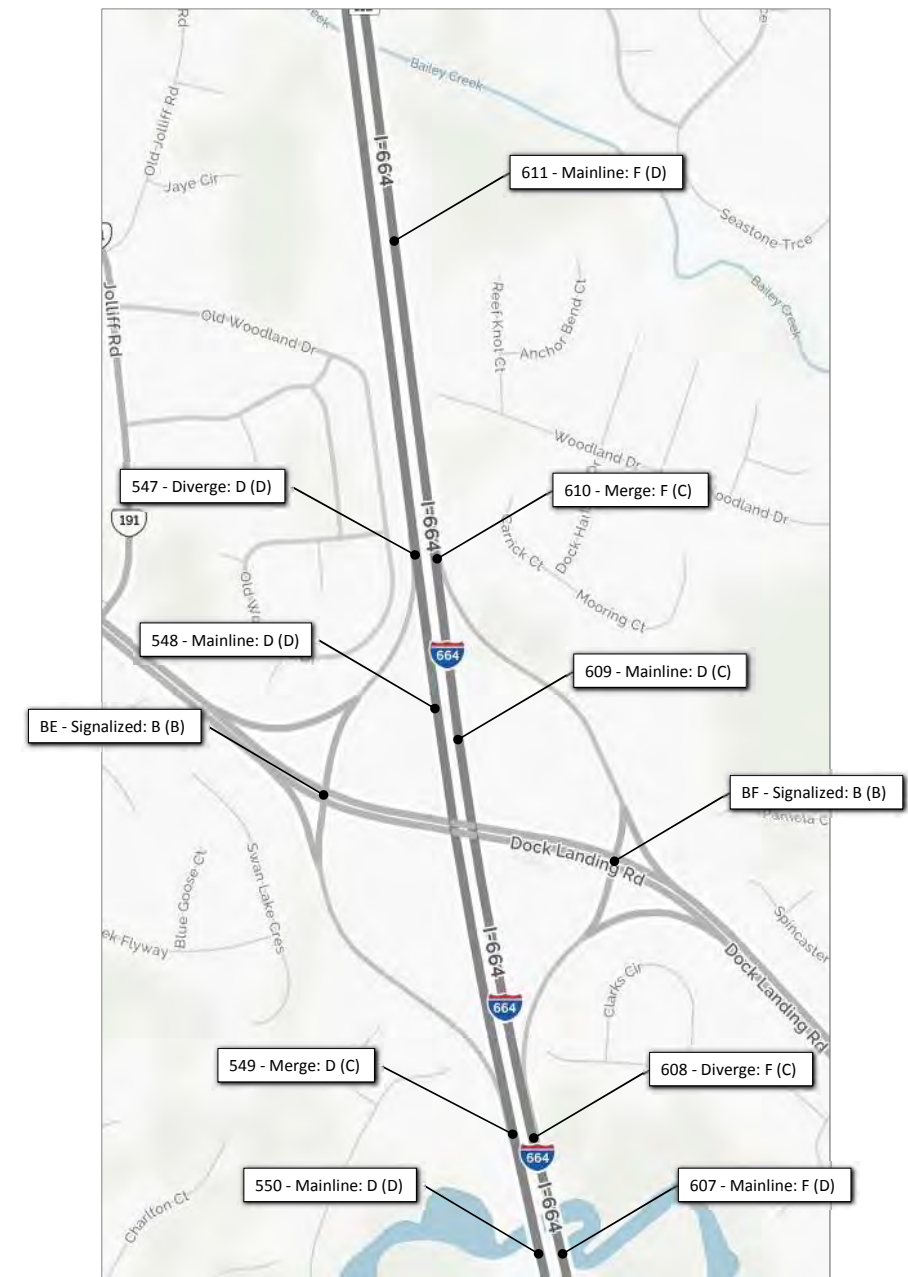
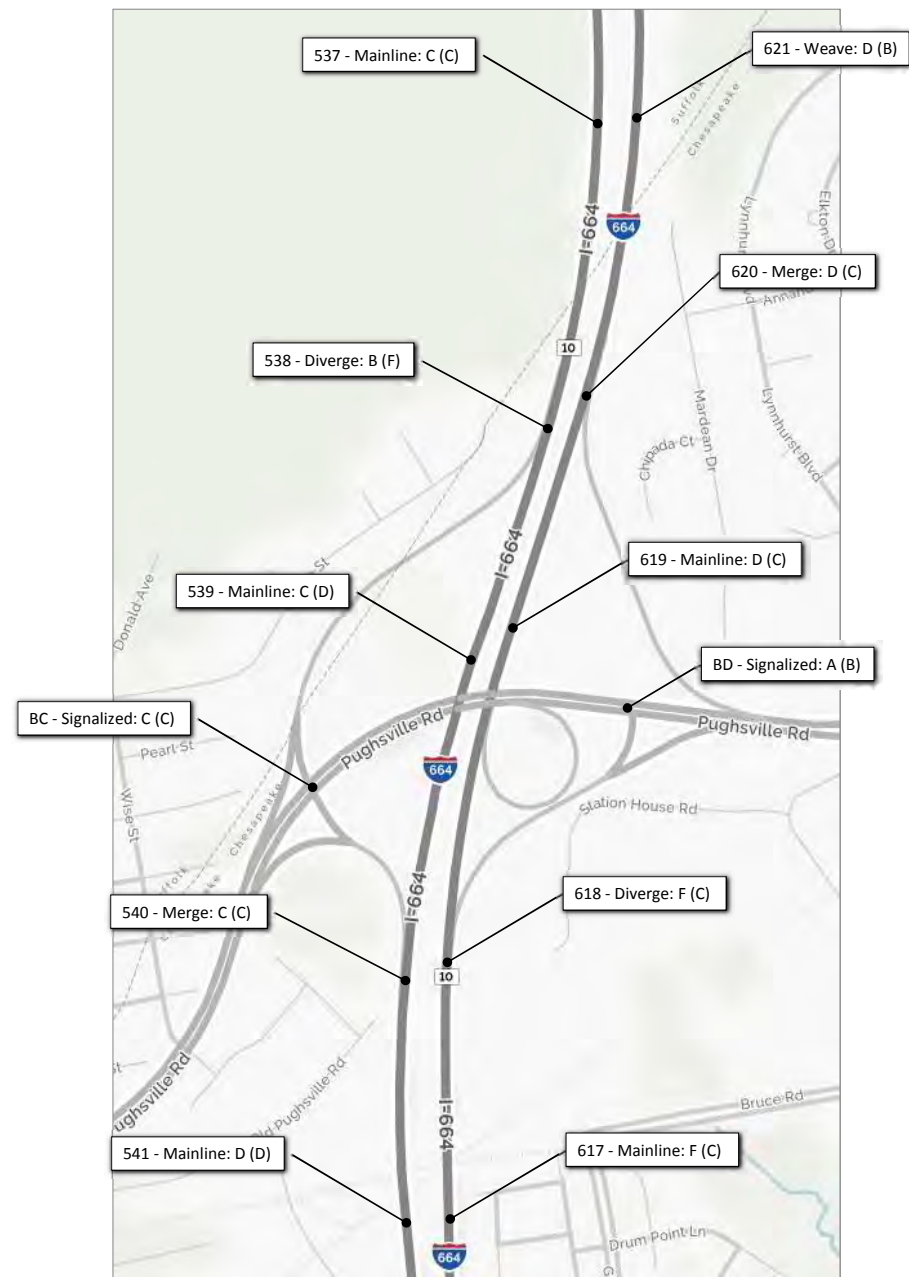


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-10





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

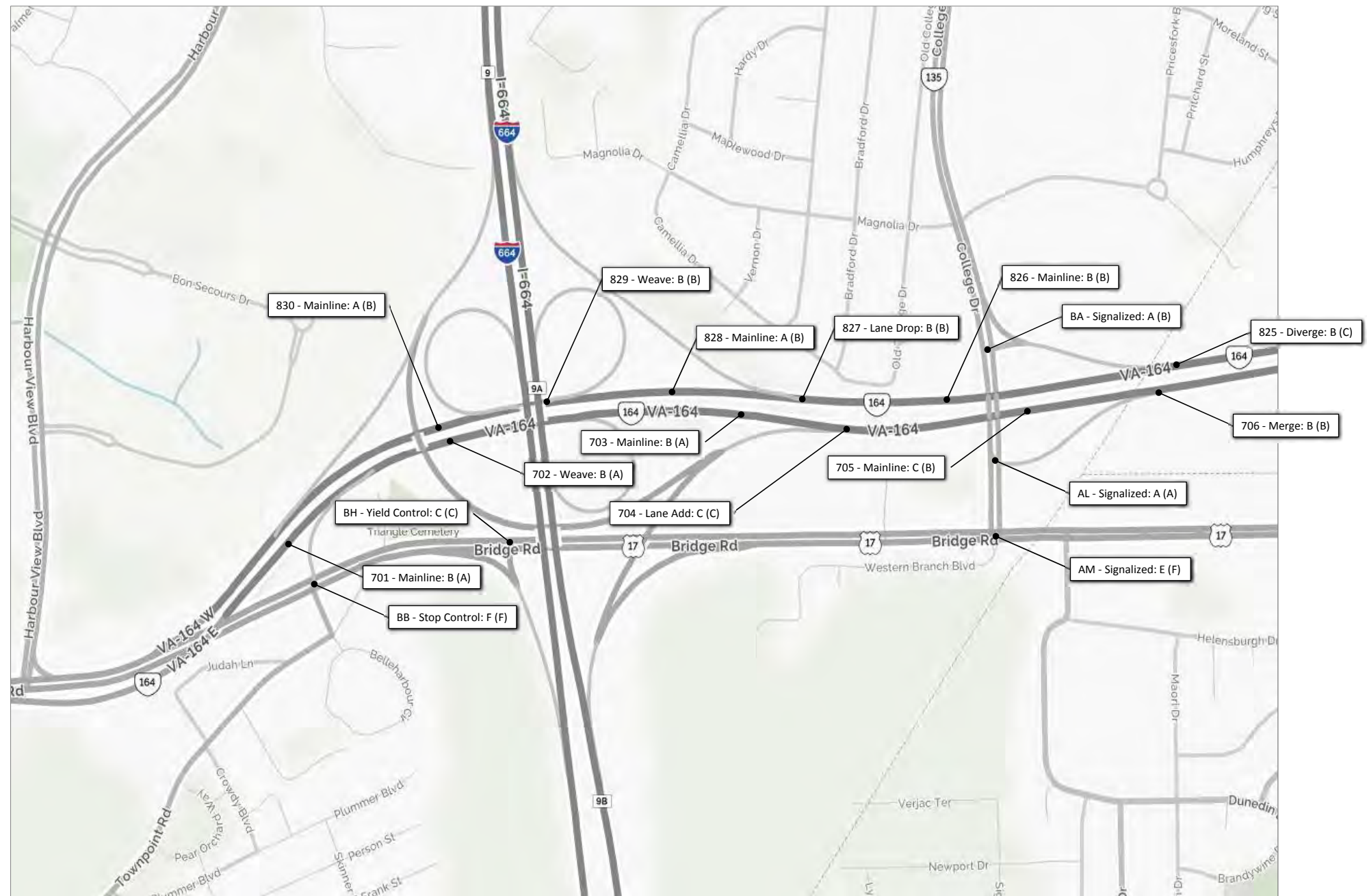


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure C.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure C.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure C.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure C.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

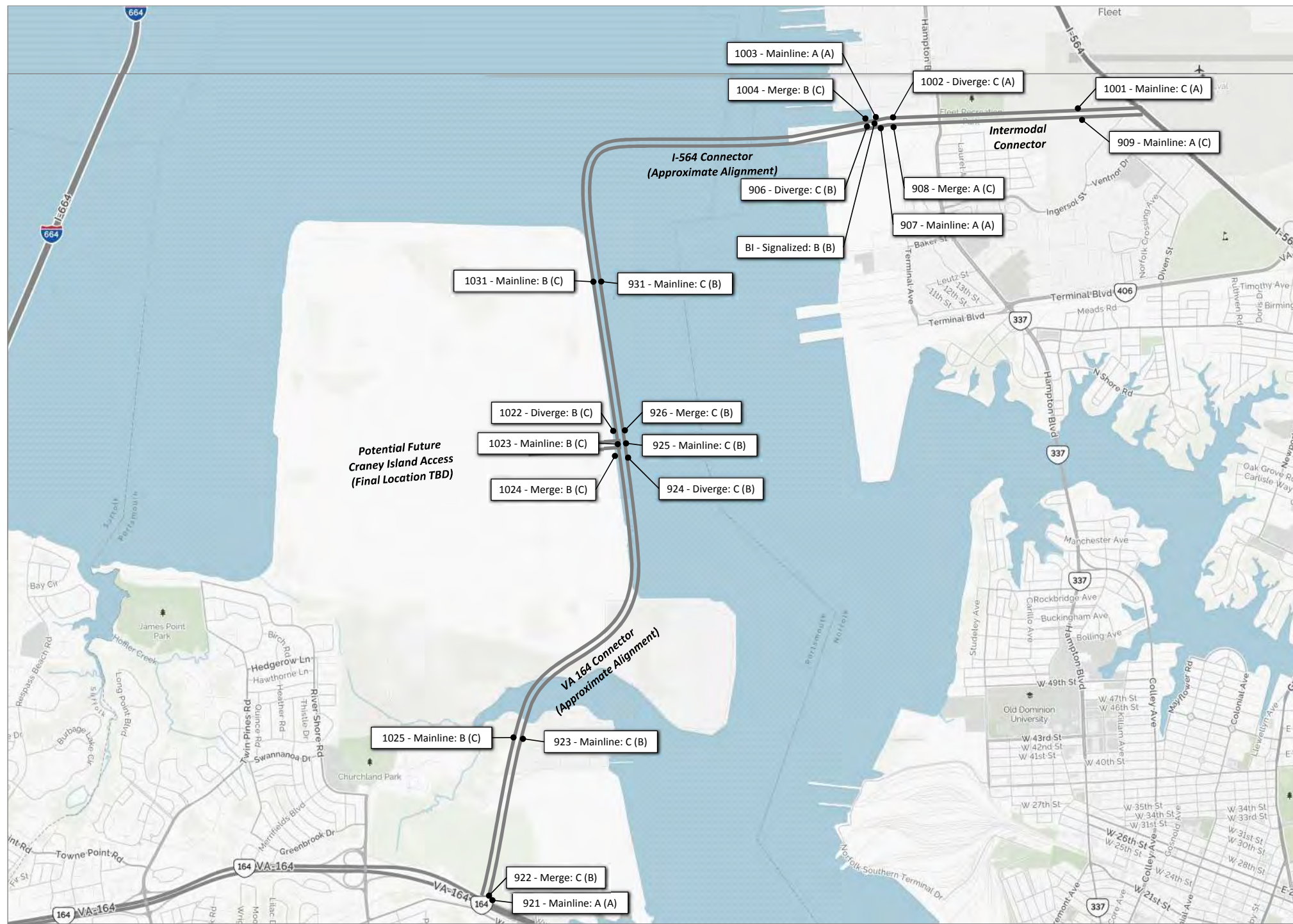


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure C.3-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound  
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



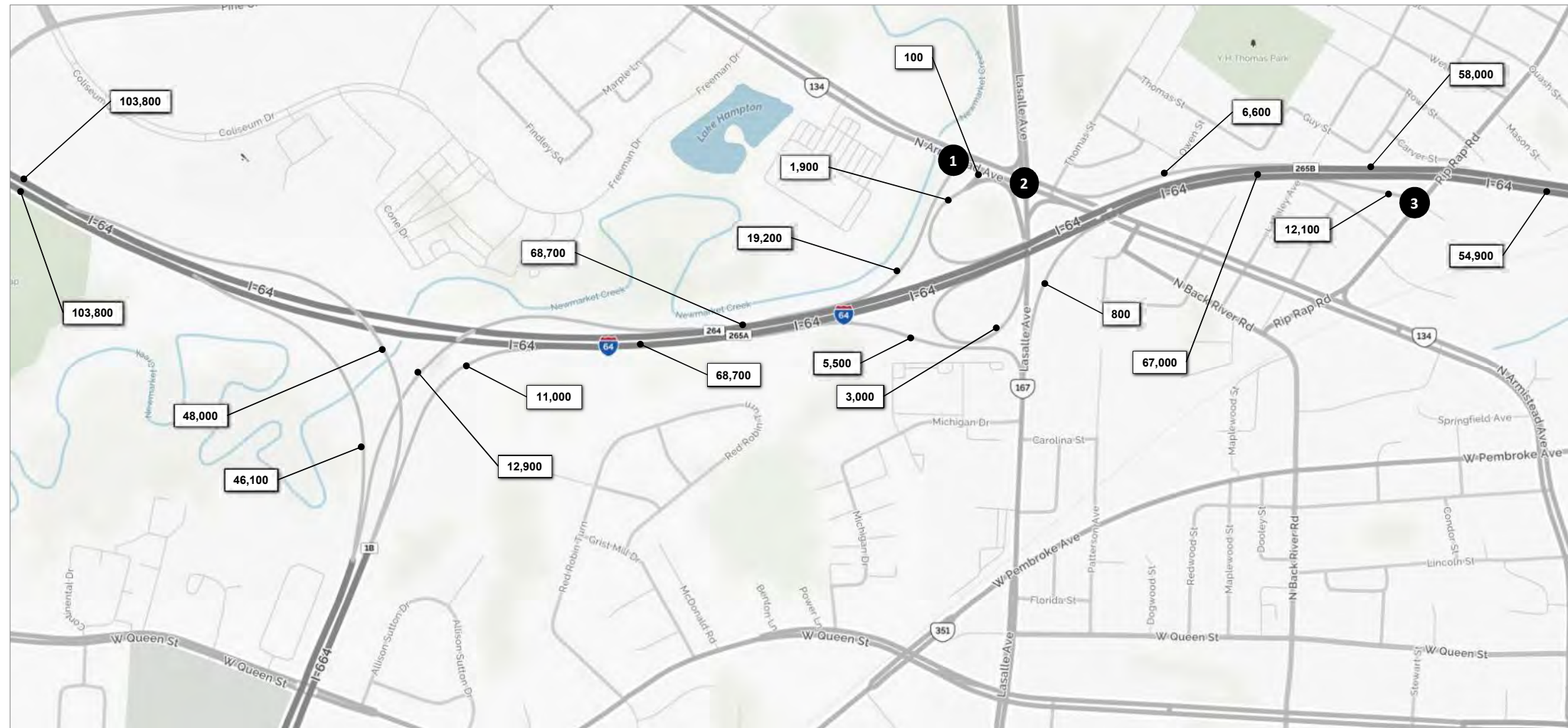
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative B**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure C.3-16

**APPENDIX D:  
2040 ALTERNATIVE C  
TRAFFIC VOLUMES AND ANALYSIS**



1						
	R	T	L	R	T	L
				13,000		
				15,100		
Armistead Ave						
			L			
			15,700	T		
			4,100	R		
						100

2						
	R	T	L	R	T	L
				2,200		
				14,300		
				700		
Armistead Ave						
			L			
			1,100	L		
			8,800	T		
			5,900	R		
						8,500
						2,100
						200

3						
	R	T	L	R	T	L
				3,200		
I-64 Ramp						
			L			
			8,300	L		
			3,800	R		
						2,000

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



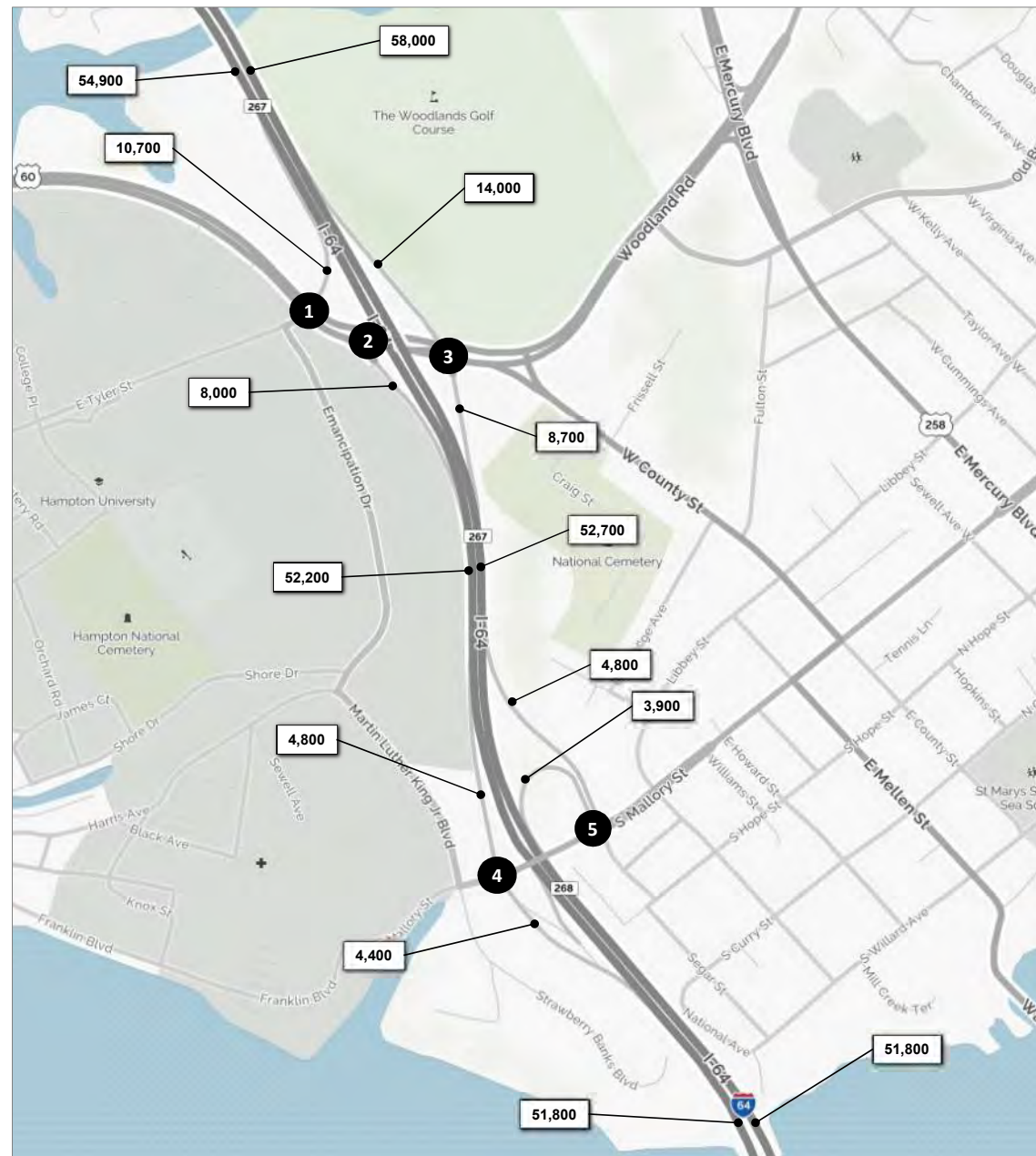
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure D.1-1





1	1,800	3,400	5,500	T	5,200	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		7,400	T	900		3,200
		2,000	R			

2				T	5,700	
				L	4,500	
Settlers Land ing Rd						
		12,600	T			
		3,500	R			

3				R	8,900	
				T	7,000	
Settlers Land ing Rd				L		R
		5,100	L	4,200		4,500
		7,500	T			

4	2,100	100	2,600	T	1,600	
	R	T	L	L	3,000	
S. Mallory St						
		2,300	T			
		1,300	R			

5	1,000	100	2,800	R	3,100	
	R	T	L	T	3,300	
S. Mallory St				L		R
		1,200	L	300	500	100
		3,600	T			
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure D.1-2



1	2,200	4,600	T 1,300	
	R	L	L 1,800	
4th View St				
	2,700	T		
	800	R		

2			R 4,800	
			T 2,500	
4th View St				
	2,000	L	L	R
	5,300	T	600	2,100

3	1,200	11,300	US 460	
	R	T	L	T
			3,900	8,800

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

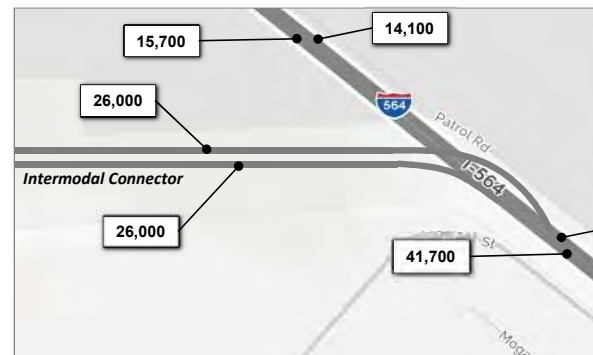
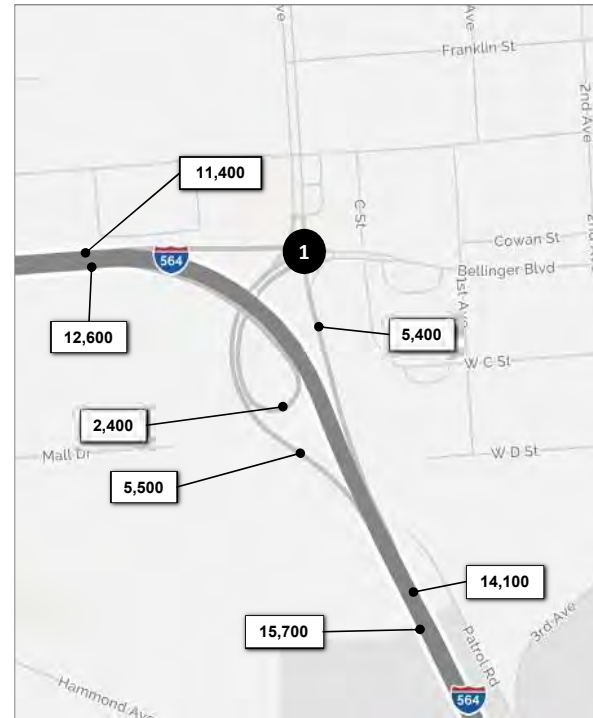


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

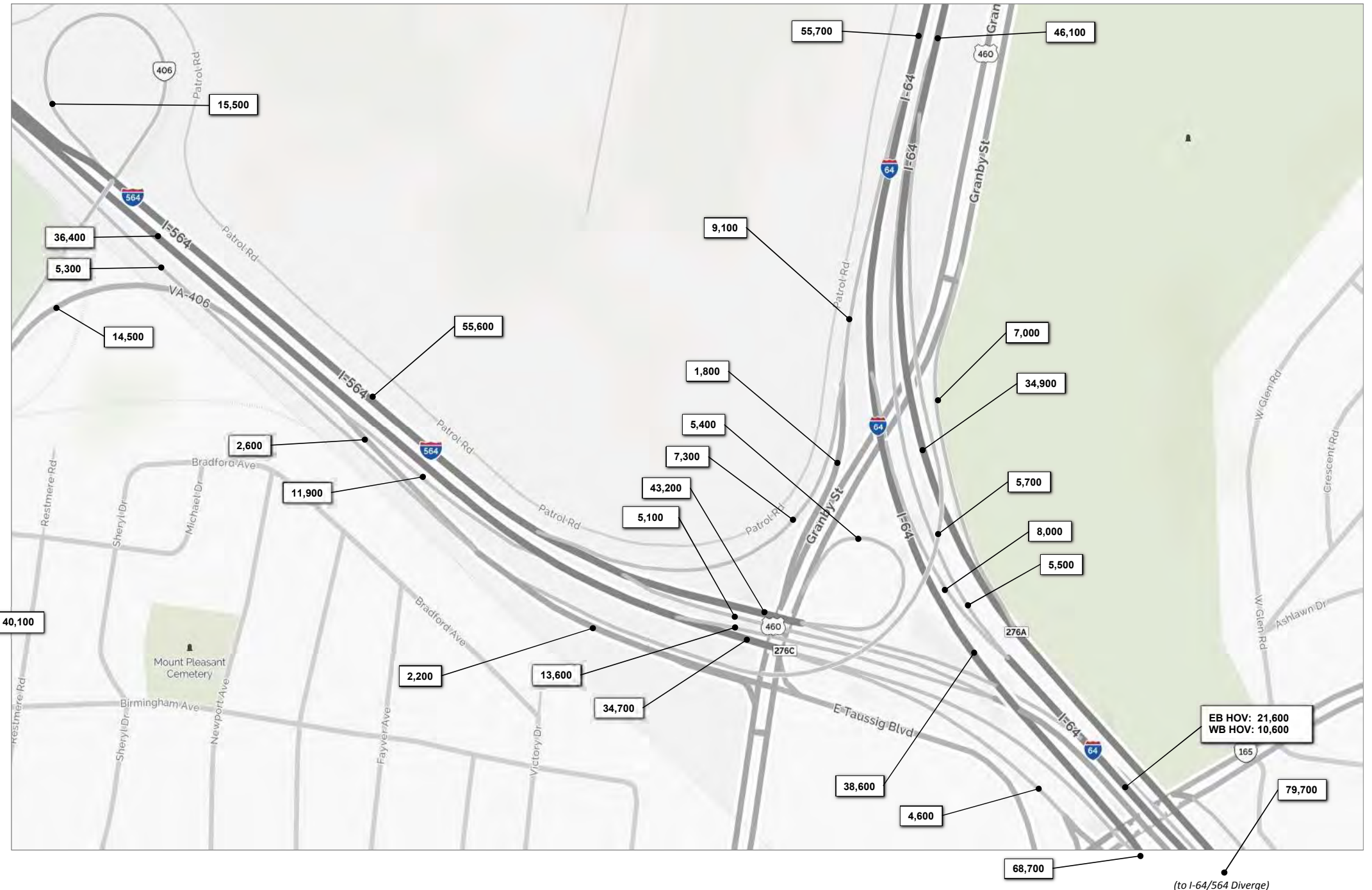
**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure D.1-3



1		Bainbridge Ave			R	T	L
2,500	5,400						
R	T	U			L	T	
Bellinger Blvd	100	2,300	100	100	5,200		



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

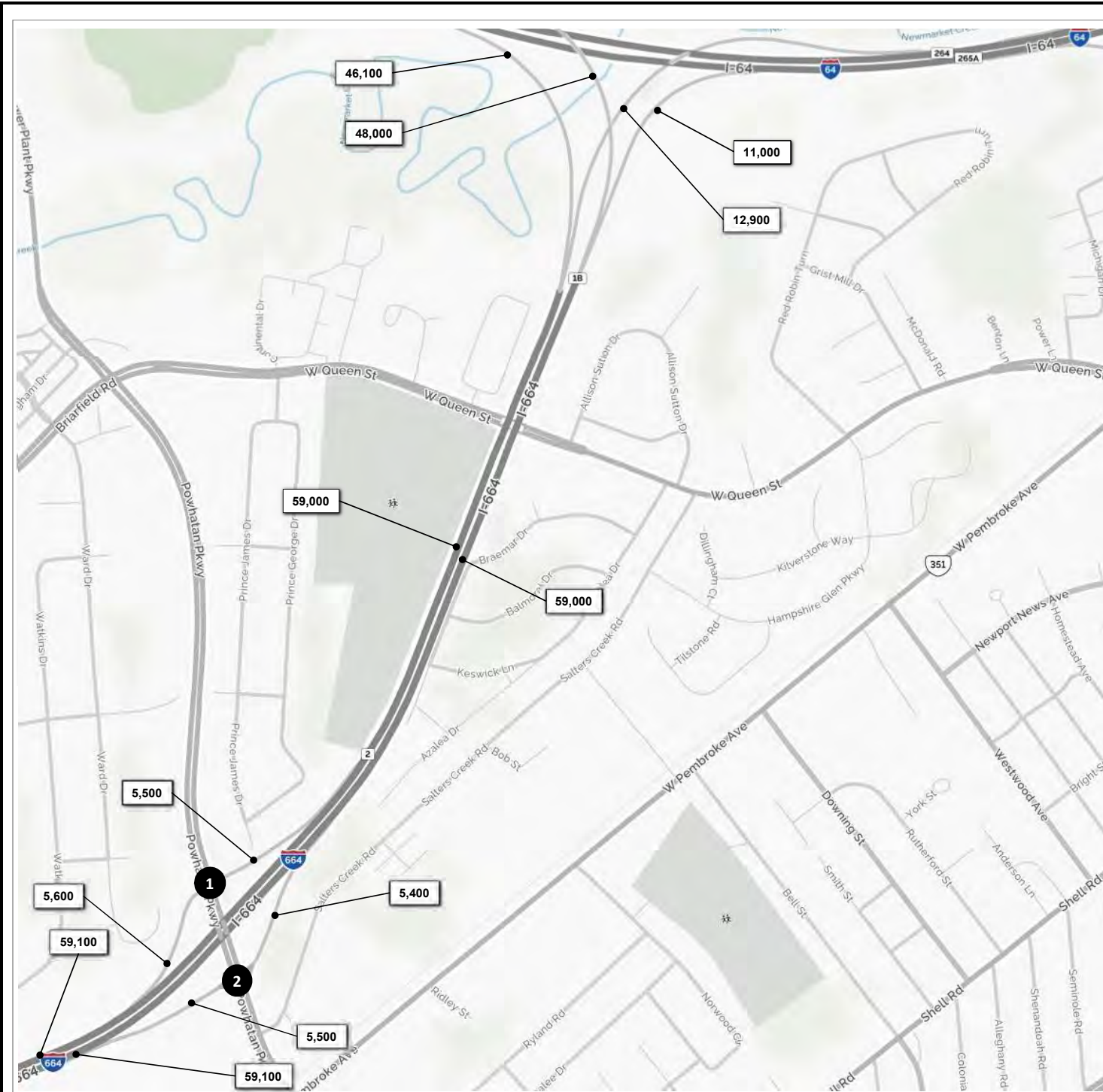


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure D.1-4



<b>1</b>			
R	1,500	L	4,000
		T	6,800
		L	2,700
		Powhatan Pkwy	
		L	900
		T	8,500
		I-664 Ramp	
		T	5,400
		R	2,900

<b>2</b>			
		L	4,500
		T	6,600
		I-664 Ramp	
		L	2,900
		R	2,600
		Powhatan Pkwy	
		L	900
		T	8,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-5



<b>1</b>					
5,900		2,000	T	11,600	
R	T	L	L	1,400	
<hr/>			Aberdeen Road		
	11,900	T			
	5,800	R			
			I-664 Ramp		

<b>2</b>					
			I-64 Ramp	R	2,300
				T	7,700
<hr/>			Aberdeen Road		
			L	R	
	4,900	L			
	9,000	T	5,300		1,000

<b>3</b>					
2,100		2,700	R	3,000	
R	T	L	T		
<hr/>			Chestnut Avenue		
			L	T	R
		L			
	4,900	T			
	200	R			200

<b>4</b>					
			R	3,400	
			T	3,000	
			L		
<hr/>			Chestnut Avenue		
			L	T	R
	1,500	L			
	6,300	T			
		R			

<b>5</b>					
800	2,800	500	R	500	
R	T	L	T	3,200	
<hr/>			Chestnut Avenue		
			L	T	R
		L			
	800	L			
	3,100	T	2,400	2,800	300
	2,400	R			

<b>6</b>					
	200		R	200	
			T	2,000	
			L	1,000	
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	600	T			
	2,100	R			

<b>7</b>					
			R	1,400	
			T		
			L		
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	600	T	1,800		1,400
		R			

<b>8</b>					
400	4,700	400	R	500	
R	T	L	T	700	
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	300	L			
	1,300	T	300	4,700	300
	400	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

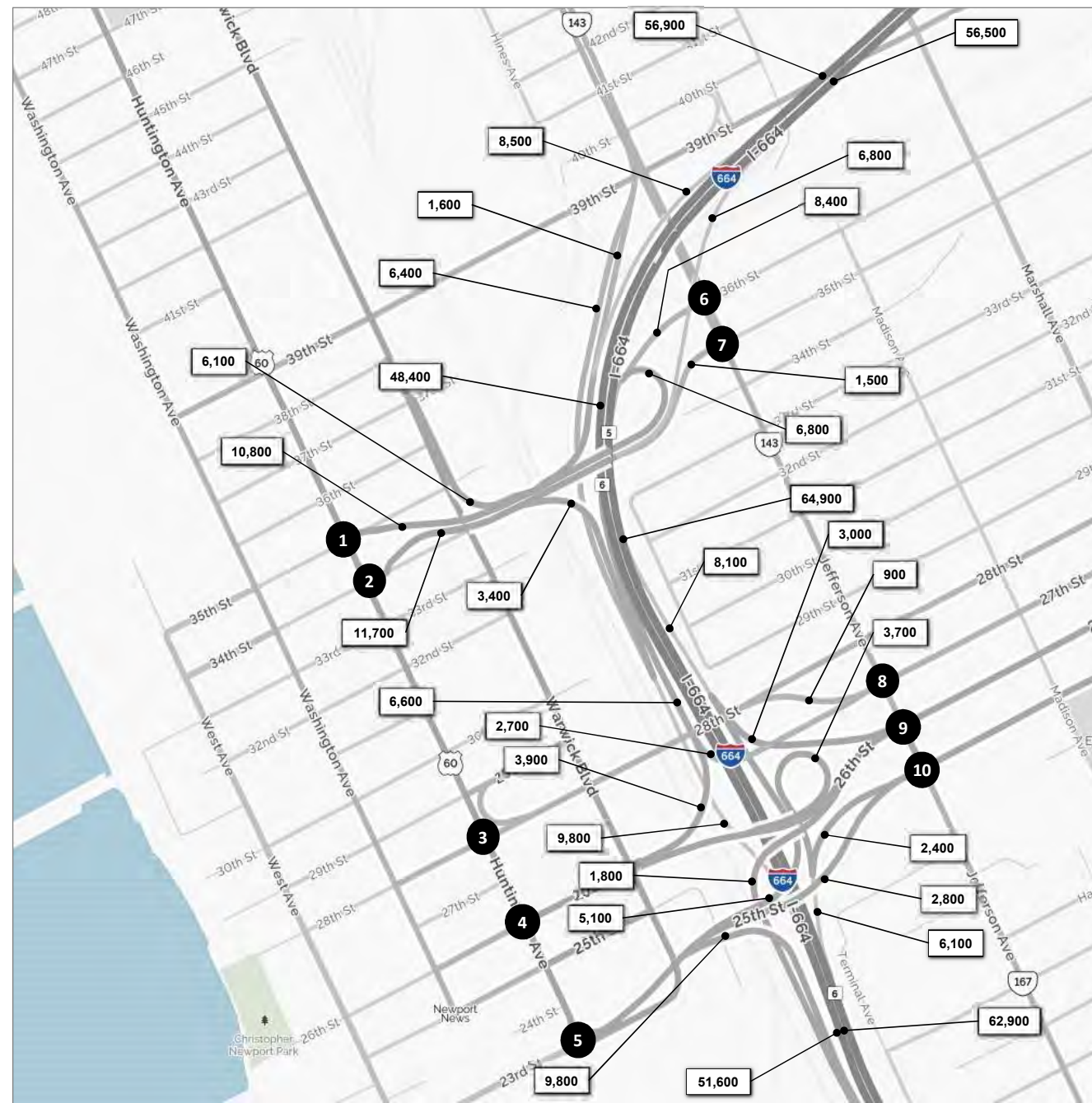


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-6



1	500	14,100					
	R	T		T	4,400	L	7,400
35th Street							
				Huntington Ave			

6		5,600	600		R	1,100	
		T	L		T	200	
36th Street							
				Jefferson Ave			

2		11,800	9,900				
		T	L				
34th Street							
				Huntington Ave			

7		5,800	200				
		T	L		T		R
35th Street							
				Jefferson Ave			

3	500	9,500	400		R	500	
	R	T	L		T	600	L
28th Street							
				Huntington Ave			

8		4,900	1,000				
		T	L		T		R
27th Street							
				Jefferson Ave			

4	1,400	12,000			T	6,200	L
	R	T			L	3,400	
26th Street							
				Huntington Ave			

9		2,300	3,800		R	600	T
		R	T		L	2,700	L
26th Street							
				Jefferson Ave			

5	1,900	100	11,300				
	R	T	L				
23rd Street							
				Huntington Ave			

10		3,200	1,100				
		R	T	L		T	R
25th Street							
				Jefferson Ave			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

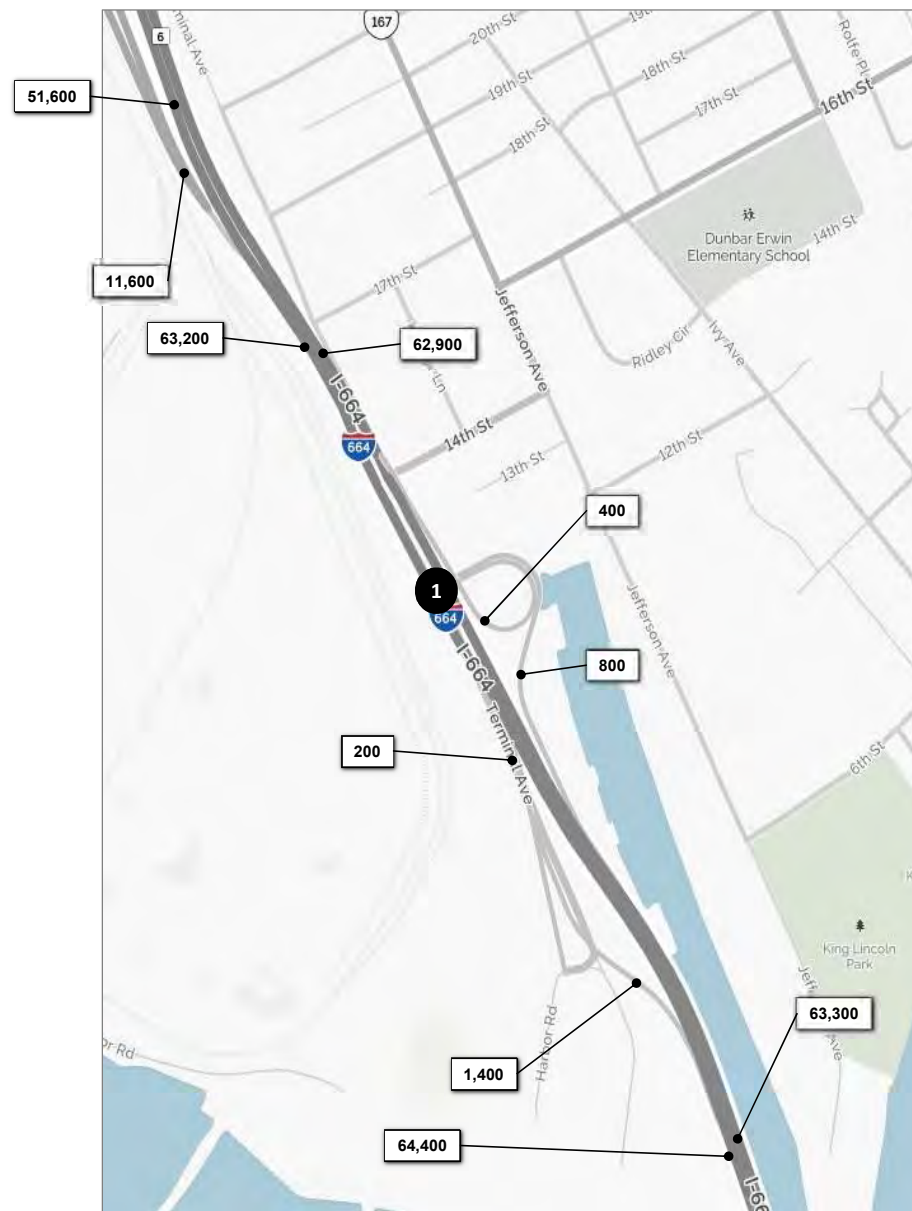


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-8



<b>1</b>			R	200	
			T	12,000	
			L	400	
R	T	L			
	1,400	L	L	T	R
	23,400	T	300	400	1,000
	900	R			

<b>2</b>					
			T	12,600	
			L	7,100	
US 17					
			12,000	T	
			12,400	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



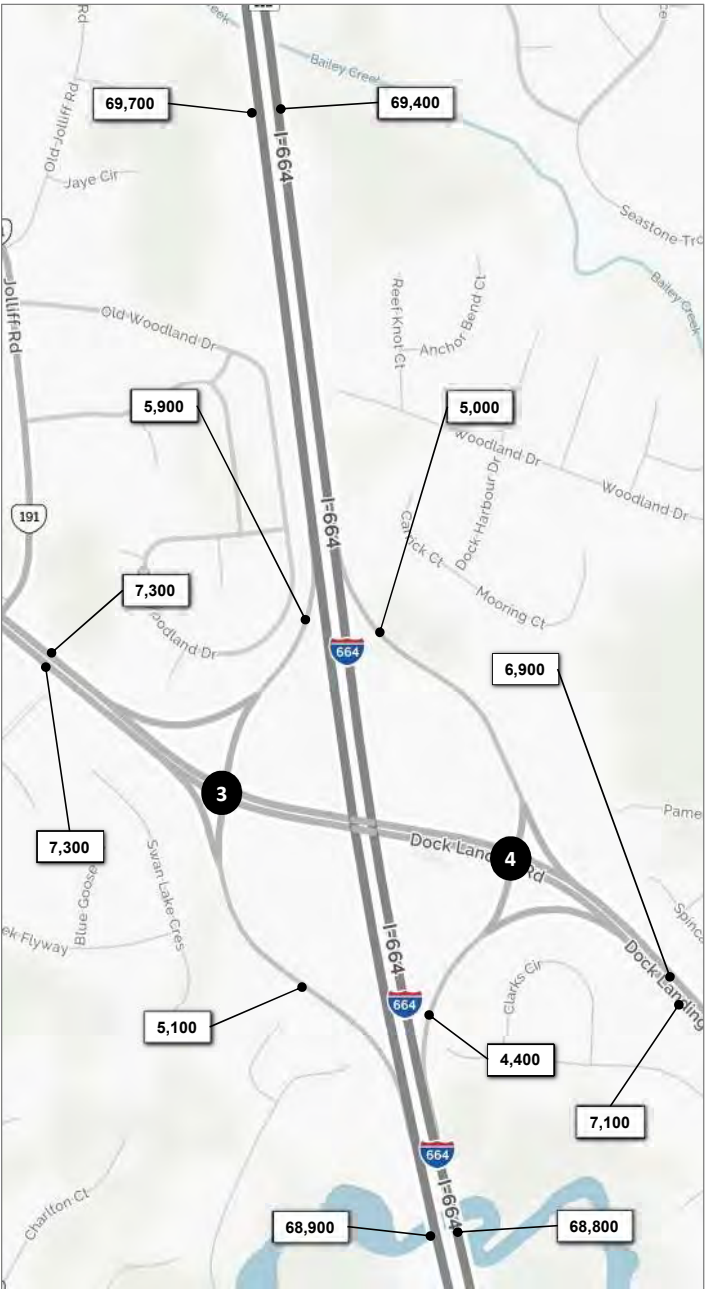
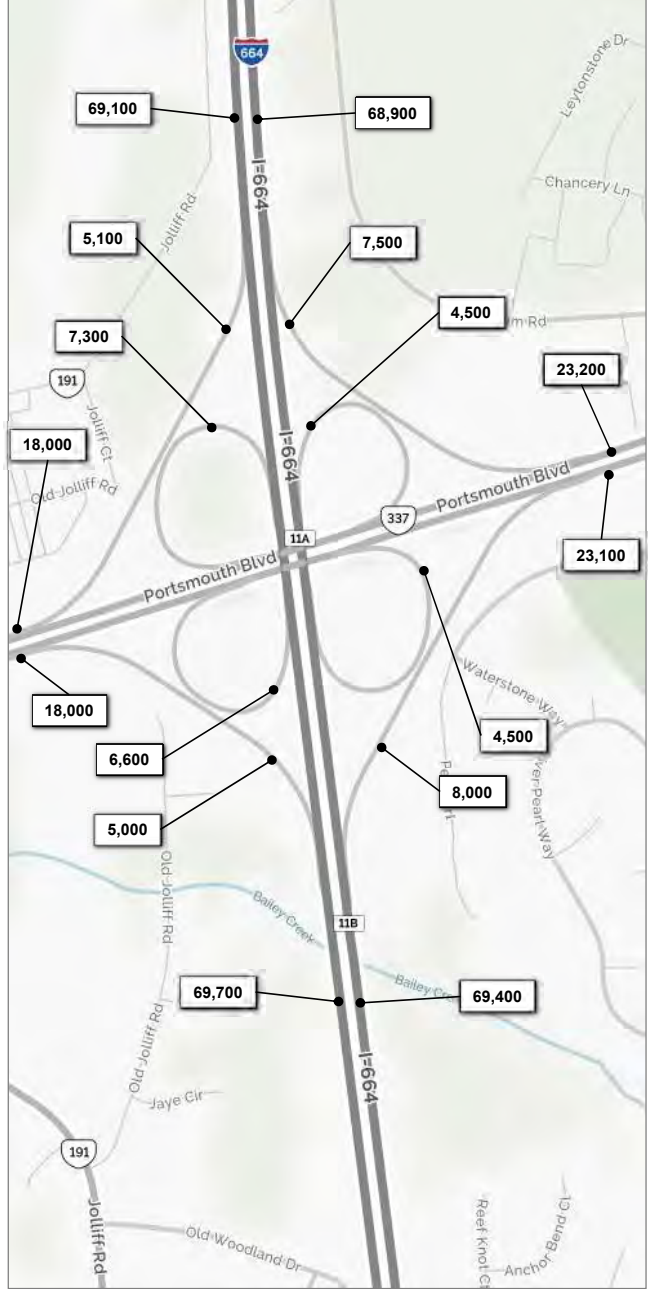
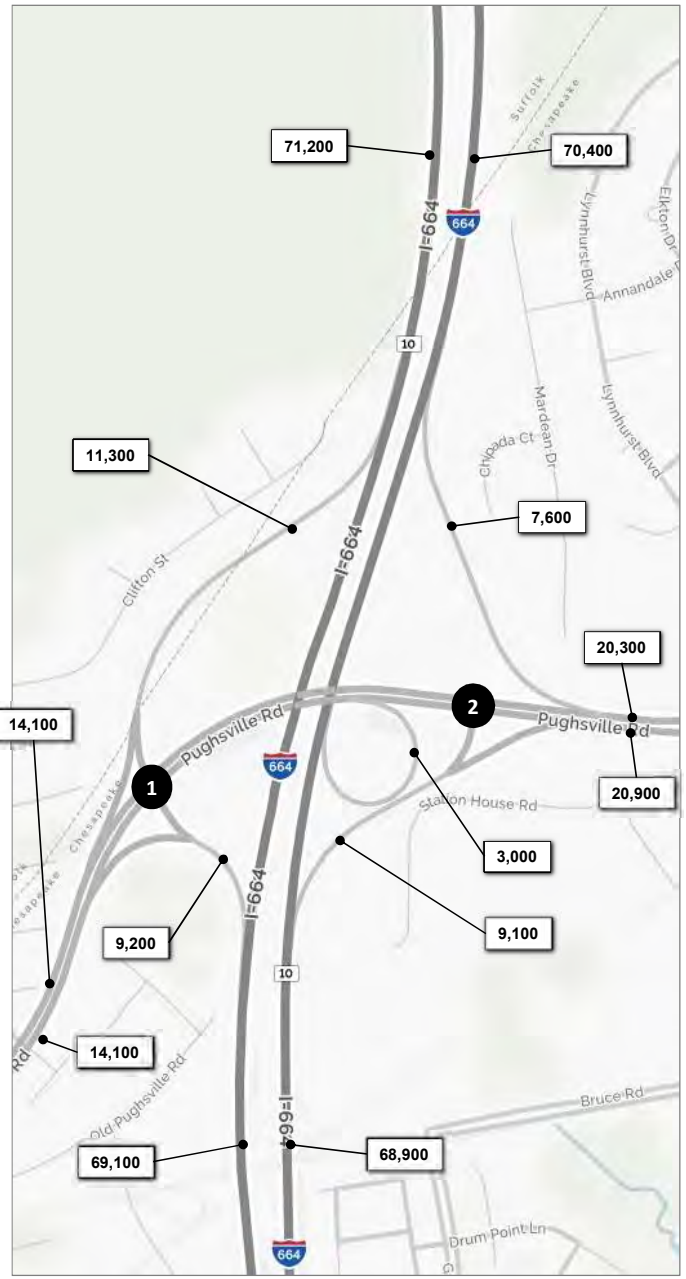
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-9





<b>1</b>	4,100	7,200	T 10,000	
	R	L	L 5,800	
			Pughsville Road	
		10,700	T	
		3,400	R	

<b>2</b>			R 7,600	
			T 12,700	
Pughsville Road			L	R
		14,900	T	3,100
		3,000	R	6,000

<b>3</b>	3,500	2,400	T 3,800	
	R	L	L 2,200	
			Dock Landing Road	
		4,400	T	
		2,900	R	

<b>4</b>			R 2,600	
			T 4,300	
Dock Landing Road			L	R
		2,400	L	1,700
		4,400	T	2,700

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-10



<b>1</b>			
100	2,200	R 500	
		T 1,500	
R	L		
W. Military Hwy			
100	L		
	4,500	T	

<b>2</b>			
		T 1,200	
		L 3,700	
		L	R
W. Military Hwy			
	6,500	T	
	200	R	
		800	3,800

<b>3</b>			
100	6,600	T 4,500	
R	L		
S. Military Hwy			
	3,900	T	

<b>4</b>			
1,500	2,300	1,900	R 1,200
			T 5,100
			L 900
			L T R
	2,400	L	
	4,300	T	
	1,700	R	
		7,200	1,600 1,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure D.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	12,000	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	23,400	T	300	400	1,000
	900	R			

<b>2</b>			<b>T 12,600</b>		
			<b>L 7,100</b>		
<b>US 17</b>					
12,000			<b>T</b>		
12,400			<b>R</b>		

<b>3</b>			<b>R 5,600</b>		
			<b>L 1,100</b>		
			<b>VA 164 Ramp</b>		
20,600			<b>T</b>		
			14,900		

<b>4</b>			<b>VA 164 Ramp</b>		
16,300			<b>T</b>		
5,400			<b>L</b>		
			14,900		
			1,300		

<b>5</b>			<b>R 7,600</b>		
			<b>T 10,600</b>		
			<b>L 200</b>		
9,000			<b>R</b>		
100			<b>T</b>		
7,200			<b>L</b>		
			100		
			100		
			100		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

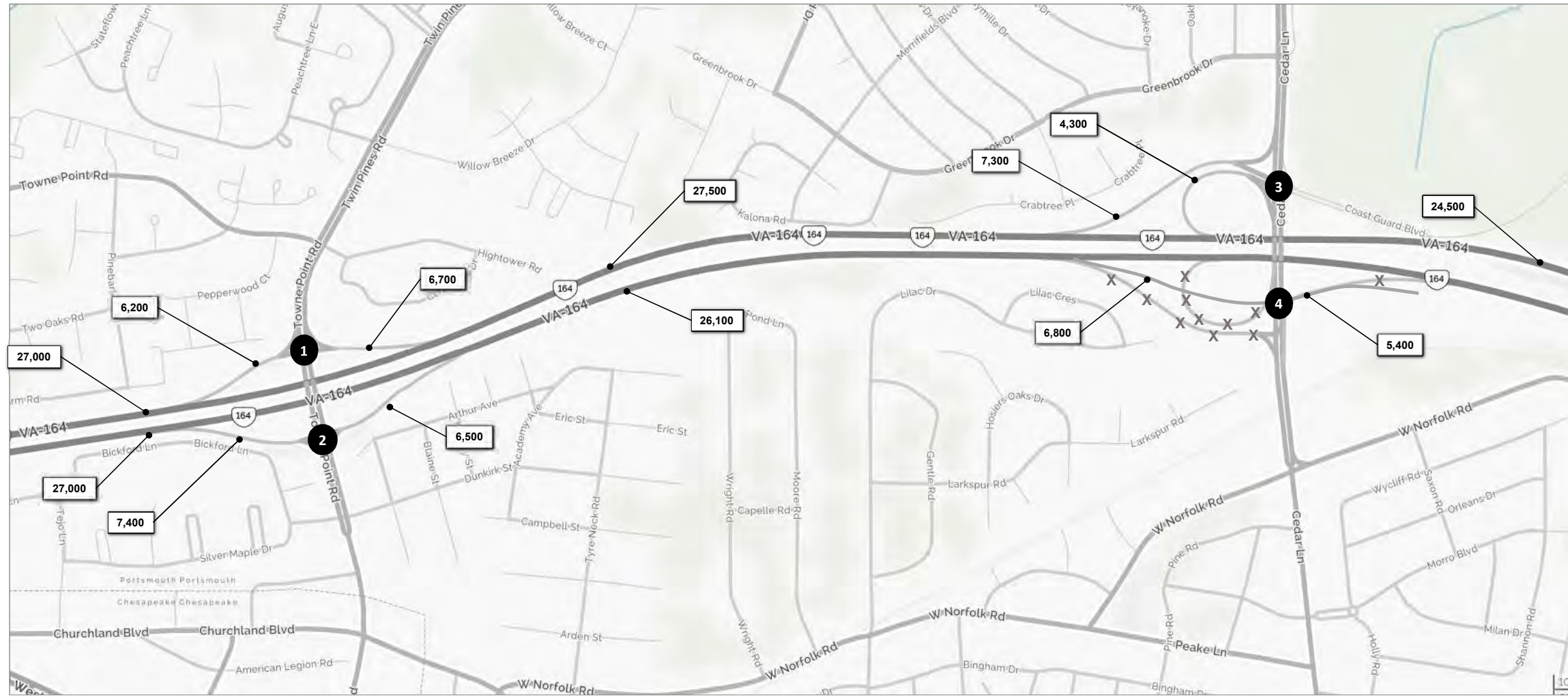


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure D.1-12



<b>1</b>					
3,800	10,000	R	3,200		
		L	3,500		
R	T	Towne Point Road		L	T
			2,400		10,100

<b>2</b>					
9,900	3,600				
T	L	L	T	R	
			8,600		2,900
		L	3,900		
		R	3,500		

<b>3</b>					
1,800	3,600	300	R	100	
			T	1,300	
R	T	L	L	800	
			L	4,200	2,000
		L	1,400		
		T	500		
		R	2,400		

<b>4</b>					
4,000	2,800				
T	L				
		L	2,100		
		R	4,700		
				T	R
				8,700	2,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

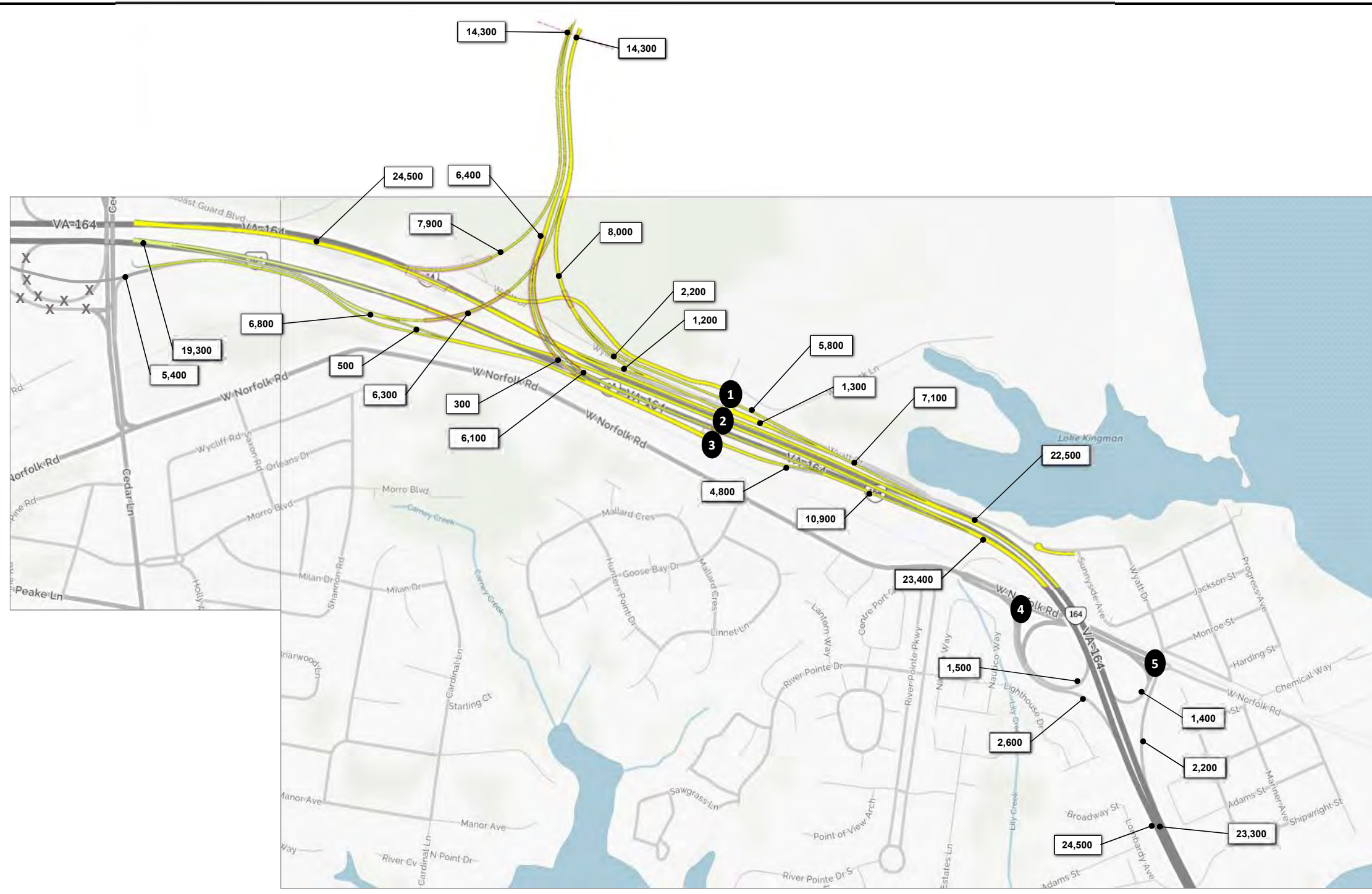


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure D.1-13



<b>1</b>			R	100	
100	2,700	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L		2,000	300
	100	T			
	100	R			

<b>2</b>			R	1,300	
1,600	1,500	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,800	1,100	

<b>3</b>					
		1,500			
<hr/>			L		VA 164 Ramp
	2,900	L			
	3,300	T			
<hr/>			V/G Blvd		

<b>4</b>					
			T	1,800	
			L	1,000	
<hr/>			L		R
	1,300	T		700	800
	1,600	R			

<b>5</b>			R	200	
300	200	200	T	1,100	
			L	600	
<hr/>			L	T	R
	300	L		100	700
	1,200	T		1,400	
	600	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

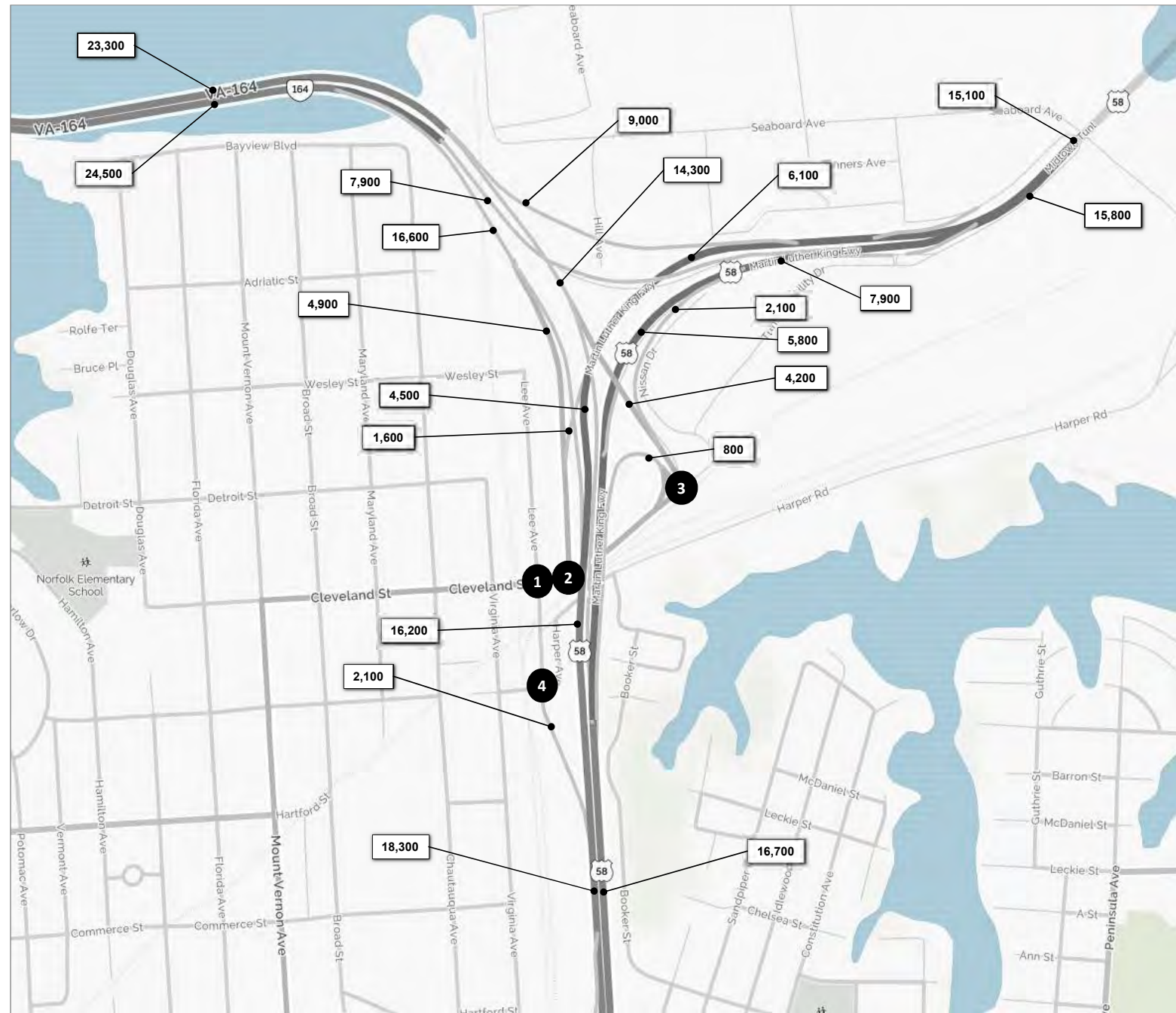


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure D.1-14



<b>1</b>			R	900	
300	700	600	T	2,700	
			L	2,200	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,700	T	100	100	800
	200	R			

<b>2</b>			T	900
4,900		1,600		
R		L		
Cleveland St				
	4,100	T		

<b>3</b>			R	1,100
400		400	T	500
R		L		
Cleveland St				
	5,200	L		
	500	T		
		R		

<b>4</b>			R	700
100	700	2,300	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

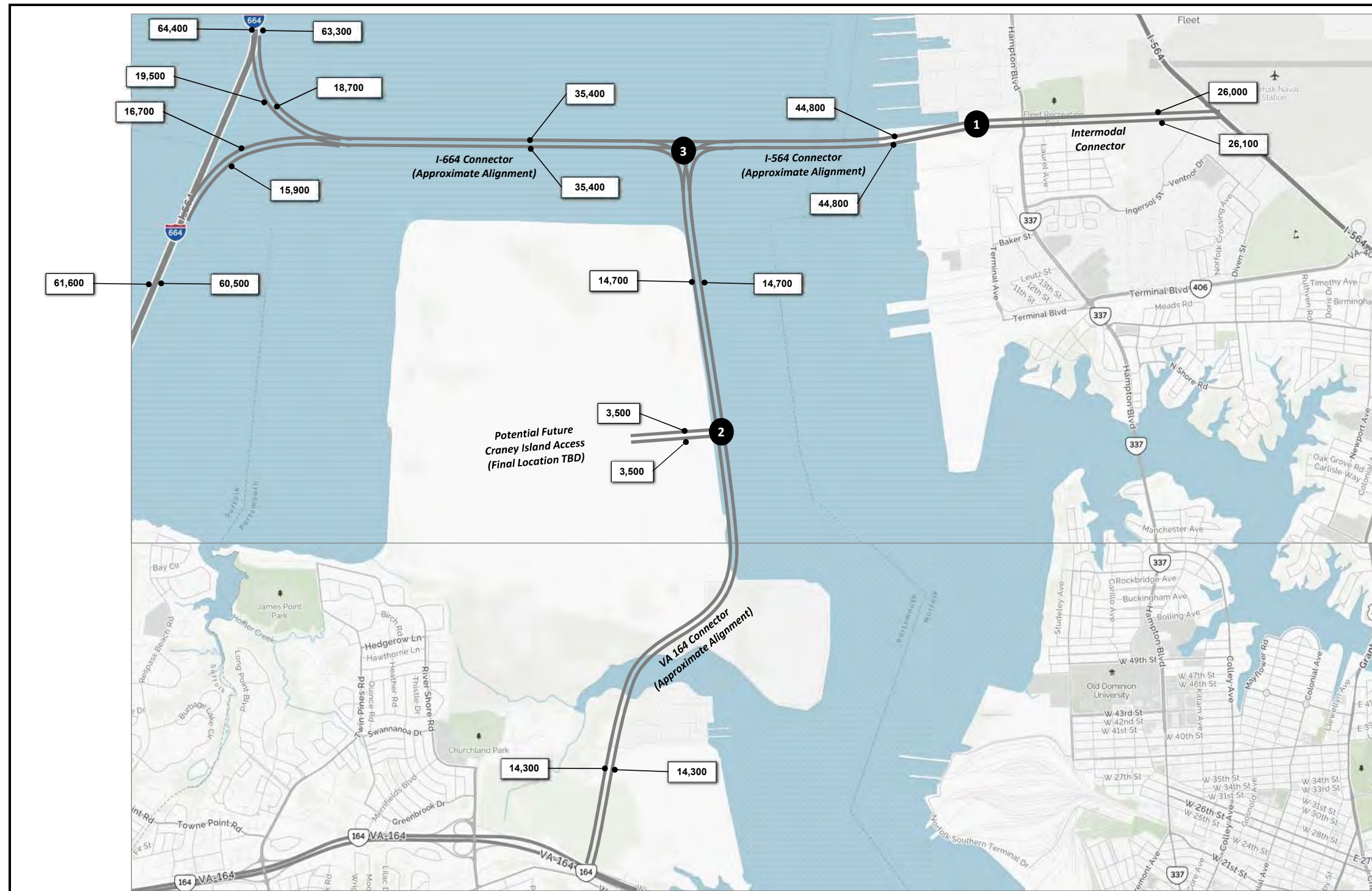


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure D.1-15



1	12,400	2,700	R	2,600		
			T	20,600		
			L	2,800		
				L	T	R
		12,400	L			
		20,900	T			2,500
		11,500	R		11,800	

2	1,900	12,800				
			R			
			T			
				L	T	
		2,000	L			
		1,500	R			12,700
					1,600	

3					T	33,000
					L	11,800
				L	T	R
	32,500	T				12,300
	2,900	R		2,400		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Weekday Daily Volumes**  
**Elizabeth River Connectors**

April 2017

Figure D.1-16



1					
	R			T	L
	T	820 (1,185)			
	L	1,160 (985)			
Armistead Ave			L	T	R
					5 (15)
	835 (1,170)			T	
	340 (235)			R	

2					
	R	210 (130)		T	L
	T	900 (1,210)			
	L	40 (60)			
Armistead Ave			L	T	R
					5 (40)
	45 (75)			T	
	540 (635)			R	
	250 (460)				

3			
	T		T
	255 (225)		
I-64 Ramp			
	715 (820)	L	100 (205)
	500 (355)	R	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure D.2-1





<b>1</b>	35 (55)	335 (225)	405 (470)	T	460 (555)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	690 (965)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>				T	575 (620)	
				L	255 (140)	
Settlers Landing Rd						
	640 (1,280)		T			
	545 (555)		R			

<b>3</b>				R	845 (415)	
				T	715 (455)	
Settlers Landing Rd				L		R
	125 (615)		L	215 (305)		220 (385)
	515 (665)		T			

<b>4</b>	95 (20)	5 (10)	50 (85)	T	270 (65)	
	R	T	L	L	450 (300)	
S. Mallory St						
	90 (395)		T			
	125 (285)		R			

<b>5</b>	180 (35)	0 (0)	175 (230)	R	230 (195)	
	R	T	L	T	525 (300)	
S. Mallory St				L		R
	35 (245)		L	15 (30)		5 (5)
	100 (225)		T	60 (35)		
	5 (10)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure D.2-2



1	245 (70)	245 (480)	T 115 (105)	
	R	L	L 210 (85)	
4th View St				
	55 (525)	T		
	60 (70)	R		

2			R 435 (415)	
			T 265 (150)	
4th View St				
	35 (405)	L	L 60 (40)	R 85 (90)
	265 (580)	T		

3	120 (95)	1,140 (790)	US 460	
	R	T	L 270 (345)	T 315 (950)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

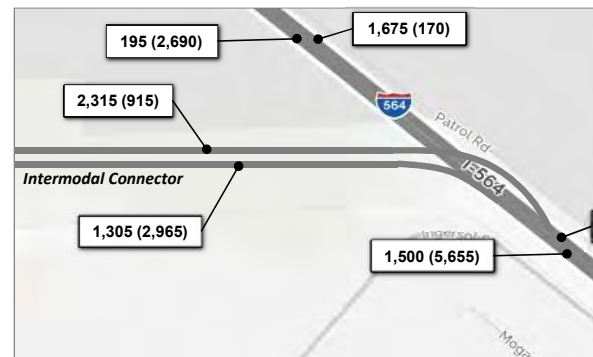


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure D.2-3



1		Bainbridge Ave		R T L		
135 (200)		R	T			
Bellinger Blvd		U	L	T		
0 (5)		U	L	0 (0)	5 (0)	645 (135)
215 (85)		L				



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

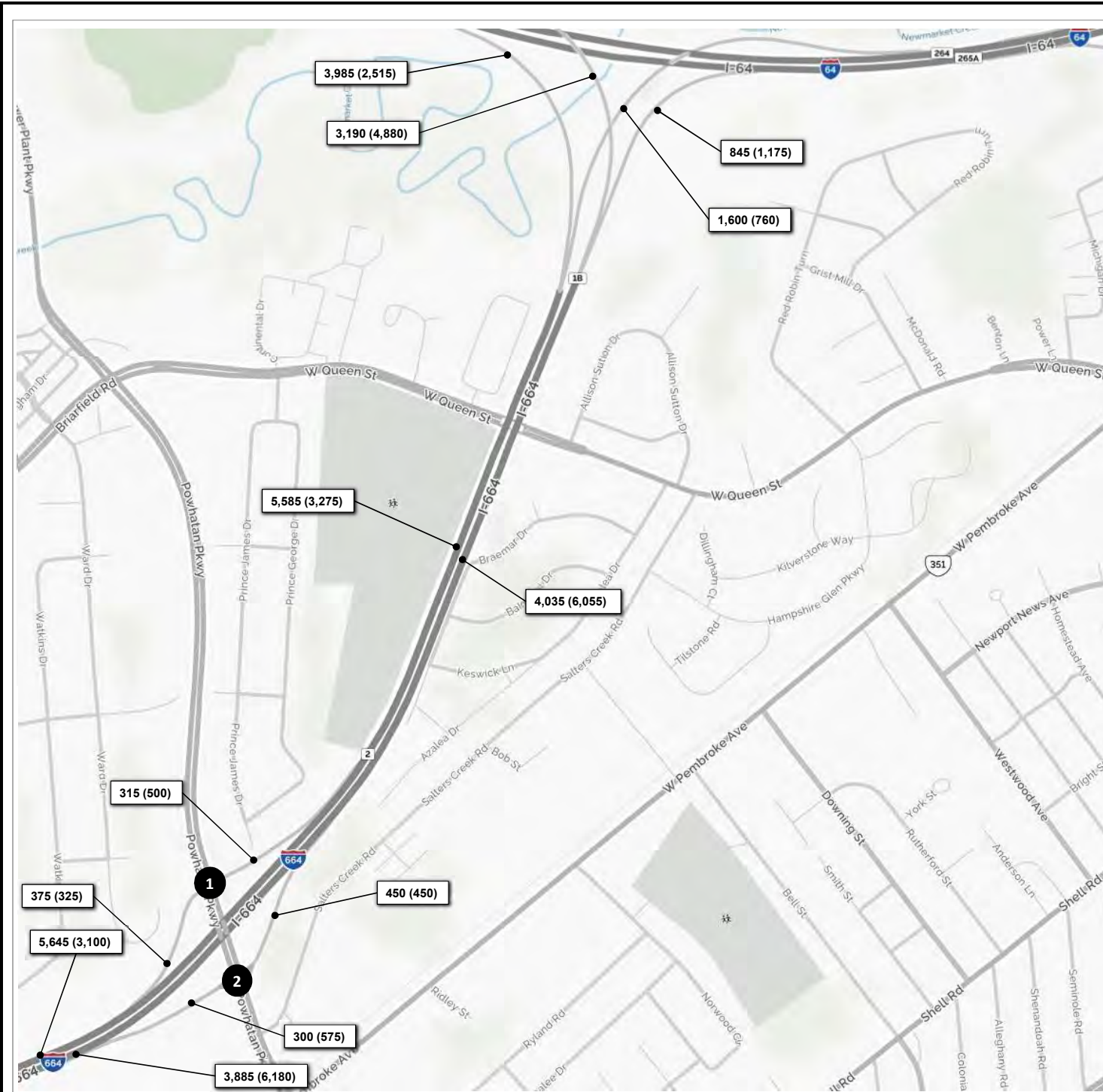


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure D.2-4



1	105 (130)	210 (370)	T 315 (625)	
	R	L	L 215 (165)	
	260 (460)	T	Powhatan Pkwy	
	160 (160)	R	I-664 Ramp	

2	I-664 Ramp		R 380 (355)	
	Powhatan Pkwy		T 450 (520)	
	70 (95)	L	L 80 (270)	R 220 (305)
	400 (735)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-5



1	645 (325)	170 (170)	T 590 (835)
	R	T	L 120 (110)
			Aberdeen Road
		I-664 Ramp	
		535 (1,110)	T
		310 (275)	R

2			I-64 Ramp	R 155 (200)
				T 460 (650)
			Aberdeen Road	
		210 (500)	L	R
		495 (780)	T	95 (115)
				250 (295)

3	295 (140)	460 (175)	R 125 (275)	
	R	T	L	
			Chestnut Avenue	
		L	R	
		320 (390)	T	
		35 (15)	R	
				20 (25)

4			R 175 (445)	
			T 125 (275)	
			Chestnut Avenue	
		L	R	
		70 (165)	T	
		730 (425)	R	
				L
				T
				R

5	50 (65)	270 (205)	20 (55)	R 30 (50)
	R	T	L	T 155 (330)
			Chestnut Avenue	L 15 (35)
		L	R	
		35 (85)	T	
		230 (240)	R	
		465 (100)		95 (325)
				130 (310)
				15 (25)

6	5 (5)	20 (5)	10 (5)	R 5 (5)
	R	T	L	T 145 (145)
			Roanoke Avenue	L 40 (200)
		L	R	
		15 (20)	T	
		55 (45)	R	
		115 (95)		95 (325)
				130 (310)
				15 (25)

7			R 85 (235)	
			T	
			Roanoke Avenue	
		L	R	
		65 (50)	T	
			R	
				105 (115)
				155 (70)

8	25 (35)	695 (275)	30 (30)	R 10 (35)
	R	T	L	T 50 (175)
			Roanoke Avenue	L 20 (20)
		L	R	
		20 (35)	T	
		110 (70)	R	
		90 (15)		10 (25)
				210 (590)
				15 (20)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

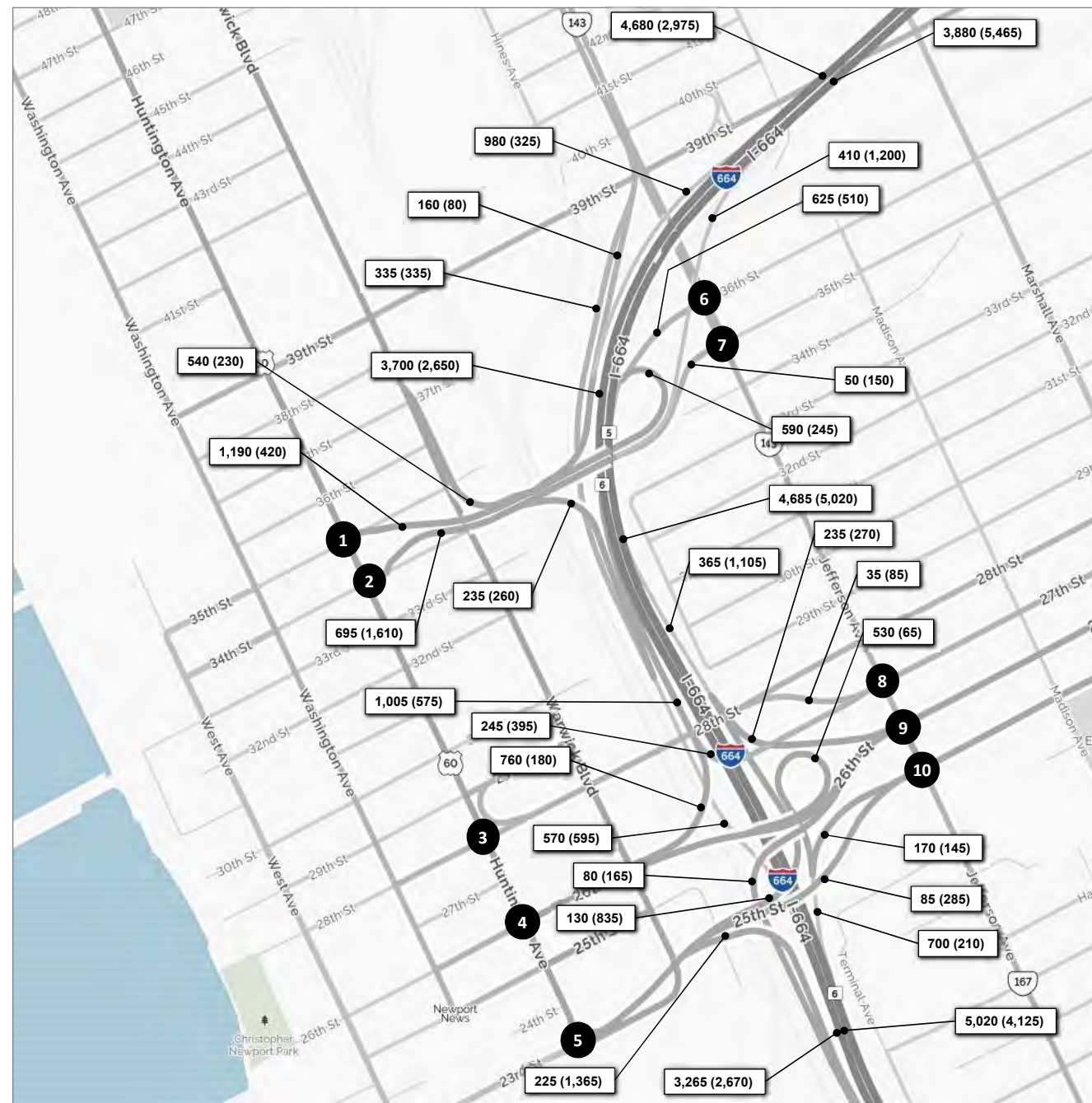


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-6



1	65 (25)	1,365 (1,555)		T	460 (195)	
	R	T	L	L	730 (225)	35th Street
Huntington Ave						

6	365 (555)	30 (55)		R	65 (60)	
	T	L	L	L	15 (10)	36th Street
Jefferson Ave						
	265 (460)	10 (10)		T	215 (475)	
	350 (40)			R	5 (20)	

2	1,525 (700)	570 (1,180)				
	T	L				34th Street
Huntington Ave						
	290 (760)	40 (25)		T		
				R		

7	370 (560)	20 (15)				
	T	L				35th Street
Jefferson Ave						
	20 (70)	10 (45)		T	200 (425)	
	20 (35)			R	10 (15)	

3	55 (10)	815 (965)	10 (30)	R	55 (20)	
	R	T	L	T	35 (30)	
Huntington Ave						
	25 (55)	20 (35)		T		
				R		

8	275 (470)	50 (100)				
	T	L				27th Street
Jefferson Ave						
	95 (120)	115 (220)		L	180 (300)	
	70 (140)			R	0 (0)	

4	100 (65)	670 (1,480)		T	755 (305)	
	R	T		L	605 (95)	26th Street
Huntington Ave						

9	145 (195)	200 (415)		R	45 (55)	
	R	T		T	175 (240)	
Jefferson Ave						
				L	20 (30)	
				T	136 (245)	

5	370 (35)	5 (10)	270 (1,460)			
	R	T	L			23rd Street
Huntington Ave						
	170 (1,025)	15 (75)		T		
				R		

10	150 (325)	70 (120)				
	R	T	L			25th Street
Jefferson Ave						
	35 (95)	175 (185)		L	165 (305)	
	45 (150)			T	15 (25)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

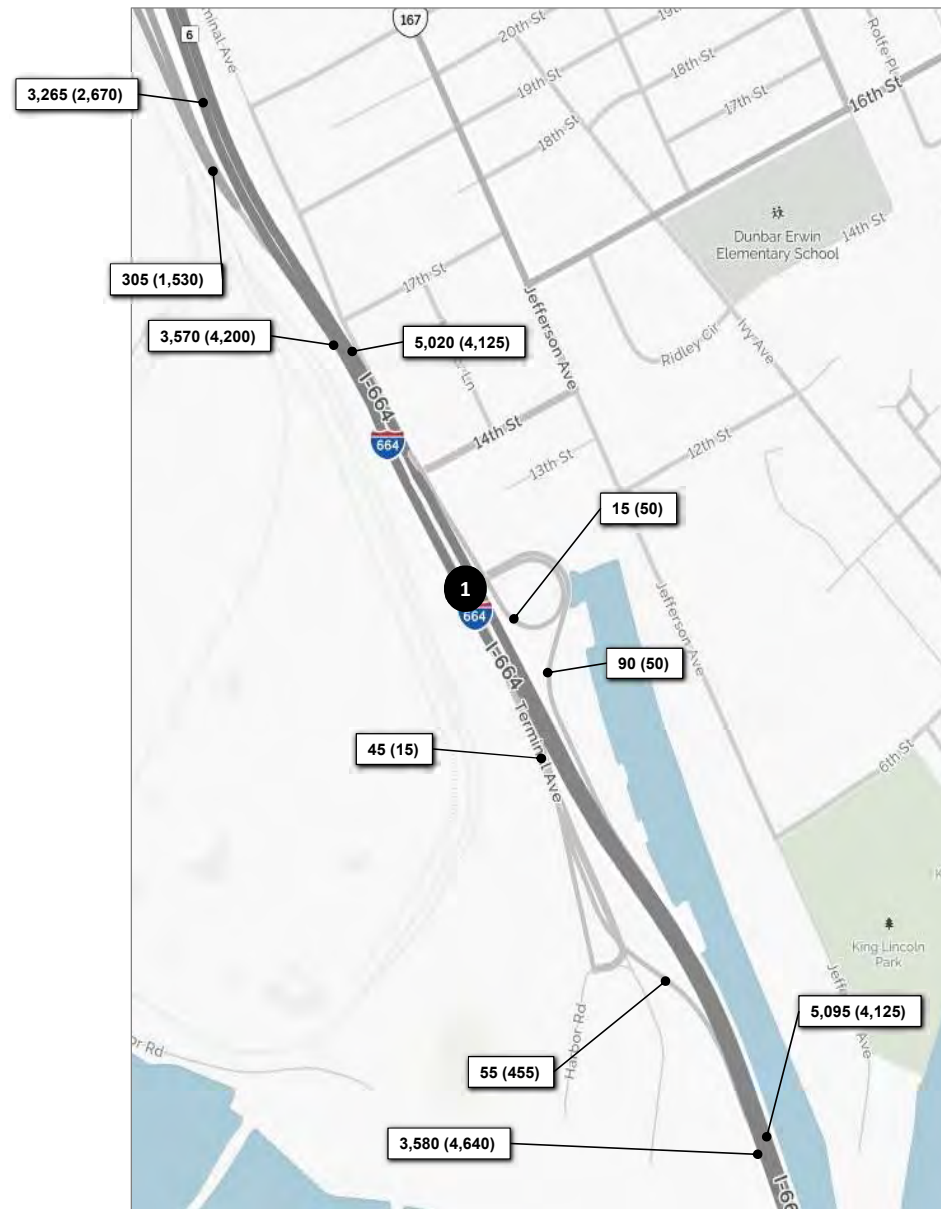


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-7



SEE JAMES RIVER CONNECTORS SHEET FOR I-664/I-664 CONNECTOR VOLUMES



1		Terminal Ave	
115 (555)	10 (40)	R 40 (40)	L 50 (10)
T	L	T 35 (25)	R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-8



<b>1</b>				R	30 (25)
				T	395 (965)
				L	35 (50)
	US 17				
		L	T	R	
105 (90)		L			105 (90)
1,595 (1,445)		T	35 (35)	55 (20)	
50 (130)		R			

<b>2</b>				T	460 (1,040)
				L	475 (545)
	US 17				
			T		
805 (740)		T			
895 (795)		R			

<b>3</b>	910 (1,710)			R	395 (490)
				L	80 (125)
	T			VA 164 Ramp	
			T		
		T			
		R			
			665 (1,030)	85 (70)	

<b>4</b>	745 (1,380)				
	T			VA 164 Ramp	
			T		
			R		
			665 (1,030)	85 (70)	

<b>5</b>	425 (700)			R	285 (580)
				T	505 (875)
				L	10 (15)
	US 17				
		L	T	R	
460 (510)		L			5 (15)
765 (735)		T	5 (10)	5 (10)	
10 (15)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



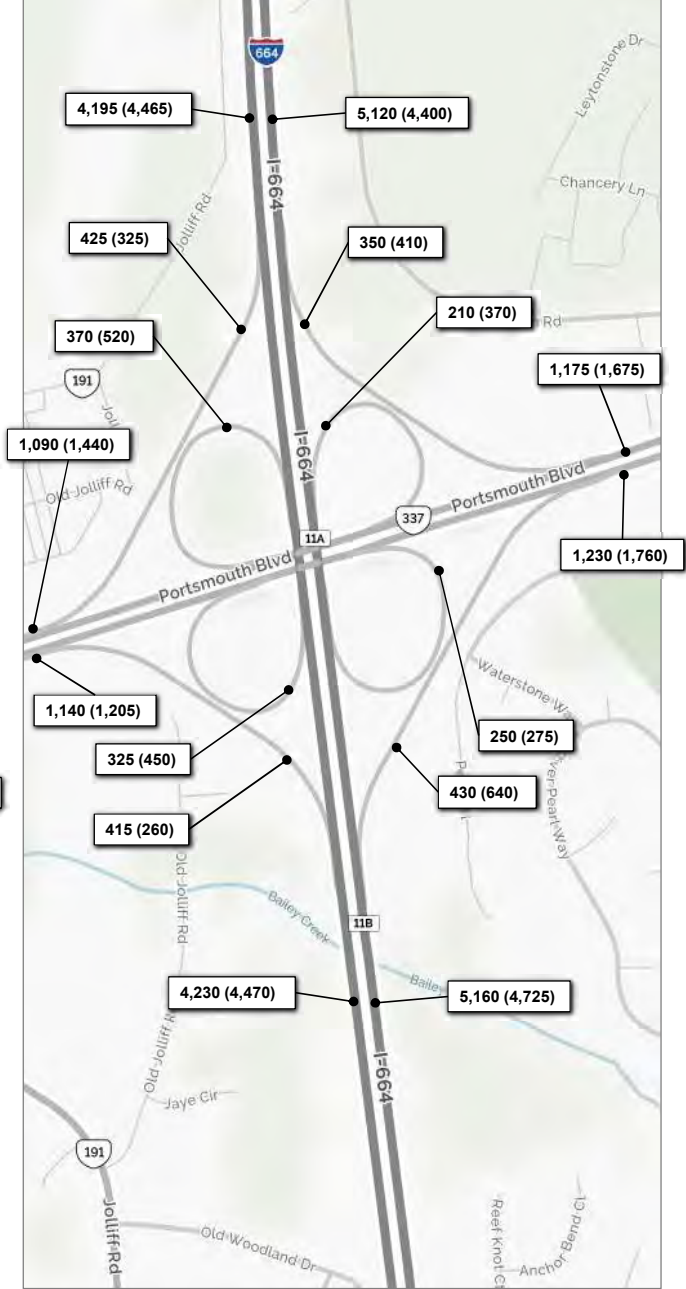
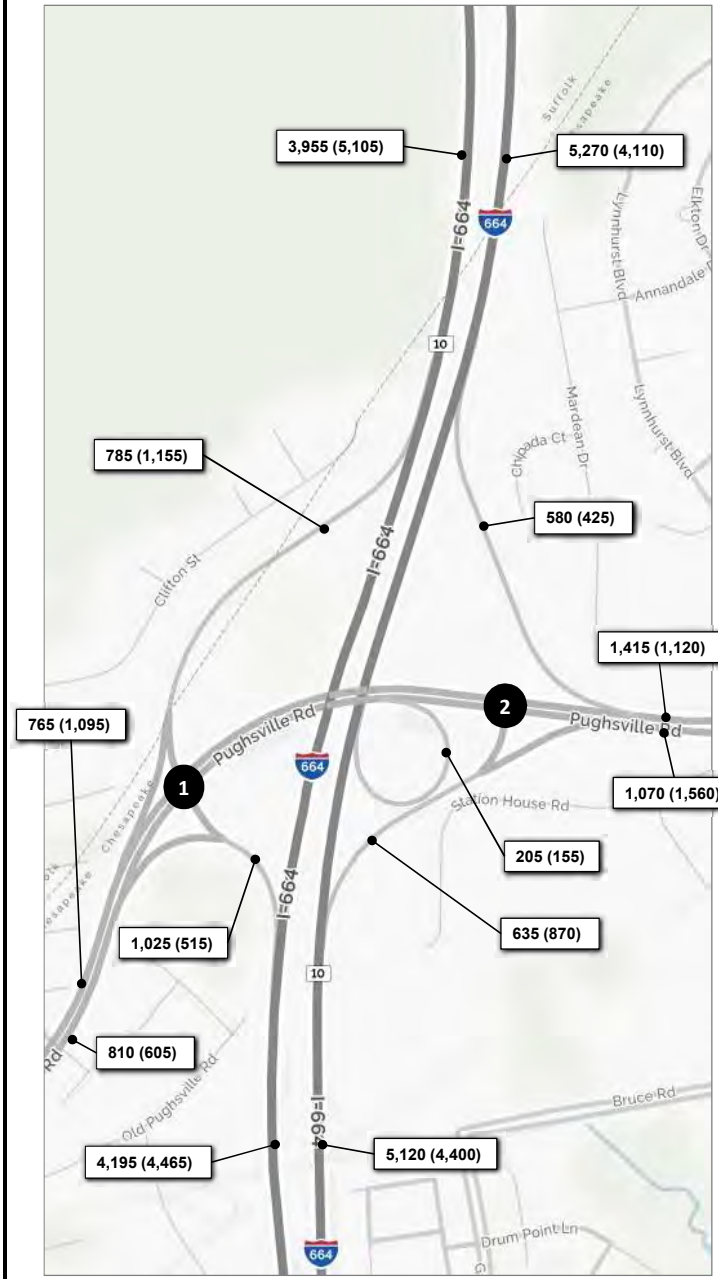
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-9





1	435 (455)	350 (700)	T 330 (640)	
	R	L	L 620 (355)	
Pughsville Road				
	405 (445)	T		
	405 (160)	R		

2			R 580 (425)	
			T 835 (695)	
Pughsville Road				
	550 (990)	T	L 115 (300)	R 520 (570)
	205 (155)	R		

3	225 (280)	85 (220)	T 330 (265)	
	R	L	L 255 (125)	
Dock Landing Road				
	500 (330)	T		
	210 (80)	R		

4			R 290 (110)	
			T 490 (280)	
Dock Landing Road				
	325 (150)	L	R 95 (110)	L 130 (290)
	260 (400)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

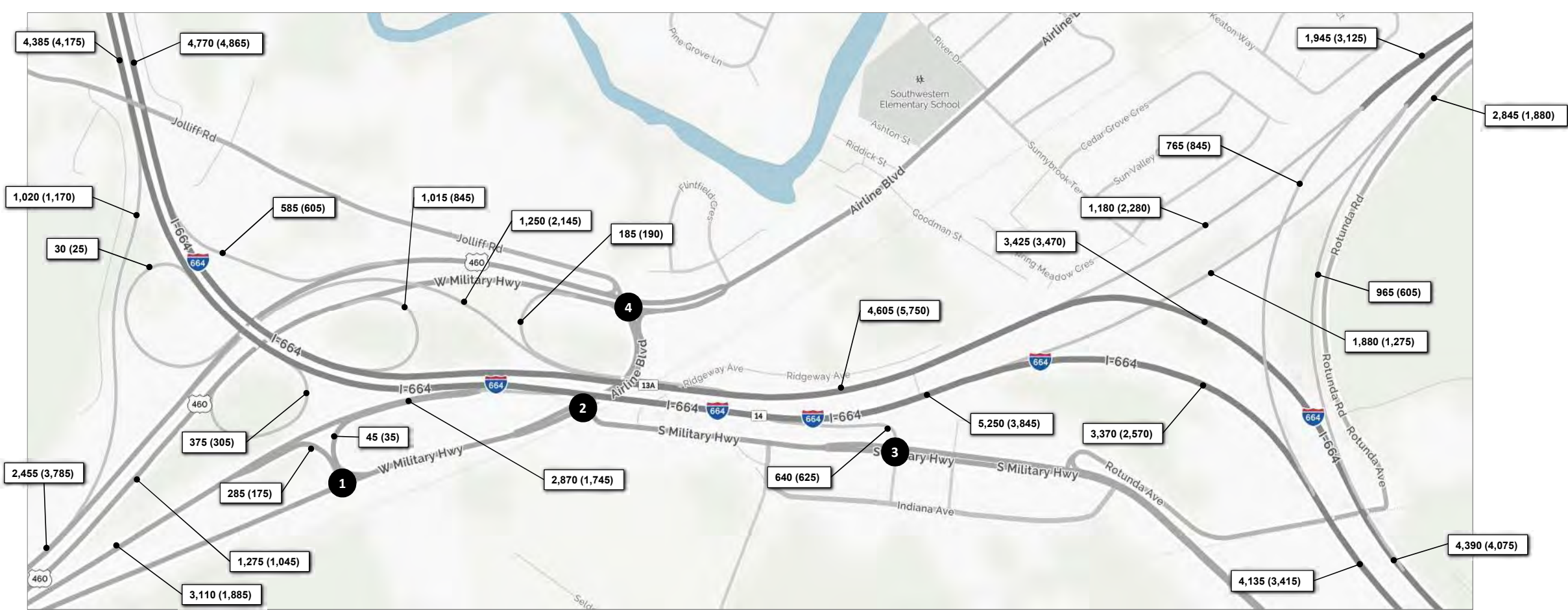


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure D.2-10



<b>1</b>			
5 (5)	280 (170)	R 40 (30)	
		T 95 (130)	
R	L		
W. Military Hwy			
5 (5)	L		
60 (365)	T		

<b>2</b>			
		T 105 (80)	
		L 485 (350)	
W. Military Hwy		L	R
310 (520)	T	30 (80)	200 (505)
30 (15)	R		

<b>3</b>			
10 (15)	630 (610)	T 220 (570)	
R	L		
S. Military Hwy			
515 (365)	T		

<b>4</b>					
100 (50)	310 (150)	165 (65)	R 120 (85)		
			T 395 (340)		
			L 105 (80)		
		L	T	R	
	345 (180)	L	306 (710)	15 (205)	90 (110)
	300 (315)	T			
	175 (200)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure D.2-11



<b>1</b>				<b>#0 (25)</b>		
				<b>T</b>	<b>395 (965)</b>	
				<b>L</b>	<b>35 (50)</b>	
	<b>US 17</b>					
	<b>105 (90)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>1,595 (1,445)</b>	<b>T</b>		<b>35 (35)</b>	<b>55 (20)</b>	<b>105 (90)</b>
	<b>50 (130)</b>	<b>R</b>				

<b>2</b>				<b>T 460 (1,040)</b>		
				<b>L 475 (545)</b>		
	<b>US 17</b>					
	<b>805 (740)</b>	<b>T</b>				
	<b>895 (795)</b>	<b>R</b>				

<b>3</b>	<b>910 (1,710)</b>			<b>R 395 (490)</b>		
				<b>L 80 (125)</b>		
	<b>T</b>			<b>VA 164 Ramp</b>		
				<b>T</b>		
				<b>665 (1,030)</b>		

<b>4</b>	<b>745 (1,380)</b>					
	<b>T</b>			<b>VA 164 Ramp</b>		
				<b>L 245 (455)</b>		
				<b>T</b>		
				<b>665 (1,030)</b>		
				<b>R 85 (70)</b>		

<b>5</b>	<b>425 (700)</b>			<b>R 285 (580)</b>		
				<b>T 505 (875)</b>		
				<b>L 10 (15)</b>		
	<b>R</b>			<b>T</b>		
	<b>460 (510)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>765 (735)</b>	<b>T</b>		<b>5 (10)</b>	<b>5 (10)</b>	<b>5 (15)</b>
	<b>10 (15)</b>	<b>R</b>				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure D.2-12



1					
420 (200)	880 (630)	R	85 (340)		
		L	155 (330)		
R	T	L	T		
		L	T		
	Towne Point Road	150 (180)	300 (1,025)		

2							
645 (800)	390 (160)	L	T	R			
		L	T	R			
		L	T	R			
		L	T	R			
120 (305)	L	330 (900)					
210 (415)	R	Towne Point Road					

3							
215 (135)	510 (295)	R	5 (15)	T	15 (175)		
		L	25 (90)				
		L	T	R			
		L	T	R			
50 (155)	L	340 (295)	470 (440)	365 (40)			
80 (10)	T						
210 (205)	R						

4							
425 (390)	320 (200)	T	L	T	R		
		L	T	R			
		L	T	R			
		L	T	R			
390 (110)	L	785 (665)					
470 (460)	R	Cedar Lane					
		160 (120)					

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE

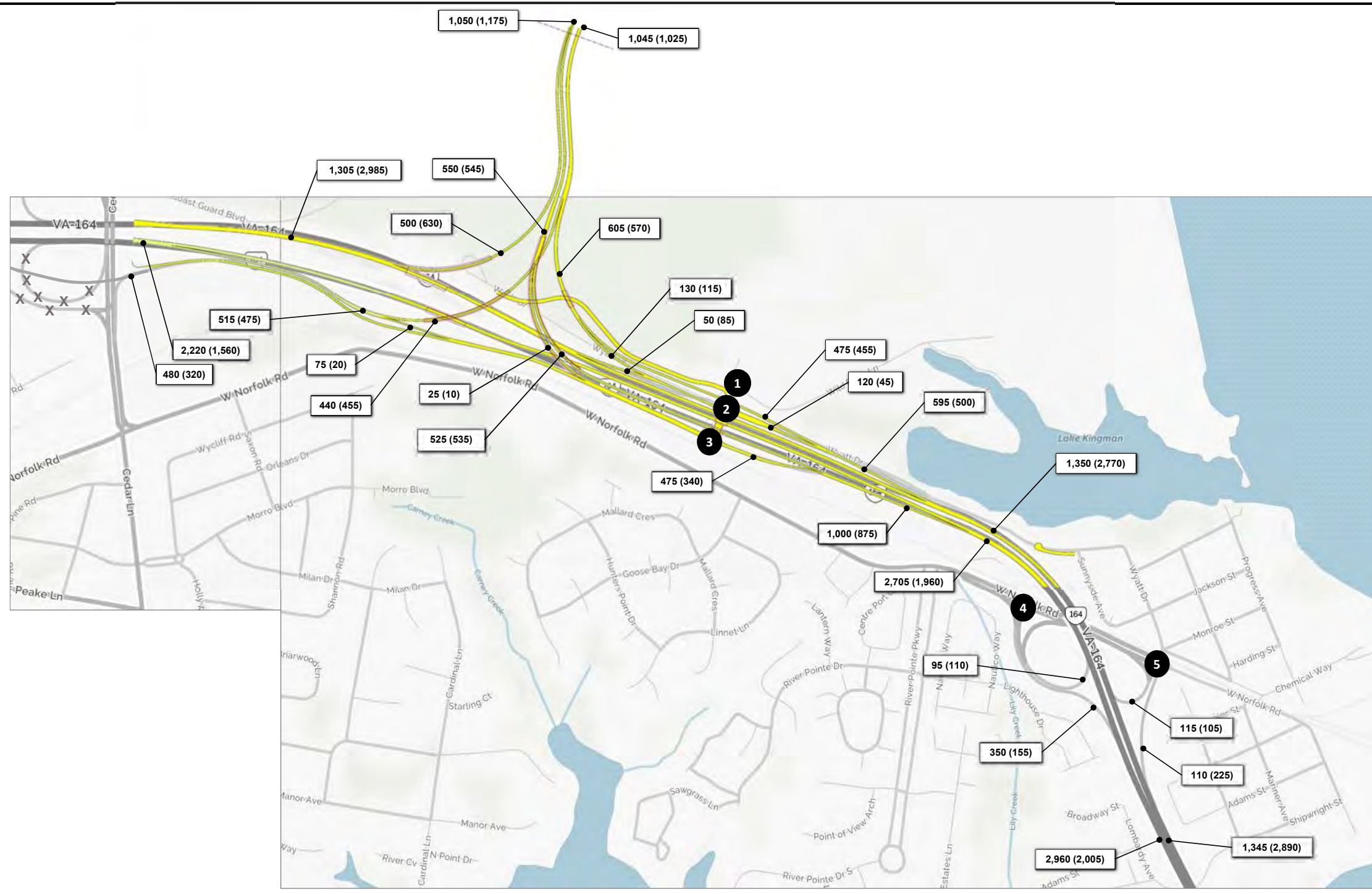


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C  
 Peak Hour Volumes  
 VA 164 Corridor**

April 2017

Figure D.2-13



1	0 (5)	188 (210)	0 (0)	R	0 (5)
	R	T	L	T	0 (0)
				L	5 (15)
				L	T
				5 (5)	205 (65)
				R	30 (15)

2	85 (105)	110 (125)	V/G Blvd	R	120 (45)
	R	T		T	0 (0)
				L	0 (0)
				L	T
				95 (95)	120 (40)
					Wyatt Dr

3		110 (125)			
		L			VA 164 Ramp
				L	
				V/G Blvd	
				215 (135)	
				365 (215)	

4				T	60 (185)
				L	50 (90)
				L	R
				160 (75)	70 (40)
				300 (65)	
				T	
				R	25 (70)

5	30 (15)	10 (10)	10 (10)	R	10 (10)
	R	T	L	T	40 (80)
				L	25 (55)
				L	T
				15 (35)	65 (35)
				135 (40)	
				80 (40)	
				R	5 (10)
					40 (180)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure D.2-14



<b>1</b>						
	5 (20)	40 (40)	55 (55)	R	110 (55)	
				T	165 (230)	
				L	160 (90)	
	<b>Cleveland St</b>			L	T	R
		25 (15)	L			55 (90)
		190 (270)	T	5 (5)	5 (5)	
		10 (10)	R			

<b>2</b>						
	370 (310)		265 (10)	T	65 (65)	
	<b>Cleveland St</b>					
		300 (415)	T			

<b>3</b>						
	25 (20)		35 (5)	R	60 (100)	
				T	40 (45)	
				L		
	<b>Cleveland St</b>			L		
		505 (405)				
		60 (20)	T			
			R			

<b>4</b>						
	5 (5)	50 (40)	155 (95)	R	30 (65)	
				T	25 (35)	
				L	45 (100)	
	<b>Woodrow St</b>			L		
		35 (35)				
		100 (50)	T			
		10 (15)	R			
				L/664 Ramp		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

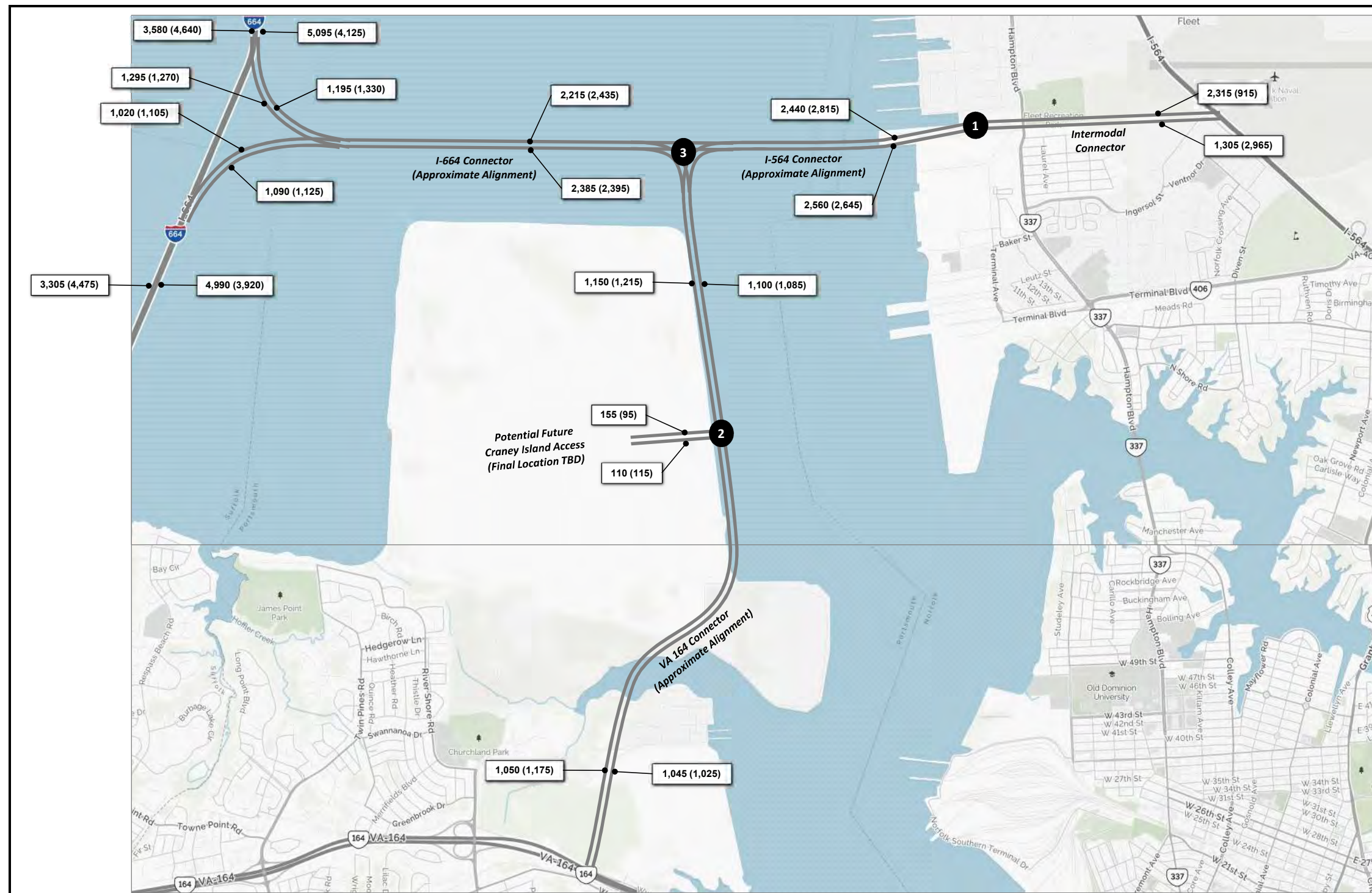


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure D.2-15



<b>1</b>	365 (1,070)	50 (50)	200 (695)	R	555 (35)
				T	1,545 (770)
				L	215 (110)
			L	T	R
	965 (375)	L	530 (975)	50 (50)	180 (535)
	925 (1,735)	T			
	670 (535)	R			

<b>2</b>	135 (55)	1,015 (1,160)			
	R	T			
			L	T	
	75 (100)	L	20 (40)	1,025 (985)	
	35 (15)	R			

<b>3</b>				T	1,775 (2,120)
				L	665 (695)
			L	T	R
	1,900 (1,875)	T	440 (315)		660 (770)
	485 (520)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

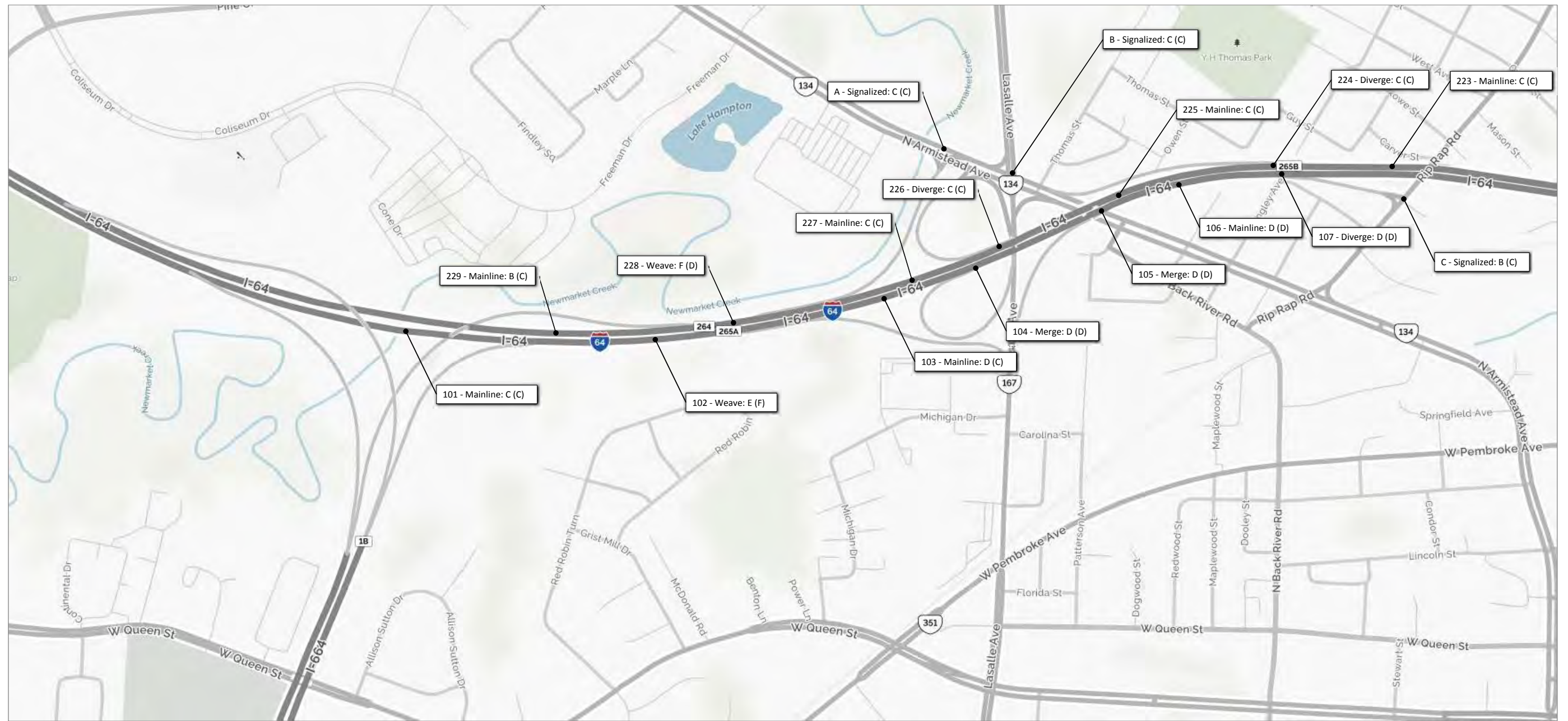


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Peak Hour Volumes**  
**Elizabeth River Connectors**

April 2017

Figure D.2-16



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure D.3-1





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

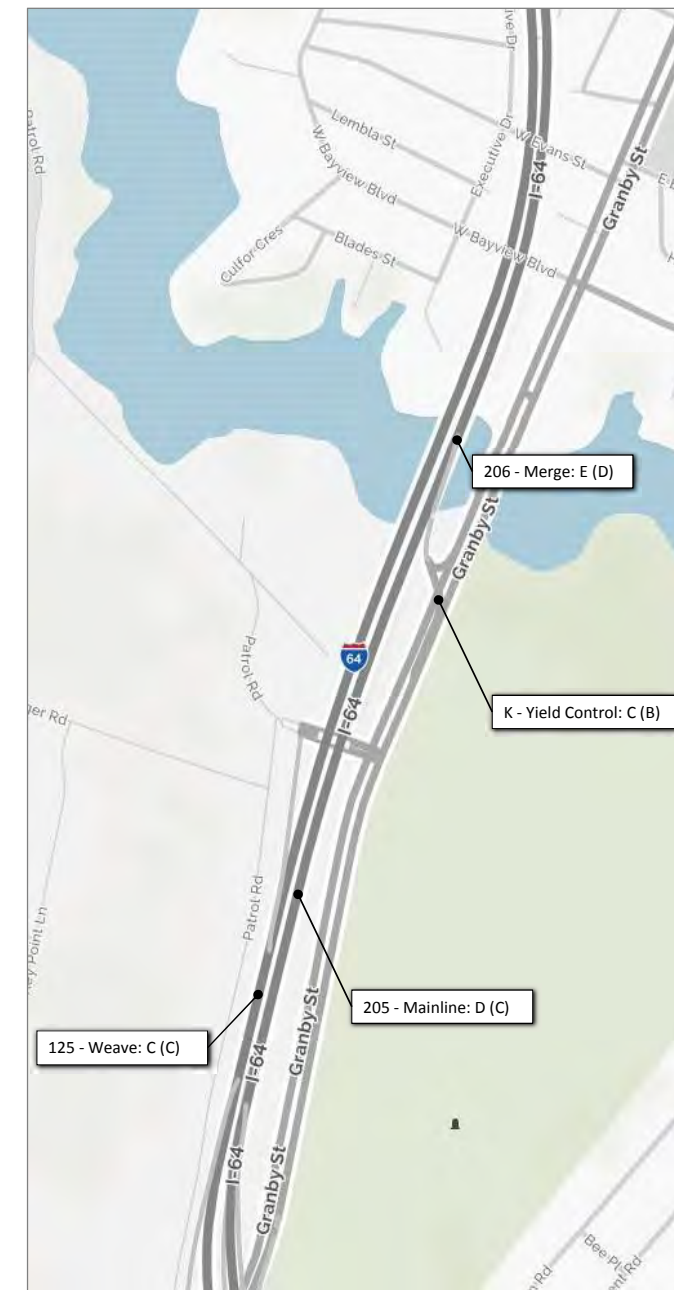


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure D.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure D.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

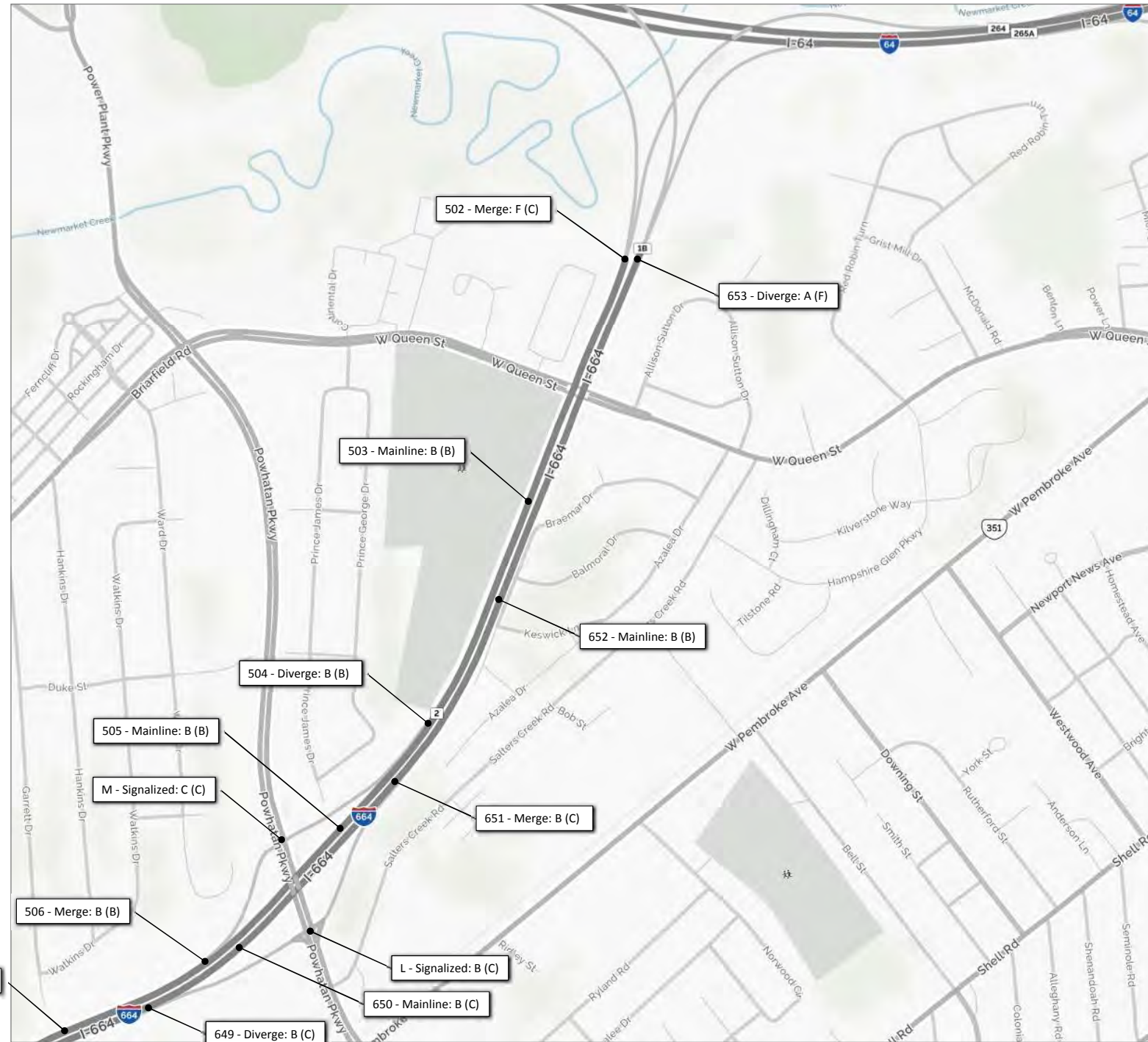
100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-64 Corridor**



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

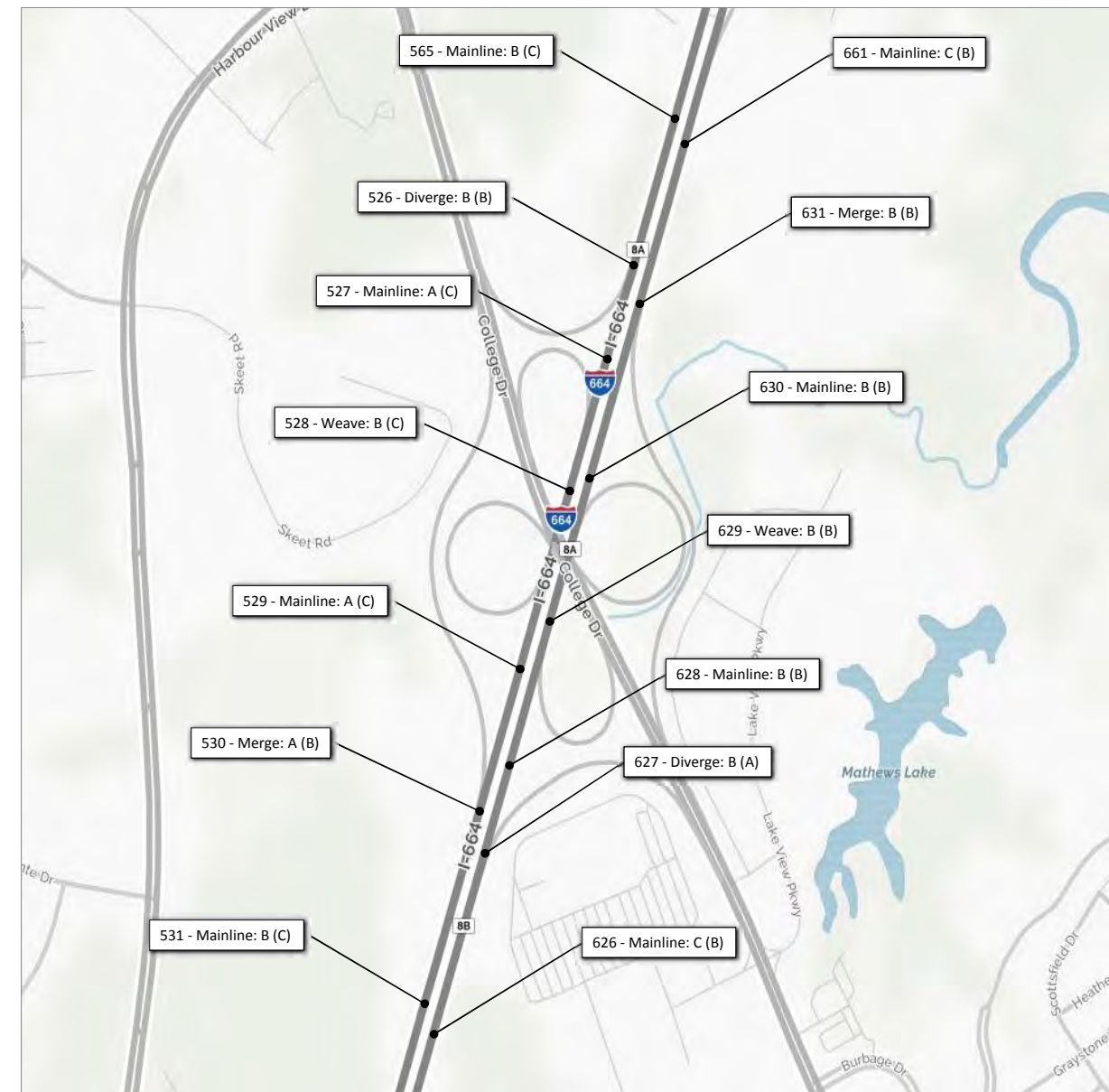
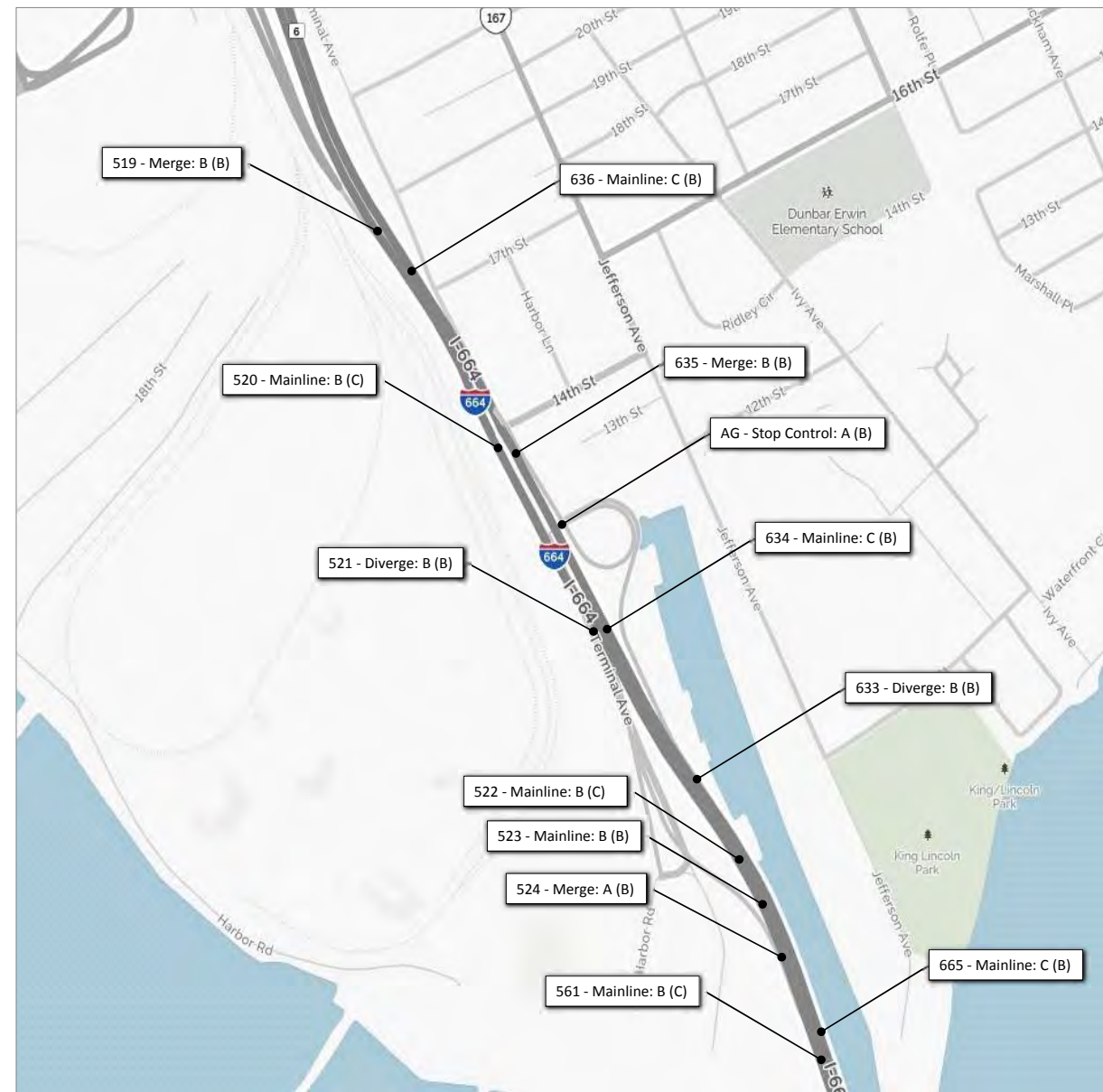


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR LOS RESULTS

**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

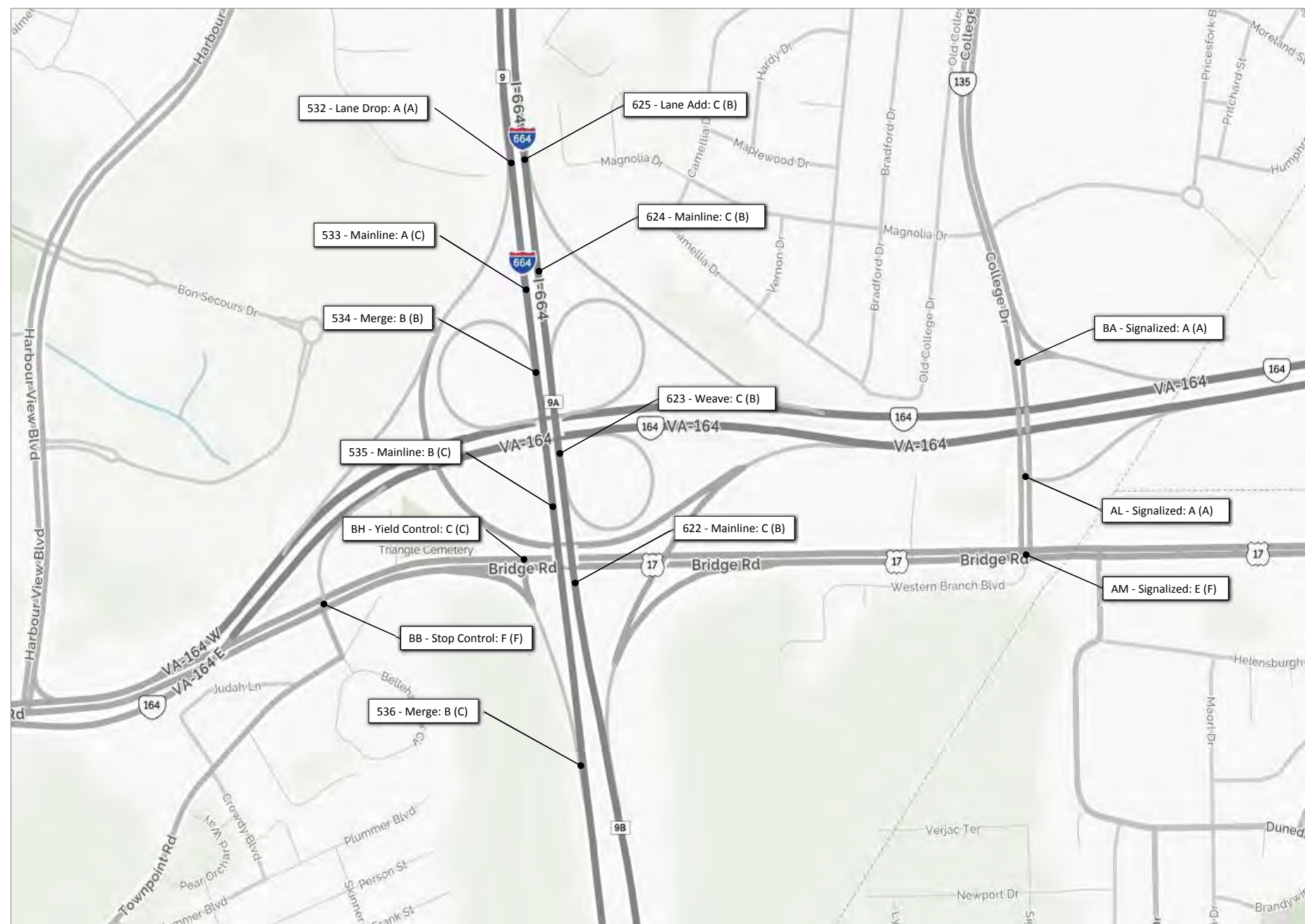


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



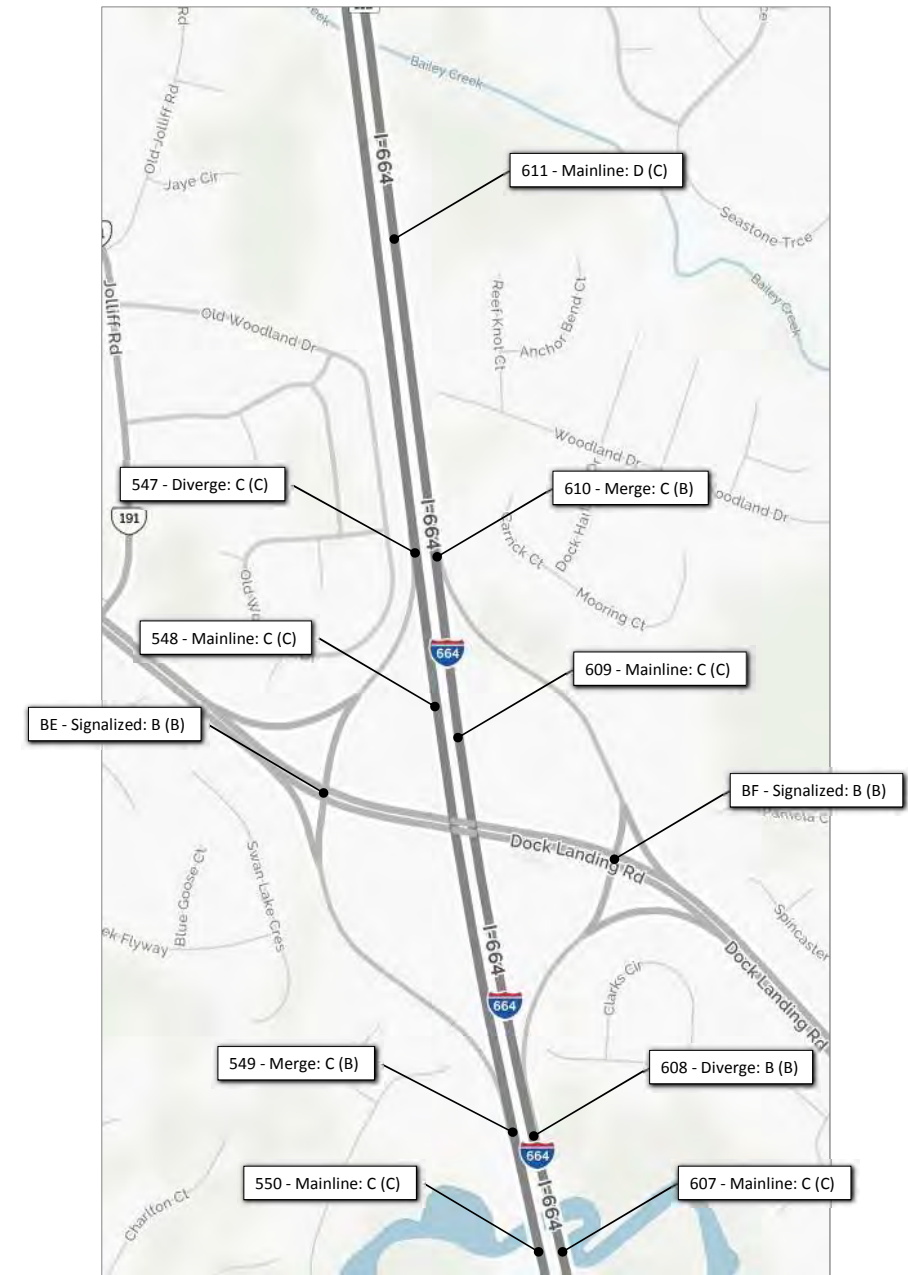
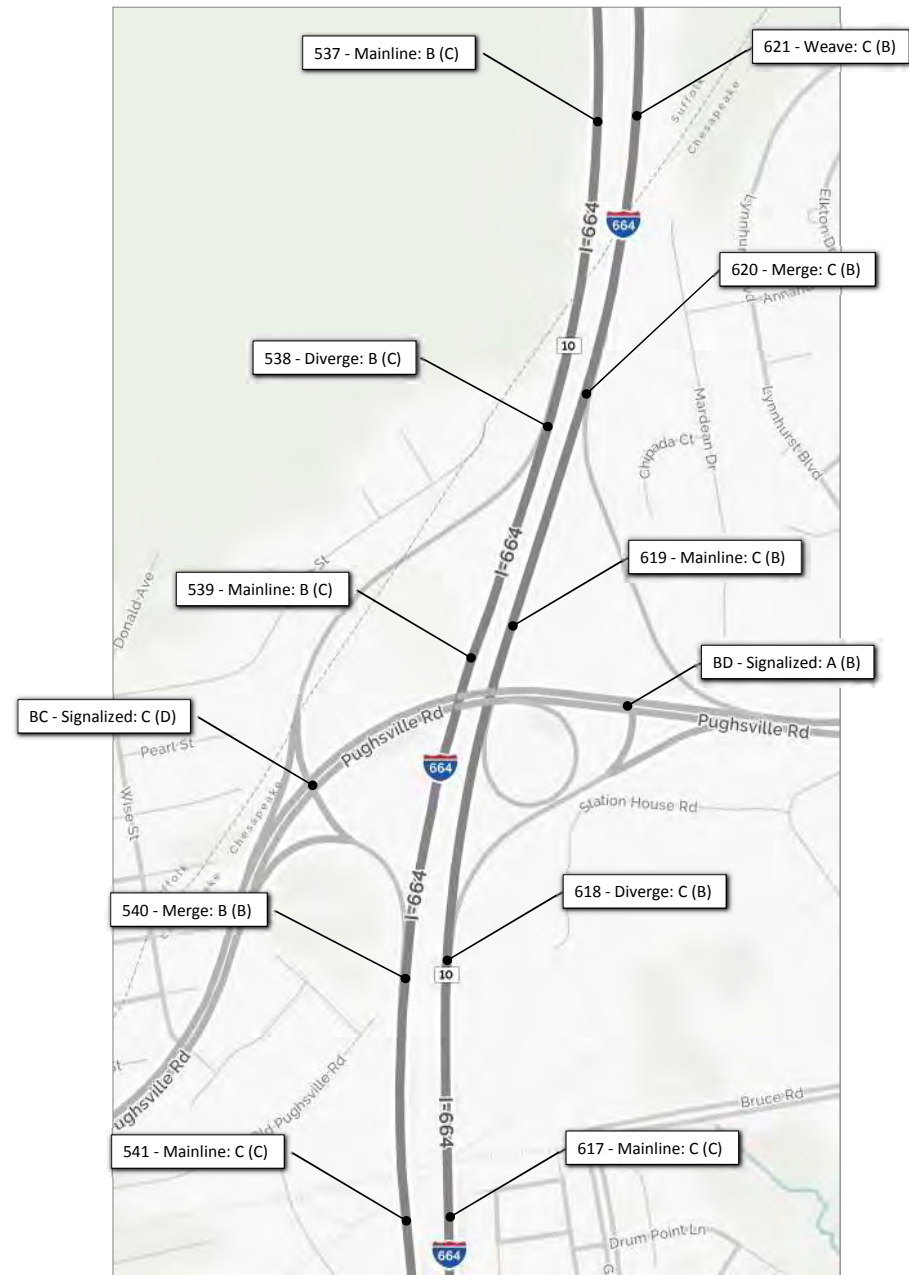
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-9





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

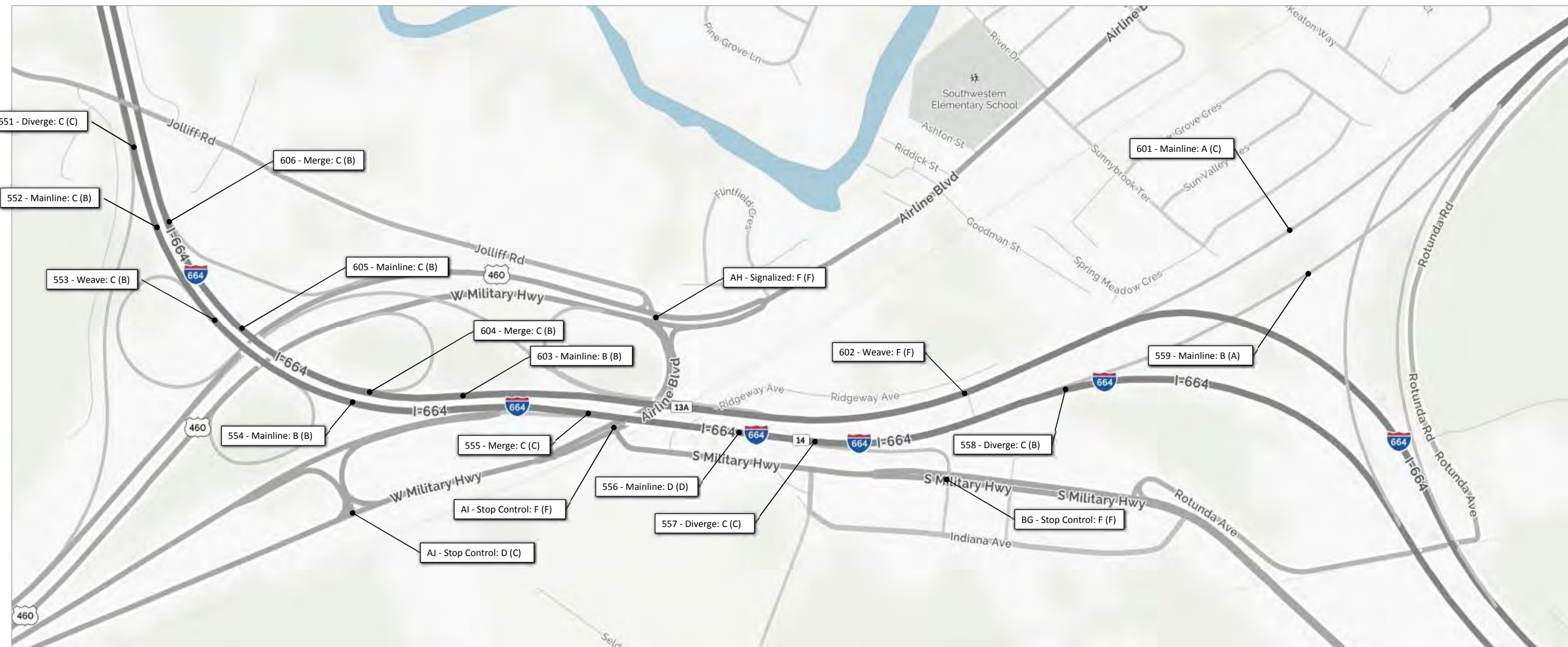


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

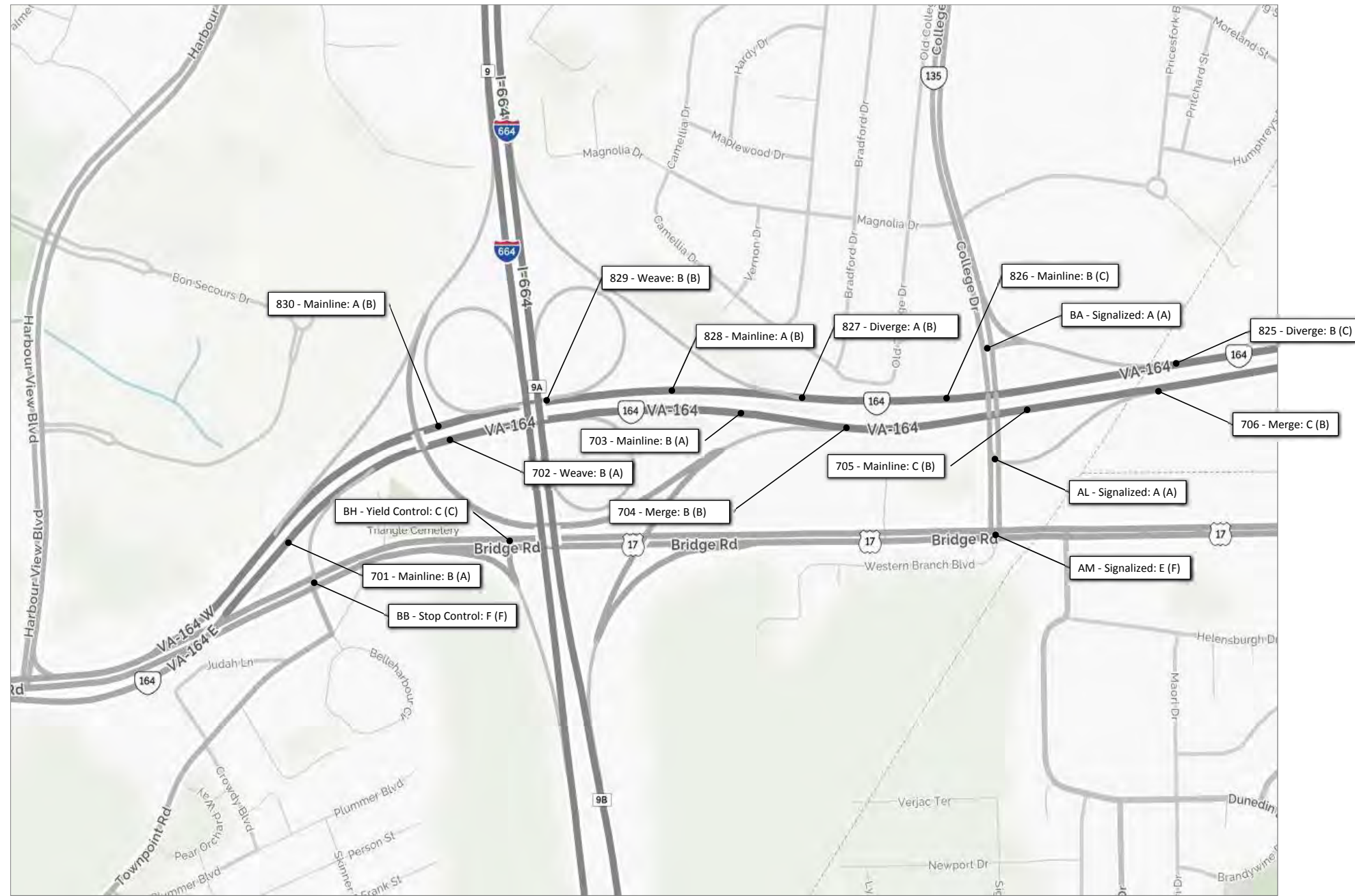


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure D.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure D.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure D.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure D.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

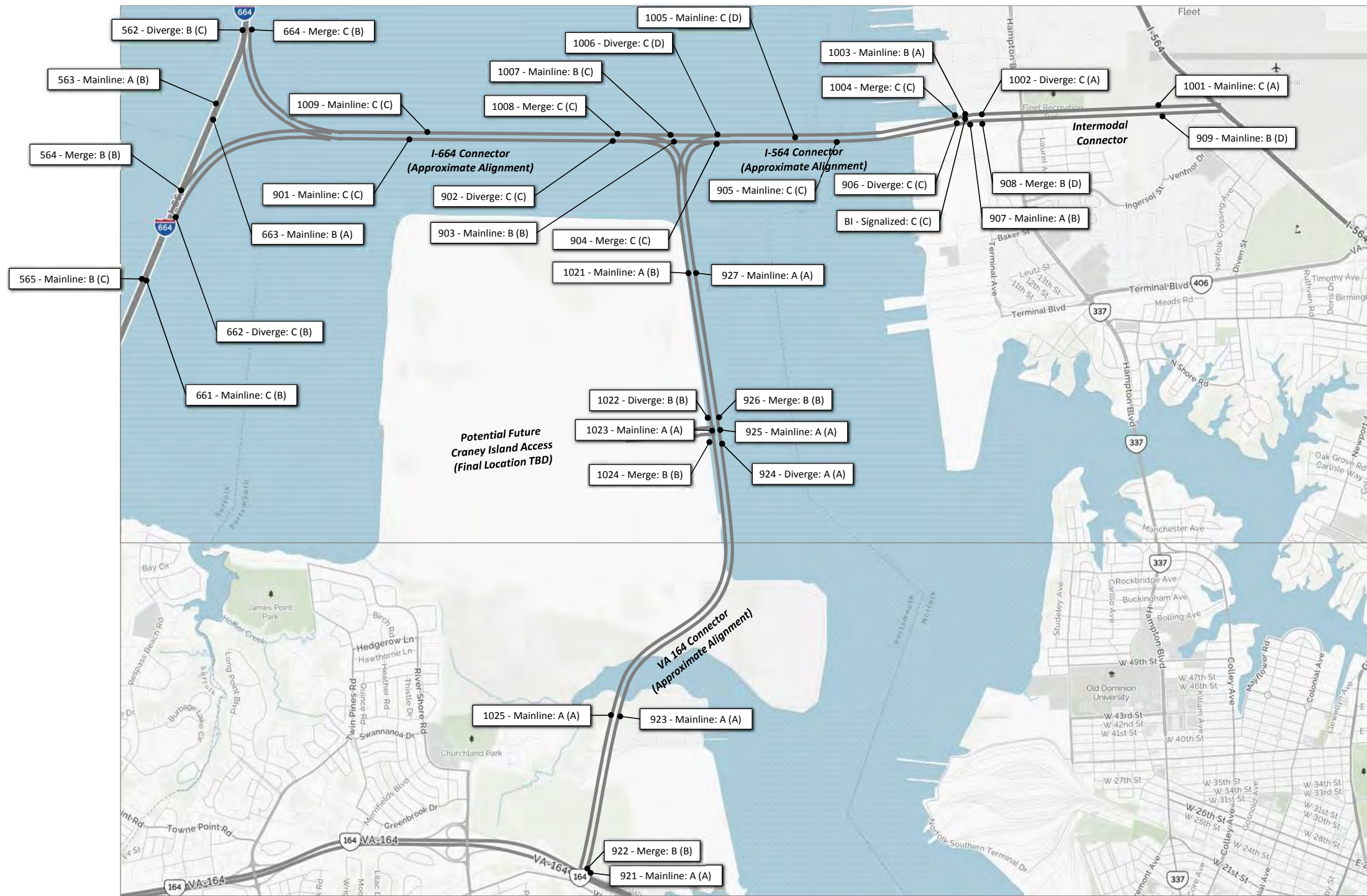


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure D.3-15



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

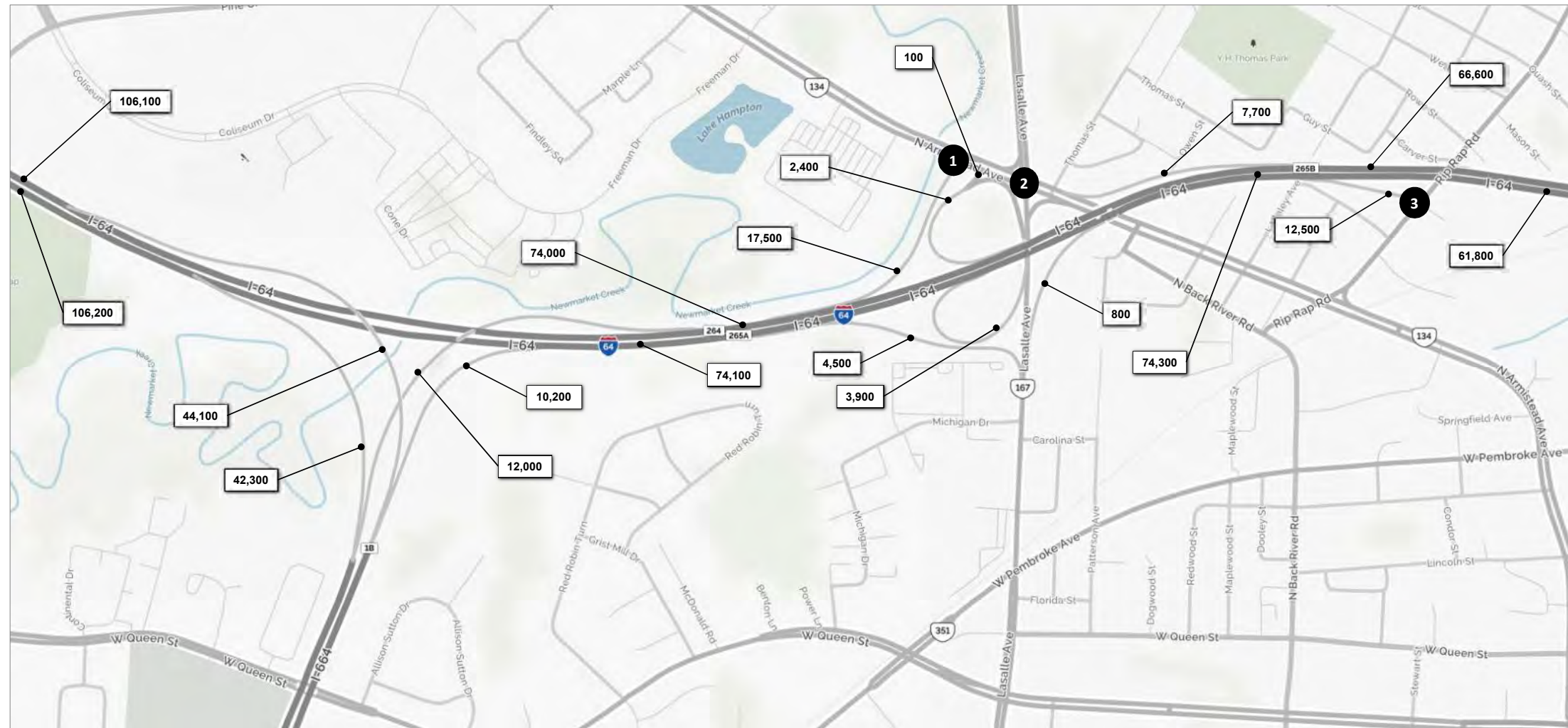
**2040 Alternative C**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure D.3-16

**APPENDIX E:  
2040 ALTERNATIVE D  
TRAFFIC VOLUMES AND ANALYSIS**





1					
	R	T	L	R	
				T	14,000
				L	13,300
Armistead Ave			L	T	R
			L	T	
			16,400		100
			4,200	R	

2					
	R	T	L	R	
				T	2,400
				L	14,700
				L	800
Armistead Ave			L	T	R
			L	T	
			1,200		200
			9,000	T	
			6,300	R	

3			
	T		T
I-64 Ramp			
	8,500	L	
	4,000	R	
			Rip Rap Rd
			2,100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

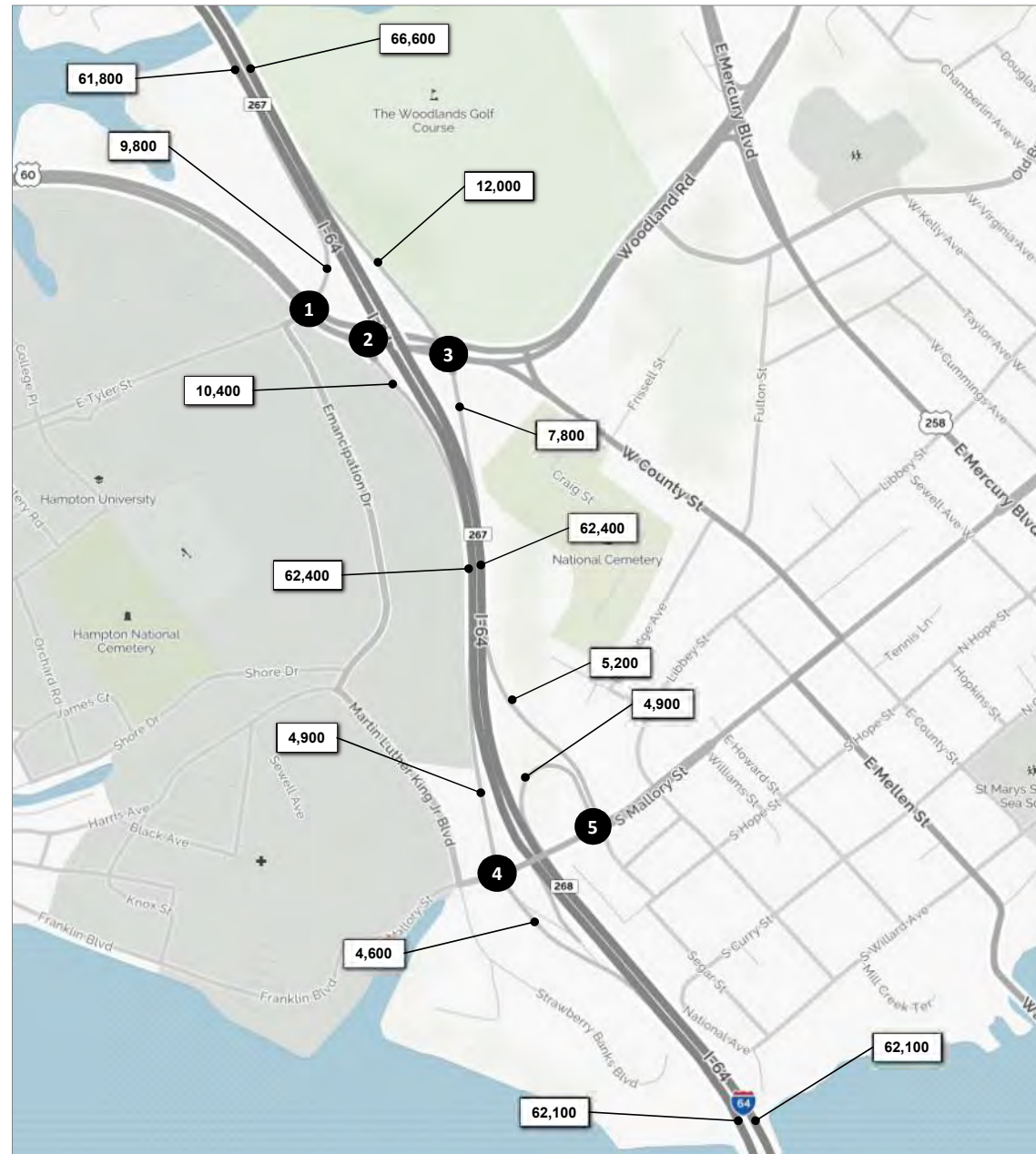


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure E.1-1



1	1,800	3,400	4,600	T	4,400	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		10,000	T	900		3,200
		2,000	R			

2					5,900	
				L	5,400	
Settlers Land ing Rd						
		12,800	T			
		5,000	R			

3				R	7,100	
				T	7,900	
Settlers Land ing Rd				L		R
		4,900	L	3,400		4,400
		7,900	T			

4	2,100	100	2,700	T	1,700	
	R	T	L	L	3,100	
S. Mallery St						
		2,200	T			
		1,400	R			

5	1,100	100	3,700	R	3,700	
	R	T	L	T	3,400	
S. Mallery St				L		R
		1,000	L	300		100
		3,800	T	500		
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure E.1-2



1	2,300	5,300	T 1,700	
	R	L	L 2,800	
4th View St				
	2,900	T		
	1,100	R		

2			R 5,200	
			T 3,700	
4th View St				
	1,800	L	L	R
	6,400	T	800	3,200

3	700	10,200	US 460	
	R	T	L	T
			5,500	5,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

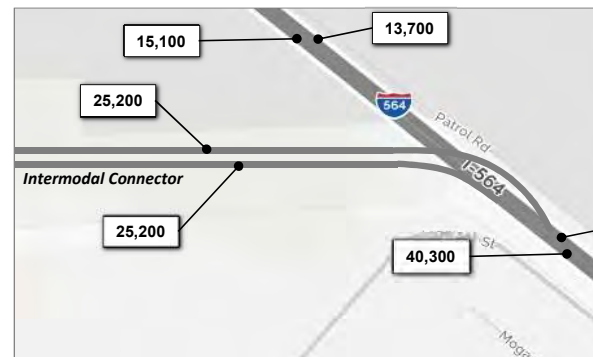
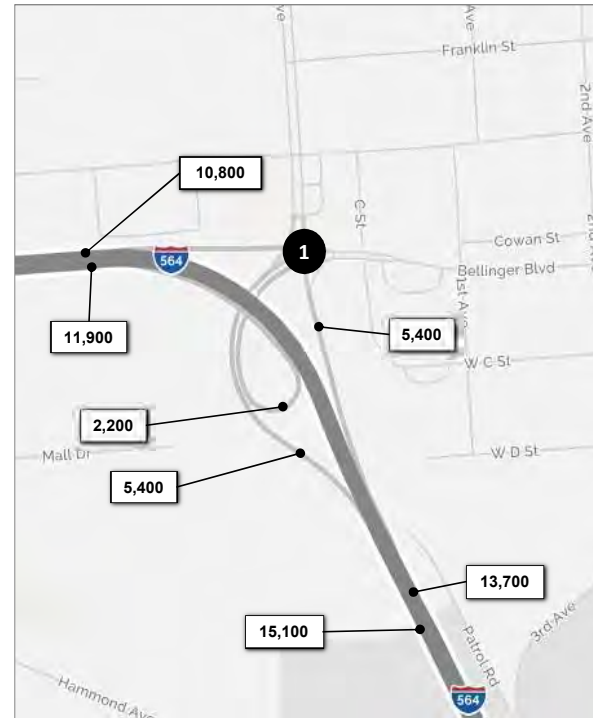


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

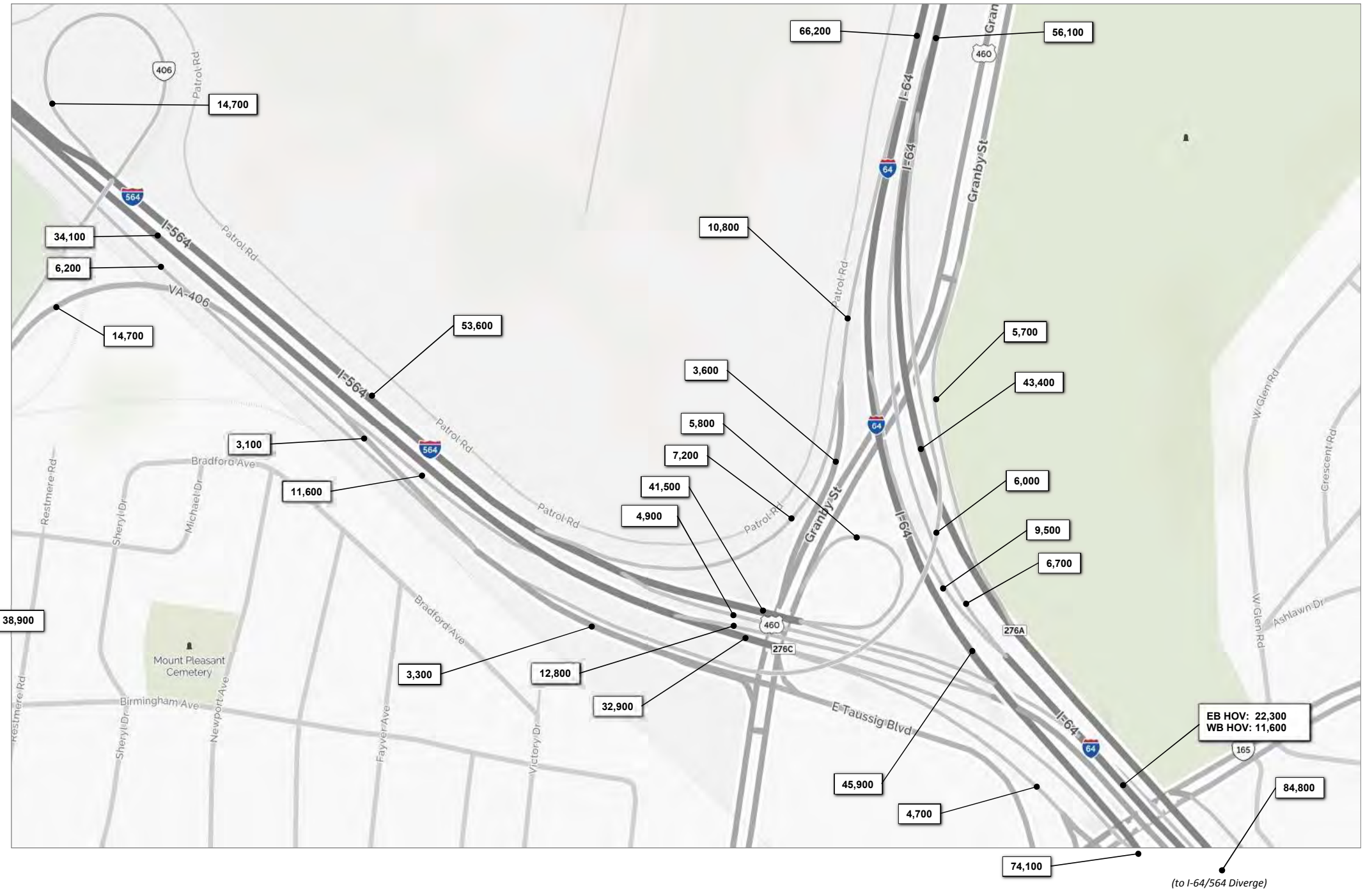
**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure E.1-3



1					
	2,300	5,300	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
				100	2,100
				L	
				100	100
					5,200



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

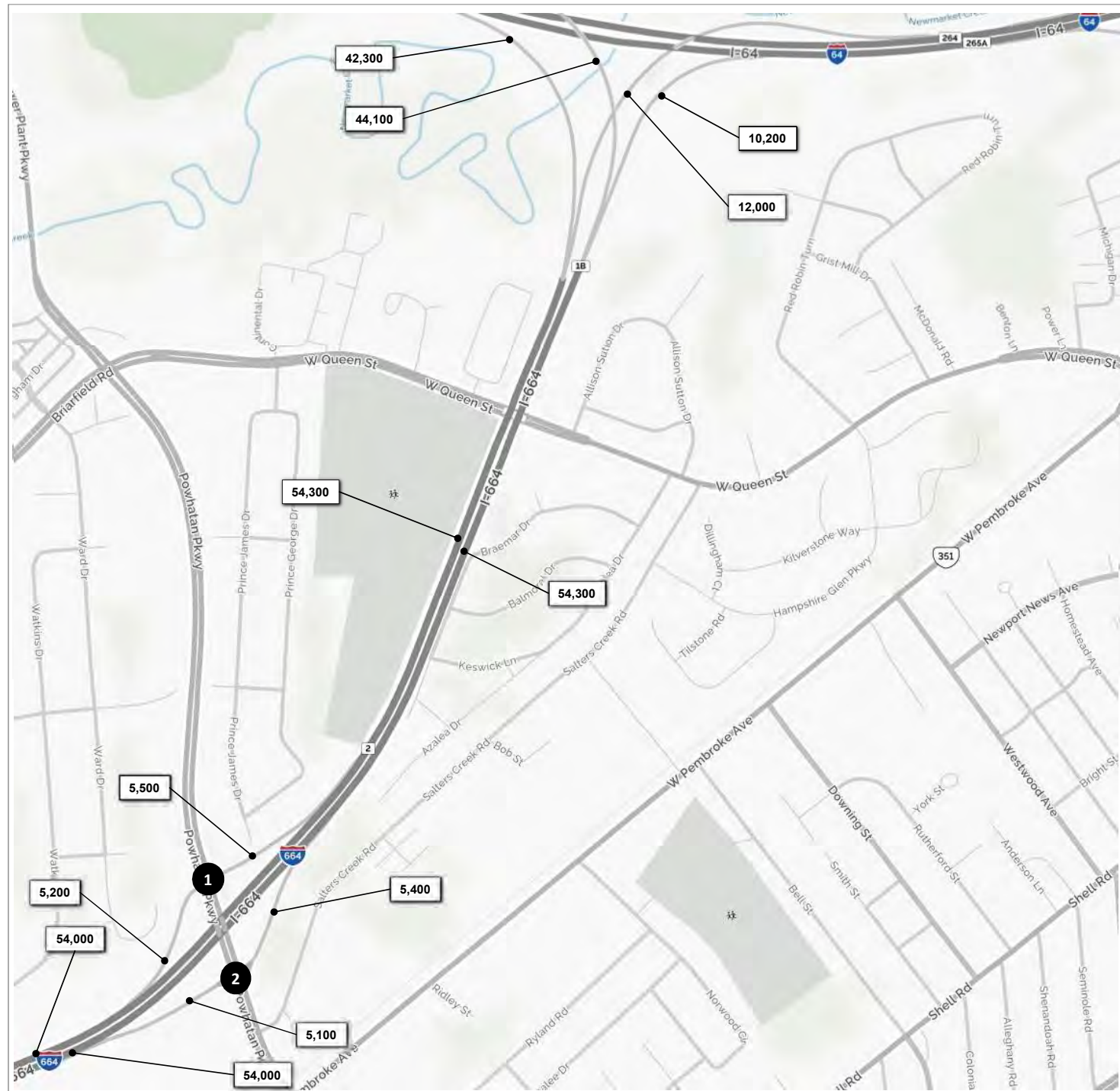


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure E.1-4



<b>1</b>			
R	1,300	L	4,200
		Powhatan Pkwy	
	5,300	T	2,800
	2,400	R	
		I-664 Ramp	

<b>2</b>			
		L	800
		Powhatan Pkwy	
		T	8,700
		R	4,600
		I-664 Ramp	
		L	2,500
		R	2,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure E.1-5



<b>1</b>					
5,900		1,800	T	11,300	
R	T	L	L	1,100	
			Aberdeen Road		
			I-664 Ramp		
	11,900	T			
	5,400	R			

<b>2</b>					
			I-64 Ramp		
Aberdeen Road			R	2,100	
			T	7,400	
			L		R
	4,900	L	5,000		700
	8,800	T			

<b>3</b>					
2,200		2,700	R	2,800	
R	T	L	L		
Chestnut Avenue			L	T	R
					200
		L			
	4,900	T			
	300	R			

<b>4</b>					
			R	3,400	
			T	2,800	
			L		
			Chestnut Avenue		
R	T	L	L	T	R
	1,500	L			
	6,300	T			
		R			

<b>5</b>					
800	2,700	500	R	500	
R	T	L	T	3,000	
			L	400	
Chestnut Avenue			L	T	R
					300
		L			
	800	T	2,400	2,700	
	3,100	R			
	2,400				

<b>7</b>					
			R	1,200	
			T		
			L		
			Roanoke Avenue		
R	T	L	L	T	R
		L			
	700	T	1,700		700
		R			

<b>6</b>					
100	100	100	R	200	
R	T	L	T	2,300	
			L	400	
Roanoke Avenue			L	T	R
		L			
	600	T			
	1,900	R			

<b>8</b>					
300	4,600	400	R	500	
R	T	L	T	600	
			L	200	
Roanoke Avenue			L	T	R
		L			
	300	T	300	4,600	300
	700	R			
	400				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

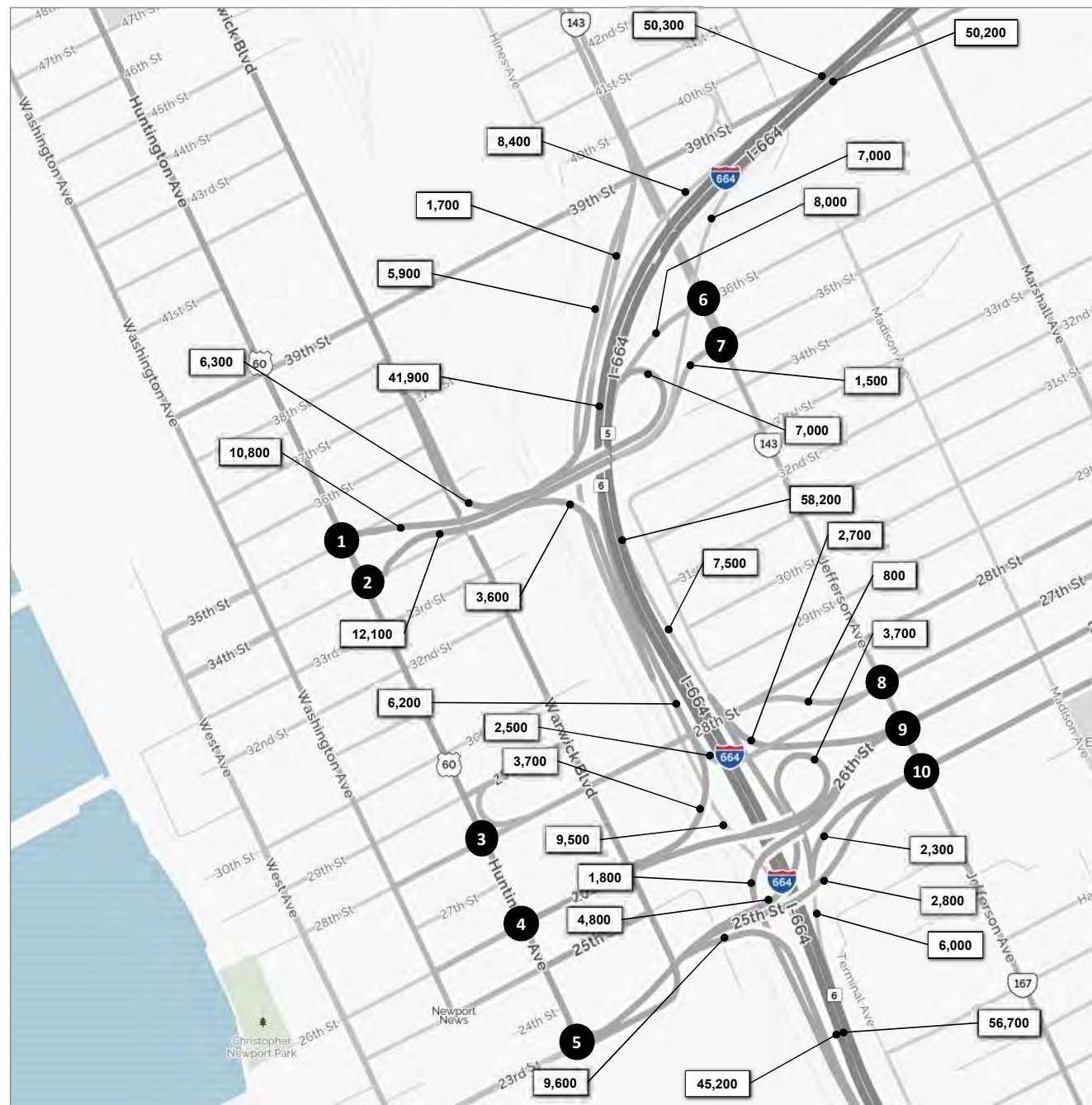


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-6



1	500	13,700							
	R	T	T	4,200	L	7,600	35th Street		
				Huntington Ave					

6		5,400	600		R	1,100		
		T	L		T	200	36th Street	
				Jefferson Ave		T	R	
		6,900	L			4,700		200
		900	T					
		200	R					

2		11,400	9,900					
		T	L		34th Street			
				Huntington Ave				
		5,600	T					
		400	R					

7		5,600	200					
		T	L		T	R	35th Street	
				Jefferson Ave		T	R	
		700	L			4,200		200
		500	T					
		300	R					

3	500	9,500	400		R	500		
	R	T	L		T	600	L	300
				Huntington Ave		28th Street		
		400	T					
		400	R					

8		5,000	900					
		T	L		T	R	27th Street	
				Jefferson Ave		T	R	
		1,400	L			3,500		
		800	T					
		1,100	R					

4	1,400	11,900			T	5,800	L	3,700
	R	T			L		26th Street	
				Huntington Ave				

9	2,000	4,100			R	600	T	2,700
	R	T			L	600	26th Street	
				Jefferson Ave		L	T	
			L			1,900		2,900
			T					
			R					

5	1,800	100	10,800					
	R	T	L		23rd Street			
				Huntington Ave				
		6,400	T					
		400	R					

10		3,600	1,100					
		R	T	L		T	R	25th Street
				Jefferson Ave		T	R	
		1,400	L			3,400		300
		2,500	T					
		1,200	R					

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

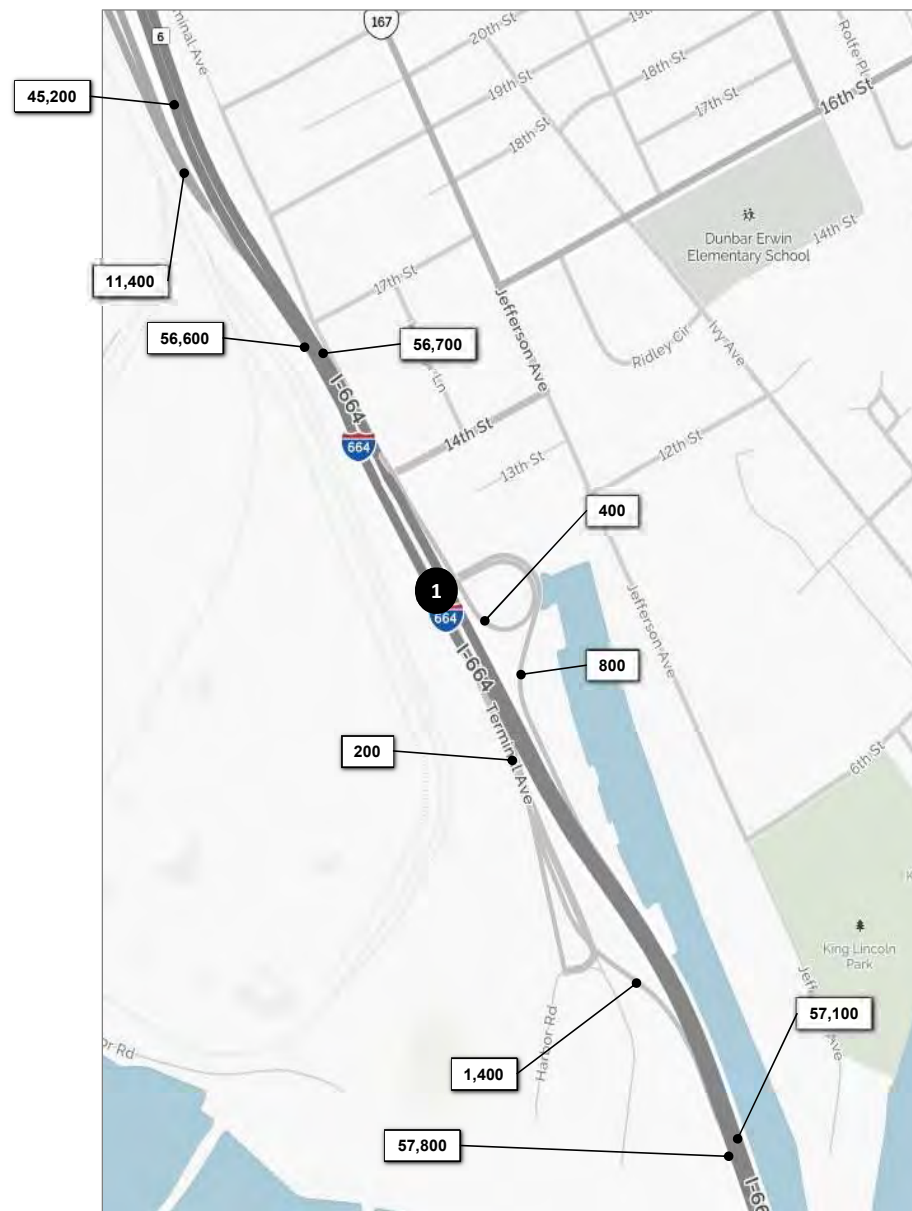


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-8





<b>1</b>			R	200		
			T	11,800		
			L	400		
	R	T	L			
		1,400	L			
		23,300	T			
		900	R			
				L	T	R
				300	400	1,000

<b>2</b>						
				T	12,400	
				L	6,900	
	US 17					
		11,800	T			
		12,500	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

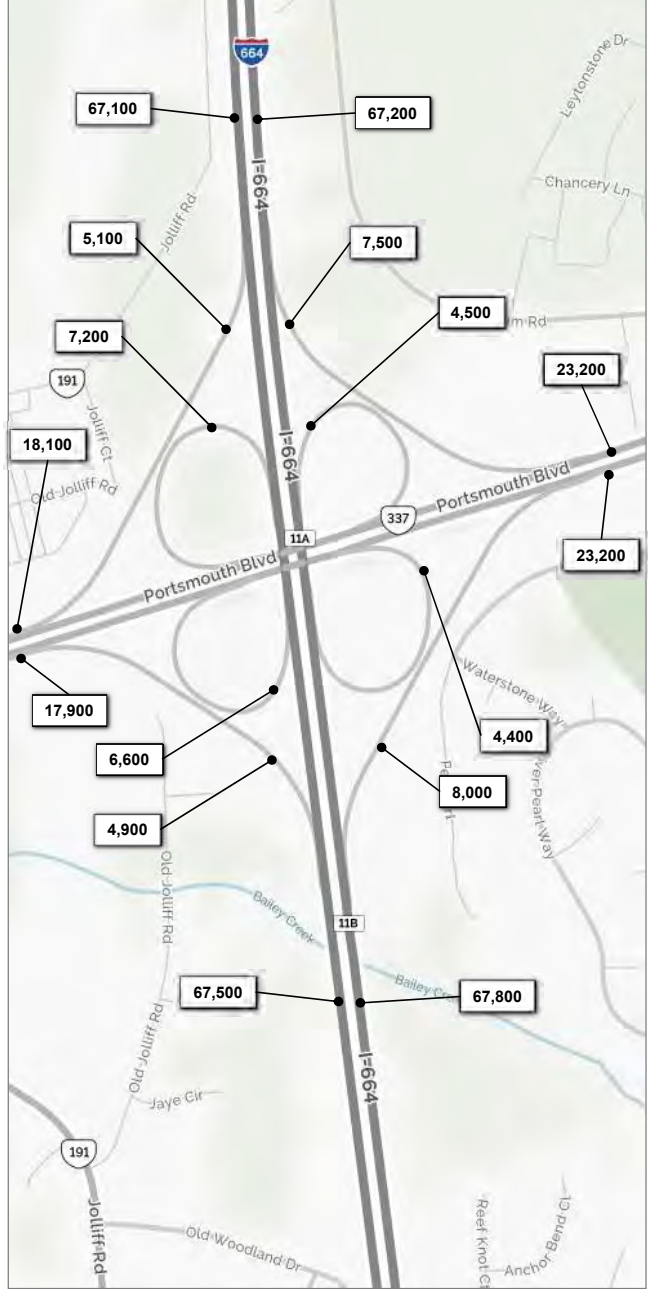
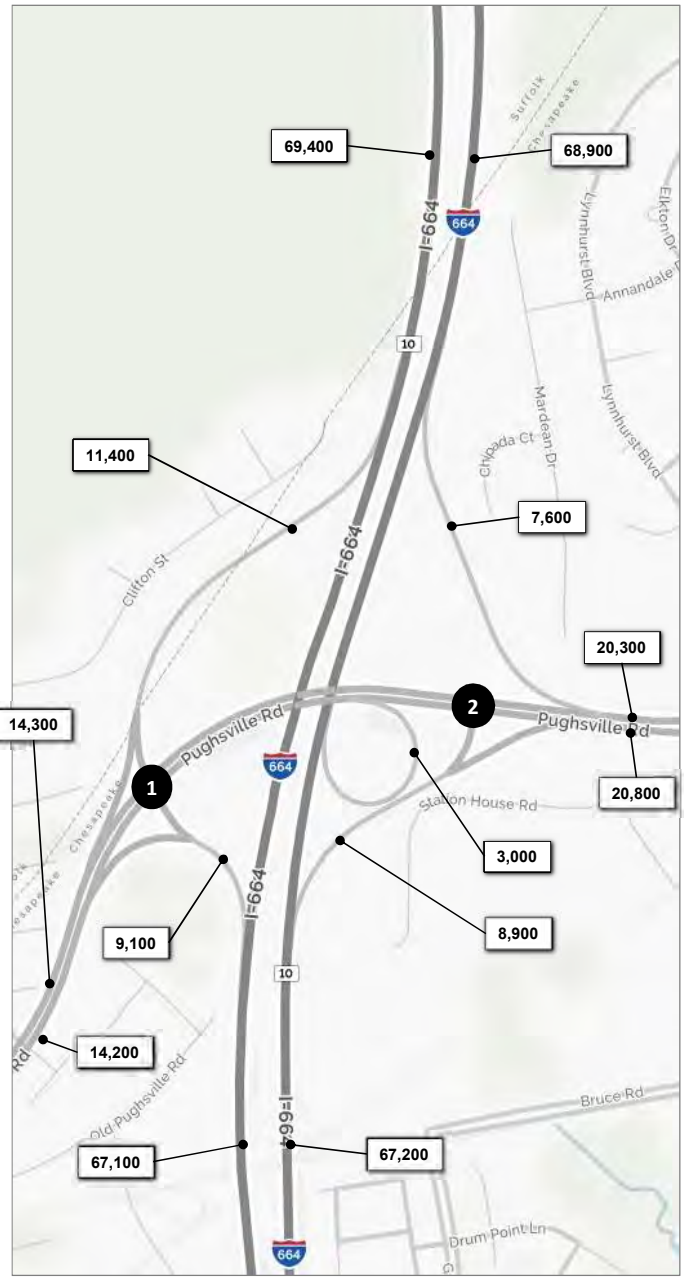


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-9



<b>1</b>	4,200	7,200	T 10,100	
	R	L	L 5,700	
				Pughsville Road
	10,800	T		
	3,400	R		

<b>2</b>			R 7,600	
			T 12,700	
	Pughsville Road	L	R	
	15,000	T	3,100	5,800
	3,000	R		

<b>3</b>	3,500	2,400	T 3,800	
	R	L	L 2,200	
				Dock Landing Road
	4,400	T		
	2,900	R		

<b>4</b>			R 2,600	
			T 4,400	
	Dock Landing Road	L	R	
	2,400	L	1,600	2,600
	4,400	T		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

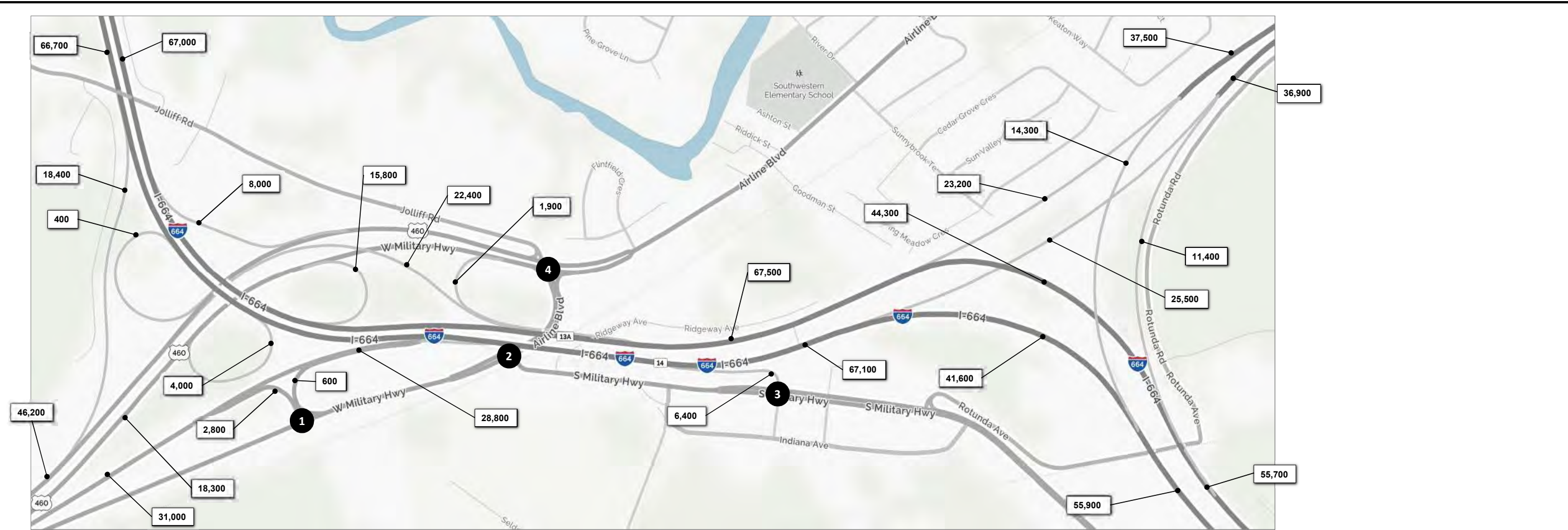


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-10



<b>1</b>			
100	2,700	R 500	
		T 1,500	
R	L	<hr/>	
W. Military Hwy			
100	L		
	3,800	T	

<b>2</b>			
		T 1,200	
		L 3,800	
		<hr/>	
	W. Military Hwy	L	R
	6,300	T	800
	200	R	3,800

<b>3</b>			
100	6,300	T 4,500	
R	L	<hr/>	
S. Military Hwy			
	4,000	T	

<b>4</b>					
1,400	2,400	1,900	R 1,300		
			T 5,400		
			L 900		
			<hr/>		
			L	T	R
		2,400	L		
		4,300	T	7,000	1,600
		1,700	R		1,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure E.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	11,800	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	23,300	T	300	400	1,000
	900	R			

<b>2</b>			<b>T</b>		
US 17			12,400		
			<b>L</b>		
			6,900		
11,800		T			
12,500		R			

<b>3</b>			<b>R</b>		
20,700			5,900		
			<b>L</b>		
			1,200		
			VA 164 Ramp		
		T			
					T
					14,800

<b>4</b>			<b>R</b>		
16,300			5,600		
			<b>L</b>		
			VA 164 Ramp		
		T			
					T
					14,800
					R
					1,400

<b>5</b>			<b>R</b>		
9,000			7,200		
			<b>T</b>		
			10,200		
			<b>L</b>		
			200		
<b>R</b>	<b>T</b>	<b>L</b>			
	8,500	L			
	10,600	T	100	100	100
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

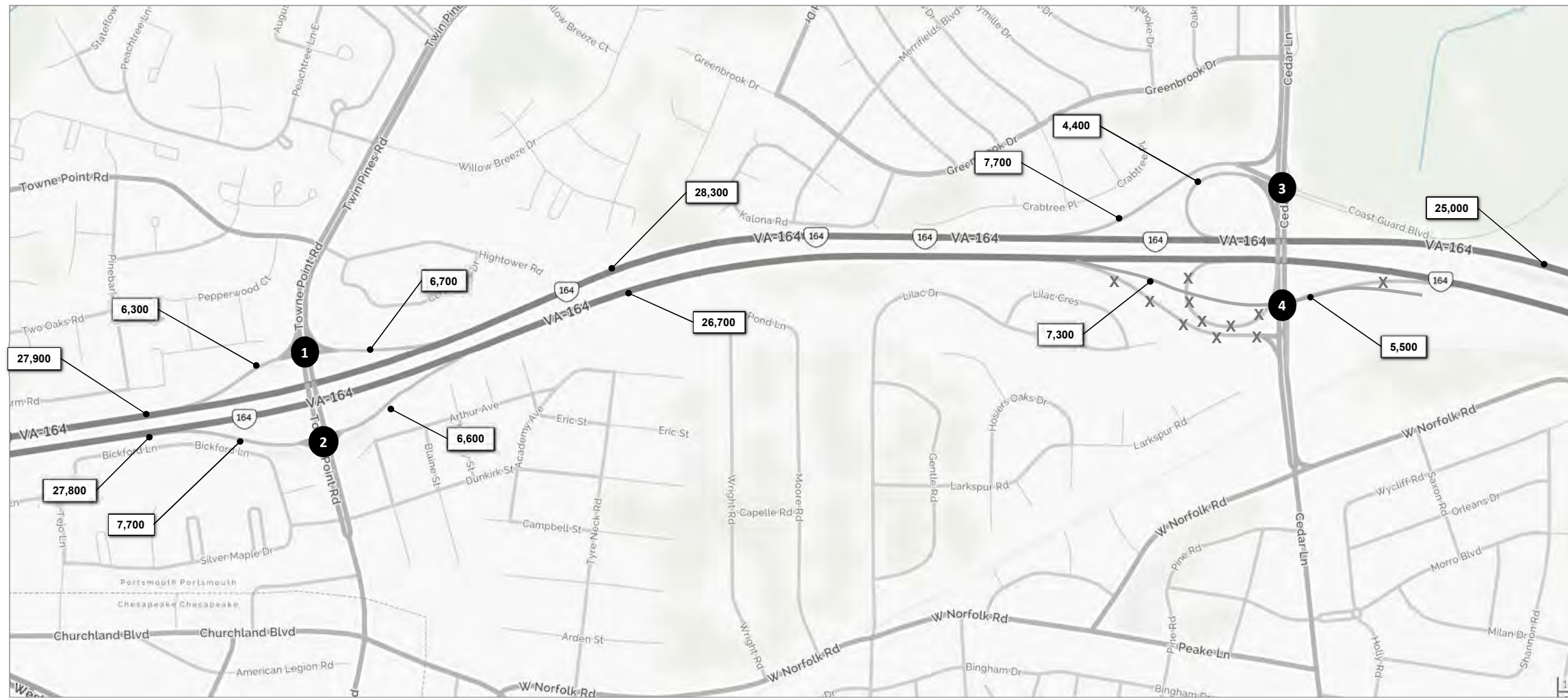


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure E.1-12



<b>1</b>					
3,900	10,100	R	3,200		
		L	3,500		
R	T	Towne Point Road		L	T
				2,400	10,300

<b>2</b>					
9,900	3,700				
T	L	L	T	R	
4,100	L	L	T	R	
3,600	R	L	T	R	

<b>3</b>					
1,800	3,700	300	R	100	
			T	1,300	
R	T	L	L	800	
	1,400	L	L	T	R
	500	T	4,500	4,800	2,000
	2,500	R			

<b>4</b>					
4,200	2,800				
T	L				
2,100	L		T	R	
5,200	R	Cedar Lane	9,300	2,700	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

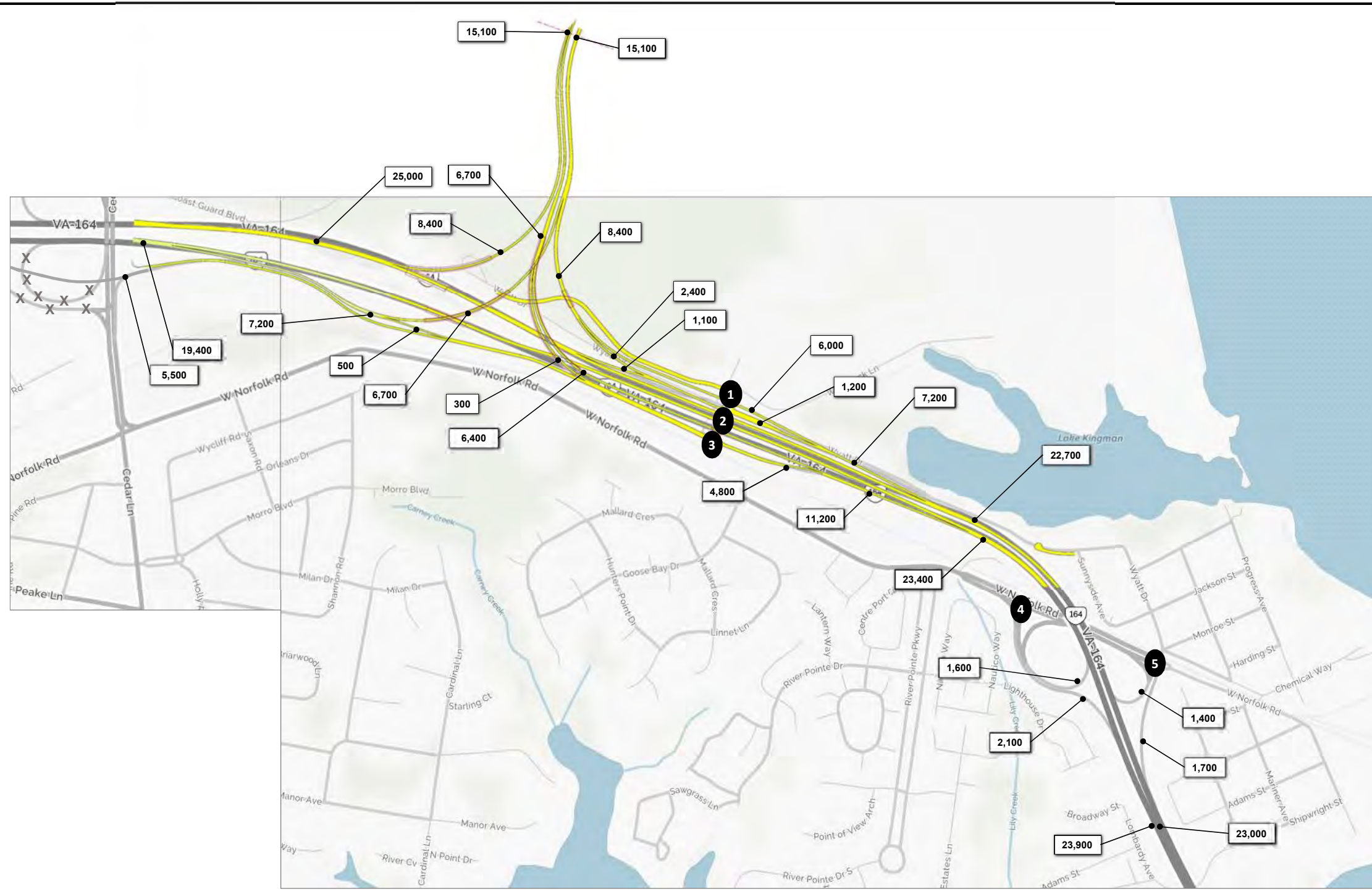


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure E.1-13



<b>1</b>			R	100	
100	2,700	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L	100	1,900	300
	100	T	100		
	100	R			

<b>2</b>			R	1,200	
1,600	1,500	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,900	1,100	

<b>3</b>					
		1,500			
<hr/>			L		VA 164 Ramp
	3,000	L			
	3,300	T	V/G Blvd		

<b>4</b>			T	1,400	
			L	900	
<hr/>			L		R
	1,100	T	700		900
	1,200	R			

<b>5</b>			R	200	
300	200	200	T	1,000	
			L	700	
<hr/>			L	T	R
	300	L	1,000	100	600
	1,200	T			
	500	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure E.1-14



<b>1</b>					
300	800	800	R	1,000	
			T	2,400	
			L	2,300	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,400	T	100	100	800
	200	R			

<b>2</b>					
4,800		1,600	T	900	
R		L			
Cleveland St					
	3,800	T			

<b>3</b>					
400		400	R	1,100	
			T	500	
R		L			
Cleveland St					
	4,900	L			
	500	T			
		R			

<b>4</b>					
100	700	2,300	R	700	
			T	600	
			L	1,200	
R	T	L			
Woodrow St					
	300	L	1,664	Ramp	
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure E.1-15



1	12,200	2,800	R	2,700		
			T	19,600		
	R	T	L	2,900		
	12,200	L		L	T	R
	19,900	T		11,400		2,500
	11,100	R				

2	1,900	13,600				
	R	T				
			L		T	
	2,100	L		L	T	
	1,500	R		1,700		13,400

3				T	30,700	
				L	12,500	
	29,900	T		L	T	R
	3,000	R		2,200		13,300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Weekday Daily Volumes**  
**Elizabeth River Connectors**

April 2017

Figure E.1-16





1						
	R	T	L	R	T	L
		900 (1,275)				
		1,035 (875)				
	R	T	L	L	T	R
						5 (15)
		855 (1,210)				
		345 (260)				

2						
	R	T	L	R	T	L
		230 (145)				
		915 (1,235)				
		45 (65)				
	R	T	L	L	T	R
		50 (80)				5 (40)
		540 (635)				
		265 (495)				

3			
	R	T	L
		255 (225)	
	R	T	L
		730 (820)	
		525 (345)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure E.2-1



<b>1</b>	35 (55)	335 (225)	340 (395)	T	485 (555)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	960 (1,270)	T		30 (125)		90 (400)
	310 (115)	R				

<b>2</b>				T	700 (620)	
				L	300 (195)	
Settlers Landing Rd						
	650 (1,275)	T				
	740 (790)	R				

<b>3</b>				R	675 (360)	
				T	800 (540)	
Settlers Landing Rd				L		R
	125 (635)	L		200 (275)		220 (375)
	525 (640)	T				

<b>4</b>	95 (20)	5 (10)	55 (85)	T	300 (55)	
	R	T	L	L	455 (325)	
S. Mallory St						
	85 (380)	T				
	135 (315)	R				

<b>5</b>	200 (40)	0 (0)	230 (285)	R	265 (235)	
	R	T	L	T	540 (310)	
S. Mallory St				L		R
	30 (205)	L		15 (30)		5 (5)
	105 (250)	T		60 (35)		
	5 (10)	R				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure E.2-2



1	255 (70)	275 (515)	T 145 (120)	
	R	L	L 290 (135)	
4th View St				
		60 (565)	T	
		85 (105)	R	

2			R 460 (465)	
			T 365 (205)	
4th View St			L	R
		30 (385)	L	105 (105)
		305 (695)	T	70 (50)

3	70 (55)	1,030 (715)	US 460	
	R	T	L	T
			L 375 (510)	T 210 (530)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

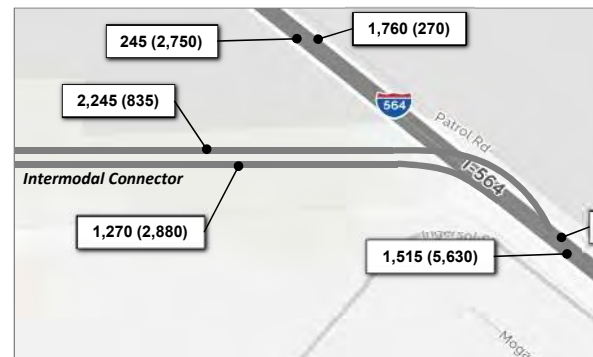
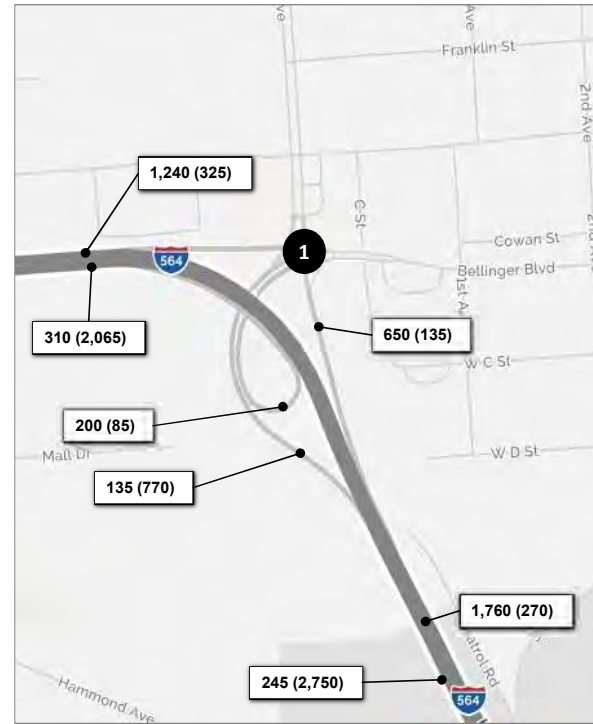


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure E.2-3



1		Bainbridge Ave		R	T	L
125 (185)	135 (770)					
R	T	U	L	T		
Bellinger Blvd						
0 (5)		U	L	645 (135)		
	200 (80)	L		0 (0)	5 (0)	



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

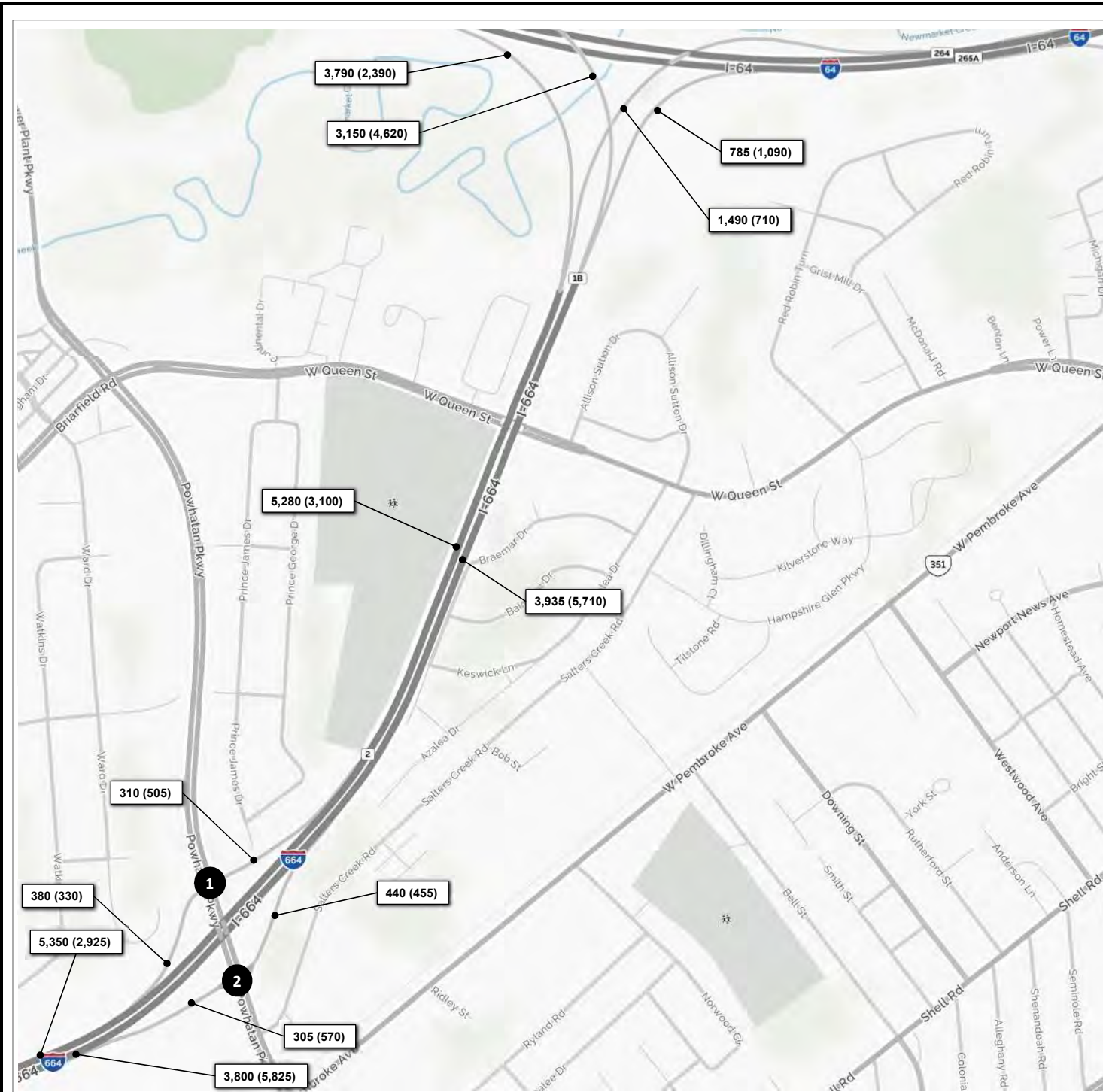


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure E.2-4



1	90 (115)	220 (390)	T 310 (620)	
	R	L	L 220 (170)	
	255 (450)	T	Powhatan Pkwy	
	160 (160)	R	I-664 Ramp	

2		I-664 Ramp	R 375 (365)	
		Powhatan Pkwy	T 455 (530)	
	65 (90)	L	L 75 (250)	R
	410 (750)	T		230 (310)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure E.2-5



1	625 (325)	155 (155)	T 585 (820)
	R	T	L 100 (90)
			Aberdeen Road
		535 (1,110)	T
		290 (255)	R
			I-664 Ramp

2			I-64 Ramp	R 130 (185)
				T 445 (630)
			Aberdeen Road	
		210 (500)	L	L 240 (280)
		480 (765)	T	R 75 (95)

3	300 (145)	460 (175)	R 120 (260)
	R	T	L
			Chestnut Avenue
		320 (390)	L
		50 (25)	T
			R 20 (25)

4			R 165 (425)
			T 120 (260)
			L
		70 (165)	L
		730 (425)	T
			R
			Chestnut Avenue
			L
			T
			R

5	50 (65)	250 (185)	20 (55)	R 30 (50)
	R	T	L	T 140 (295)
			Chestnut Avenue	L 15 (35)
		35 (85)	L	L 95 (325)
		230 (240)	T	T 125 (300)
		465 (100)	R	R 15 (25)

7			R 80 (210)
			T
			L
		105 (55)	L
			T
			R
			Roanoke Avenue
			L
			T
			R

6	15 (10)	10 (5)	25 (10)	R 5 (5)
	R	T	L	T 155 (230)
			Roanoke Avenue	L 15 (80)
		15 (20)	L	L
		80 (45)	T	T
		105 (85)	R	R

8	20 (25)	680 (265)	30 (30)	R 10 (35)
	R	T	L	T 50 (160)
			Roanoke Avenue	L 20 (20)
		20 (35)	L	L
		60 (45)	T	T 205 (580)
		90 (15)	R	R 15 (20)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

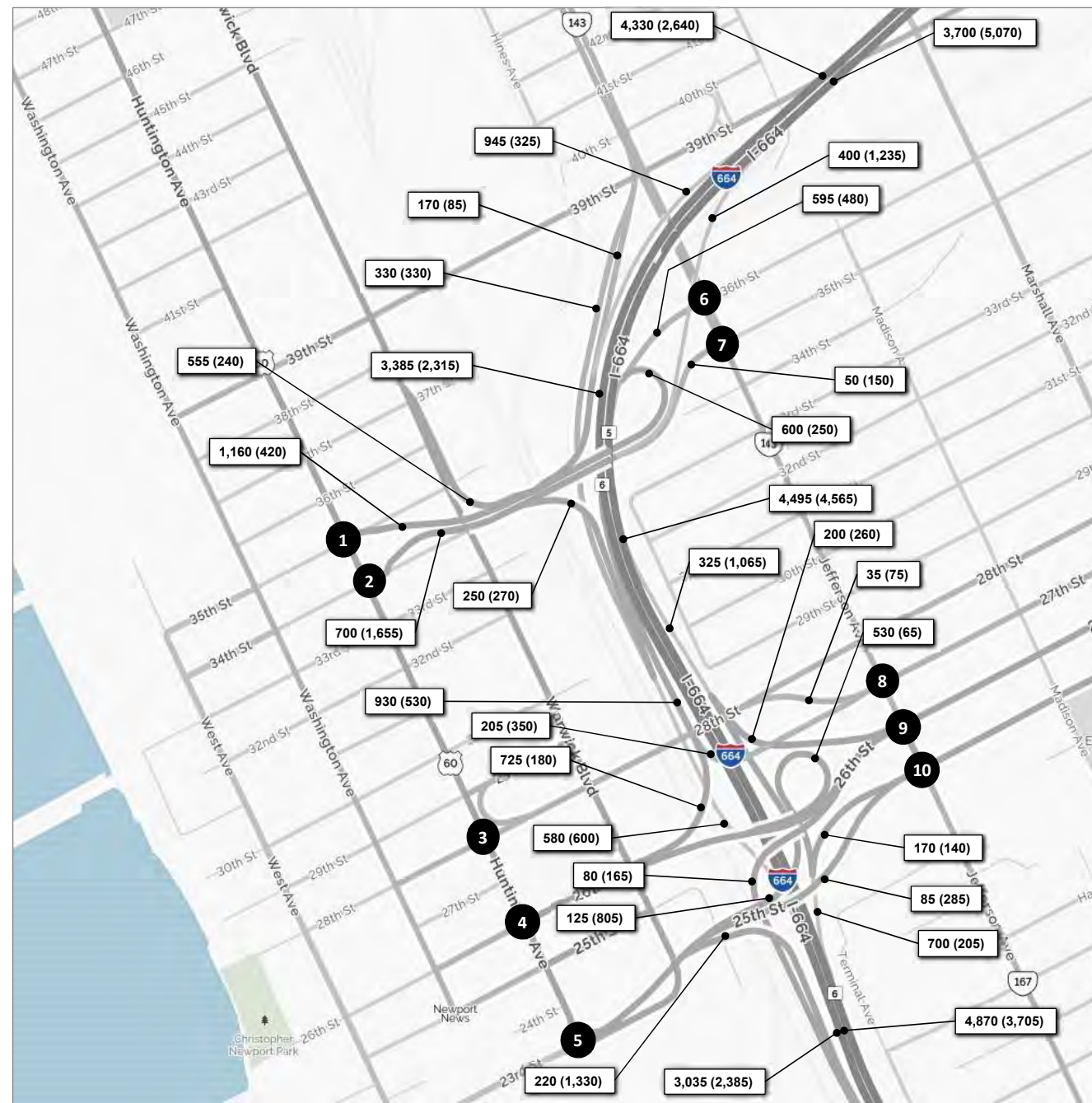


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure E.2-6



1	65 (25)	1,335 (1,510)		T	415 (190)	
	R	T		L	745 (230)	35th Street
			Huntington Ave			

6	350 (535)	30 (55)		R	65 (60)	
	T	L		L	15 (10)	36th Street
			Jefferson Ave			
	285 (435)	300 (35)	10 (10)	L	210 (465)	5 (20)
				T		
				R		

2	1,510 (995)	570 (1,145)		T		
	T	L				34th Street
			Huntington Ave			
	280 (805)	40 (25)		T		
				R		

7	355 (540)	20 (15)		T		
	T	L				35th Street
			Jefferson Ave			
	20 (70)	10 (45)	20 (35)	L	195 (415)	10 (15)
				T		
				R		

3	55 (10)	815 (965)	15 (30)	R	55 (20)	
	R	T	L	T	35 (30)	
			Huntington Ave			
	20 (45)	20 (35)		T		
				R		

8	280 (480)	45 (90)		T		
	T	L				27th Street
			Jefferson Ave			
	90 (110)	85 (185)	65 (130)	L	175 (295)	0 (0)
				T		
				R		

4	100 (65)	665 (1,465)		T	700 (305)	
	R	T		L	635 (100)	26th Street
			Huntington Ave			

9	130 (170)	215 (440)		R	45 (55)	
	R	T		T	160 (245)	
			Jefferson Ave			
				L	20 (35)	
				T		
				R		

5	350 (30)	5 (10)	260 (1,395)			
	R	T	L			23rd Street
			Huntington Ave			
	170 (1,025)	15 (75)		T		
				R		

10	165 (355)	70 (120)		T		
	R	T	L			25th Street
			Jefferson Ave			
	35 (90)	175 (185)	45 (150)	L	165 (320)	15 (25)
				T		
				R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

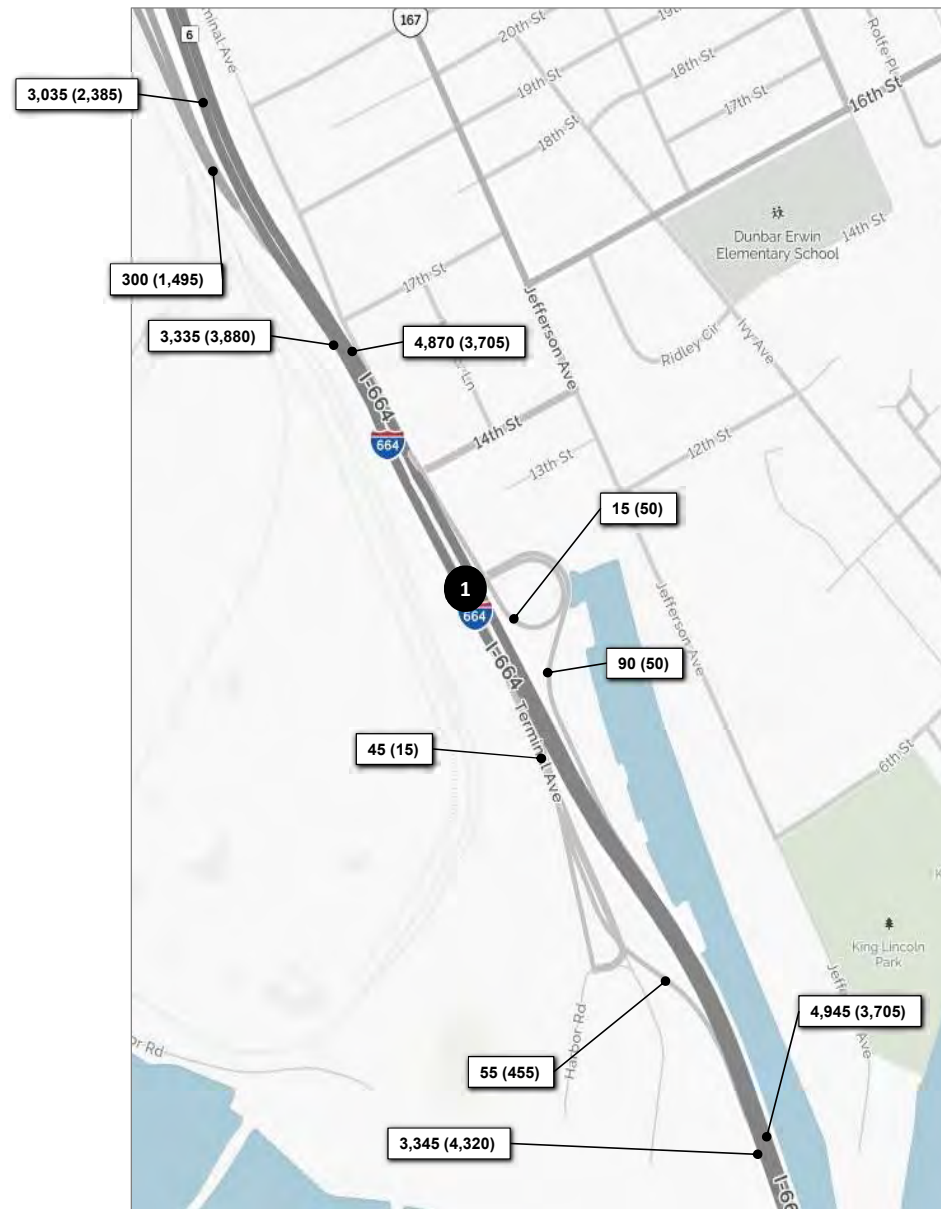
NOT TO SCALE



**2040 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure E.2-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R 40 (40)
	T	L	L 50 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



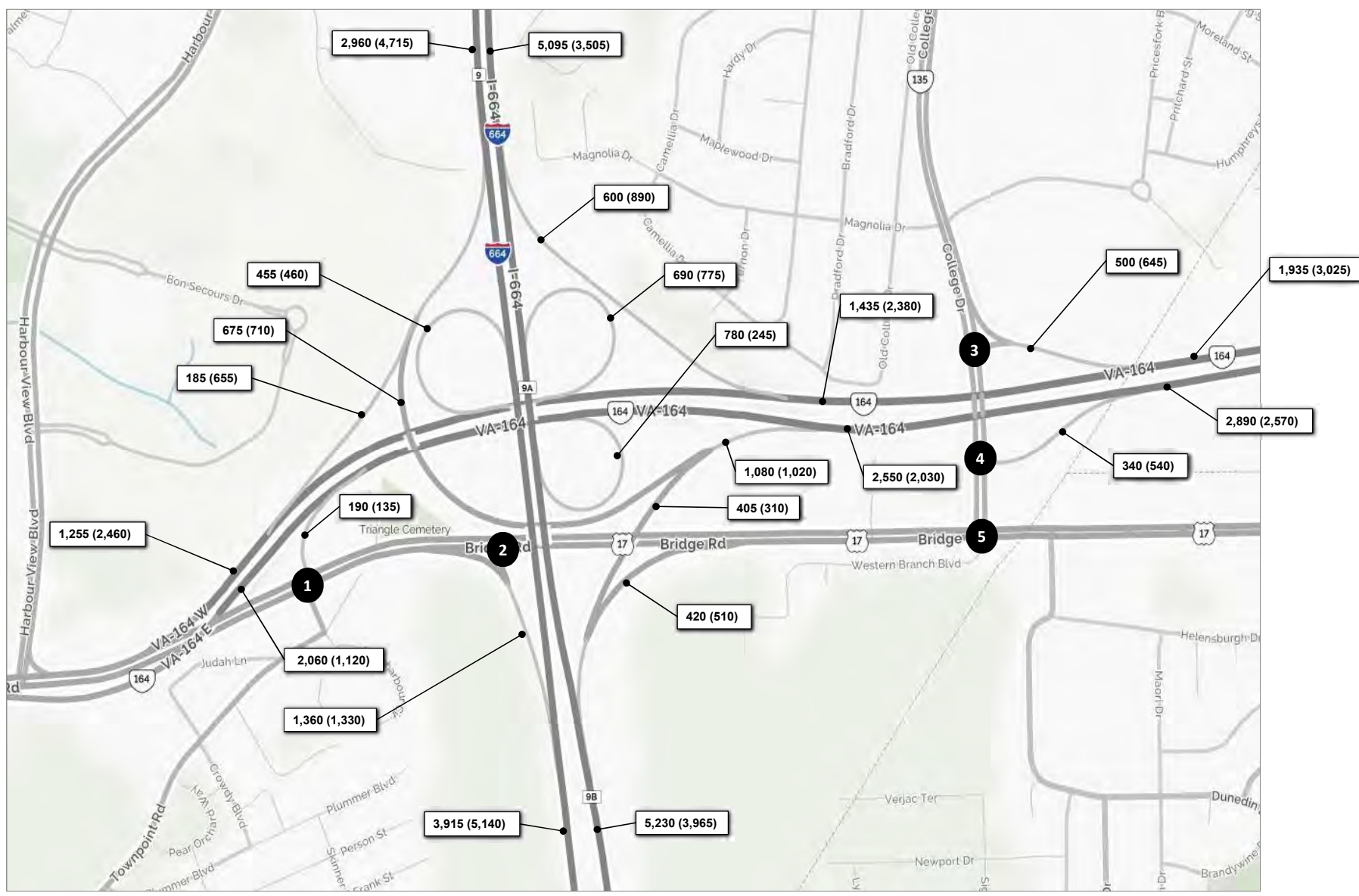
**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure E.2-8





<b>1</b>				R	30 (25)
				T	415 (1,015)
				L	35 (50)
<b>US 17</b>					
			L	T	R
105 (90)			L		
1,595 (1,445)			T	35 (35)	105 (90)
50 (130)			R	55 (20)	

<b>2</b>				T	480 (1,090)
				L	465 (530)
<b>US 17</b>					
805 (735)			T		
895 (800)			R		

<b>3</b>	910 (1,710)			R	415 (510)
				L	85 (135)
				T	VA 164 Ramp
<b>VA 164 Ramp</b>					
			T	660 (1,025)	
			R	90 (75)	

<b>4</b>	745 (1,380)				
	250 (465)				
				VA 164 Ramp	
<b>VA 164 Ramp</b>					
			T	660 (1,025)	
			R	90 (75)	

<b>5</b>	425 (700)			R	285 (580)
	5 (5)			T	515 (910)
				L	10 (15)
<b>US 17</b>					
460 (510)			L	T	R
755 (720)			T	5 (10)	5 (15)
10 (15)			R	5 (10)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

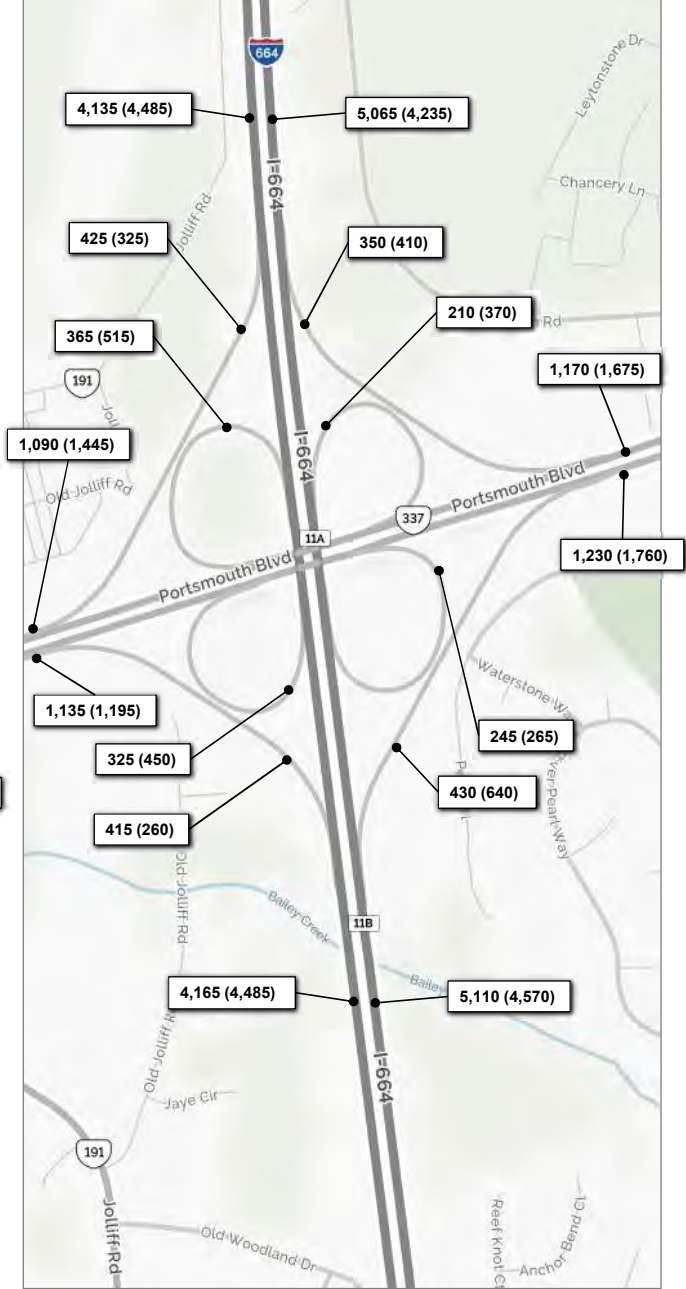
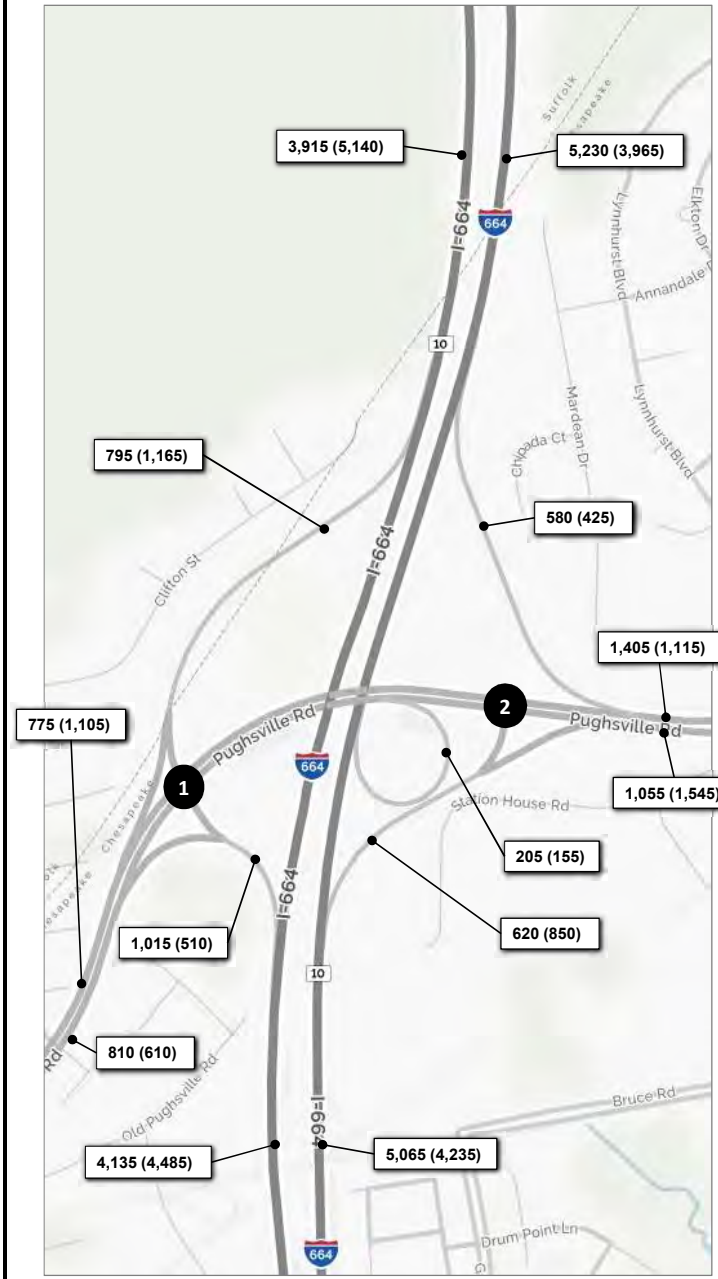


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure E.2-9



1	445 (465)	350 (700)	T 330 (640)	
	R	L	L 610 (350)	
Pughsville Road				
	405 (450)	T		
	405 (160)	R		

2			R 580 (425)	
			T 825 (690)	
Pughsville Road				
	550 (995)	T	L 115 (300)	R 505 (550)
	205 (155)	R		

3	225 (280)	85 (220)	T 330 (265)	
	R	L	L 255 (125)	
Dock Landing Road				
	500 (330)	T		
	210 (80)	R		

4			R 290 (110)	
			T 495 (285)	
Dock Landing Road				
	325 (150)	L	90 (105)	125 (280)
	260 (400)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

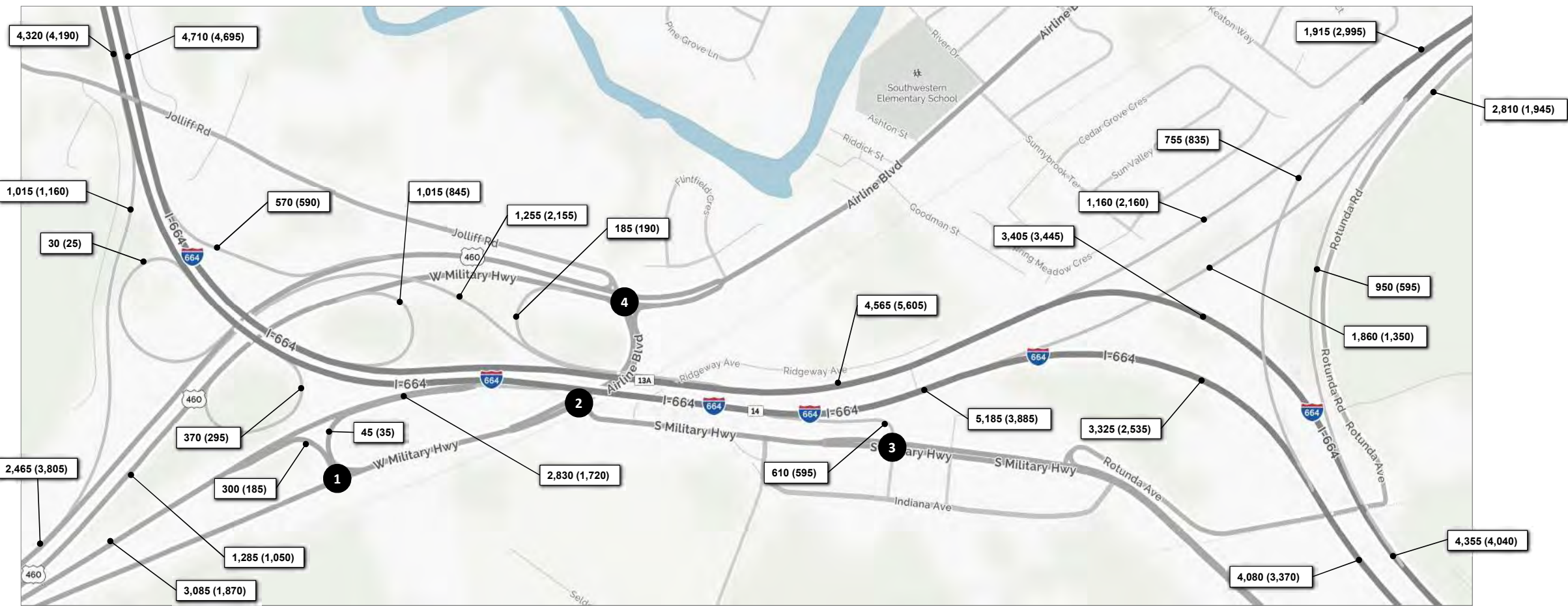
NOT TO SCALE



**2040 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure E.2-10



<b>1</b>				
	5 (5)	295 (180)	R 40 (30)	T 95 (130)
	R	L		
<b>W. Military Hwy</b>				
	5 (5)	L		
	35 (340)	T		

<b>2</b>				
			T 105 (80)	L 500 (360)
<b>W. Military Hwy</b>				
		L	R	
	300 (505)	T	30 (80)	200 (505)
	30 (15)	R		

<b>3</b>				
	10 (15)	600 (580)	T 220 (570)	
	R	L		
<b>S. Military Hwy</b>				
	530 (375)	T		

<b>4</b>					
	95 (45)	325 (160)	165 (65)	R 120 (85)	T 405 (370)
	R	T	L	L 105 (80)	
<b>Rotunda Rd</b>					
	345 (180)	L	L 295 (690)	T 115 (210)	R 90 (110)
	305 (310)	T			
	175 (200)	R			

**Legend**

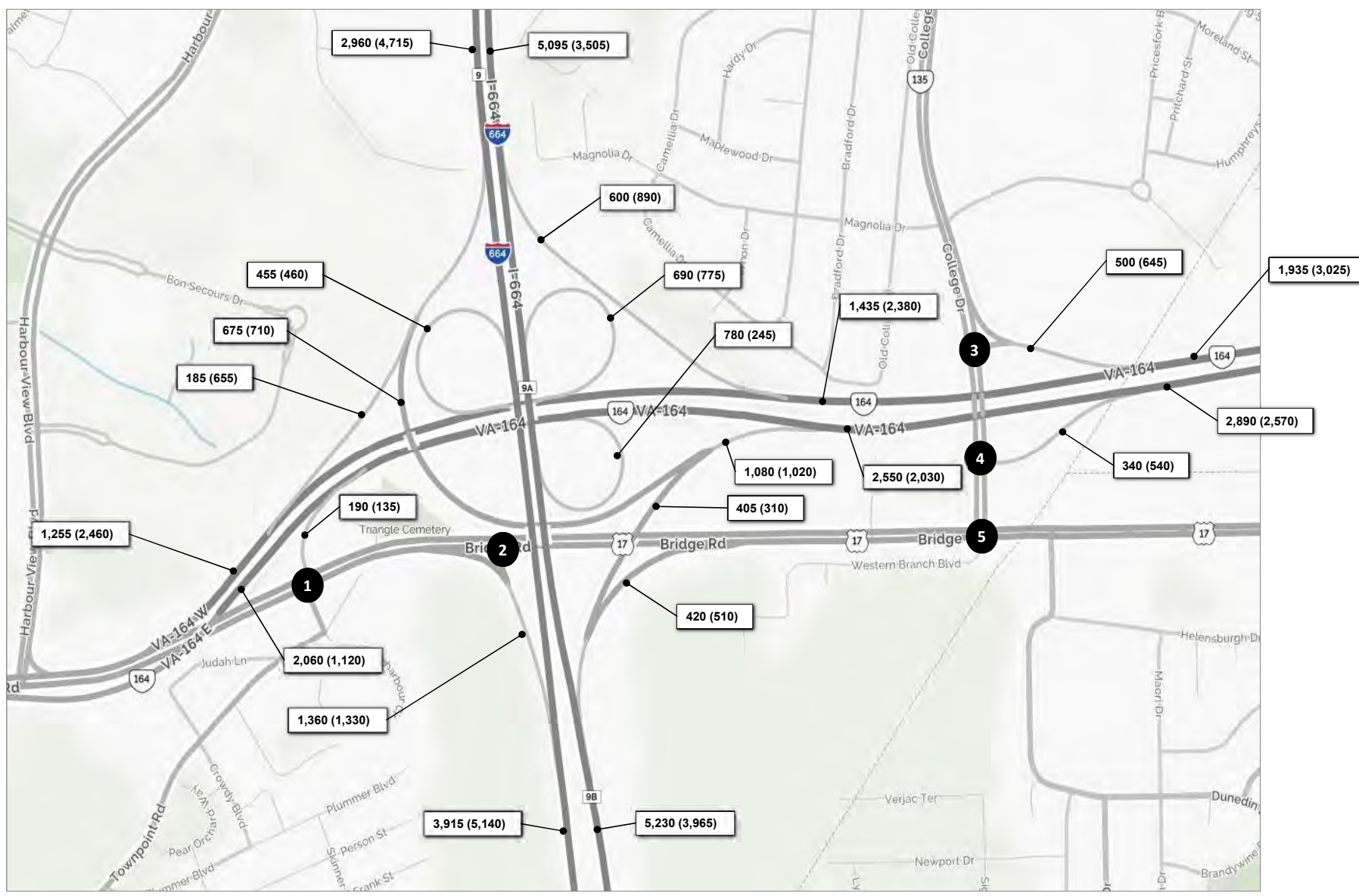
x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
I-664 Corridor**



<b>1</b>				<b>R0 (25)</b>		
				<b>T</b>	415 (1,015)	
				<b>L</b>	35 (50)	
	<b>US 17</b>					
	105 (90)	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	1,595 (1,445)	<b>T</b>		35 (35)	55 (20)	105 (90)
	50 (130)	<b>R</b>				
<b>2</b>				<b>T</b> 480 (1,090)		
				<b>L</b> 465 (530)		
	<b>US 17</b>					
	805 (735)	<b>T</b>				
895 (800)	<b>R</b>					
<b>3</b>	910 (1,710)			<b>R</b> 415 (510)		
				<b>L</b> 85 (135)		
	<b>T</b>			<b>VA 164 Ramp</b>		
				<b>T</b> 660 (1,025)		
<b>4</b>	745 (1,380)			<b>VA 164 Ramp</b>		
	250 (465)			<b>T</b> 660 (1,025)		
	<b>T</b>			<b>R</b> 90 (75)		
<b>5</b>	425 (700)			<b>R</b> 285 (580)		
	5 (5)			<b>T</b> 515 (910)		
	315 (675)			<b>L</b> 10 (15)		
	<b>R</b>					
	460 (510)	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	755 (720)	<b>T</b>		5 (10)	5 (10)	5 (15)
	10 (15)	<b>R</b>				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure E.2-12



1					
430 (205)	890 (635)	R	85 (340)		
		L	155 (330)		
R	T	L	T		
		L	T		
		150 (180)	305 (1,040)		
		Towne Point Road			

2							
645 (800)	400 (165)	L	T	R			
		L	T	R			
		125 (315)	L	330 (905)			
		215 (425)	R	185 (190)			
		Towne Point Road					

3							
215 (135)	525 (305)	30 (15)	R	5 (15)			
		L	T	15 (175)			
		L	T	L	25 (90)		
		50 (155)	L	L	T	R	
		80 (10)	T	355 (310)	510 (465)	365 (40)	
		215 (210)	R				

4							
445 (405)	320 (200)	L	T	R			
		L	T	R			
		390 (110)	L	840 (705)			
		505 (495)	R	170 (130)			
		Cedar Lane					

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

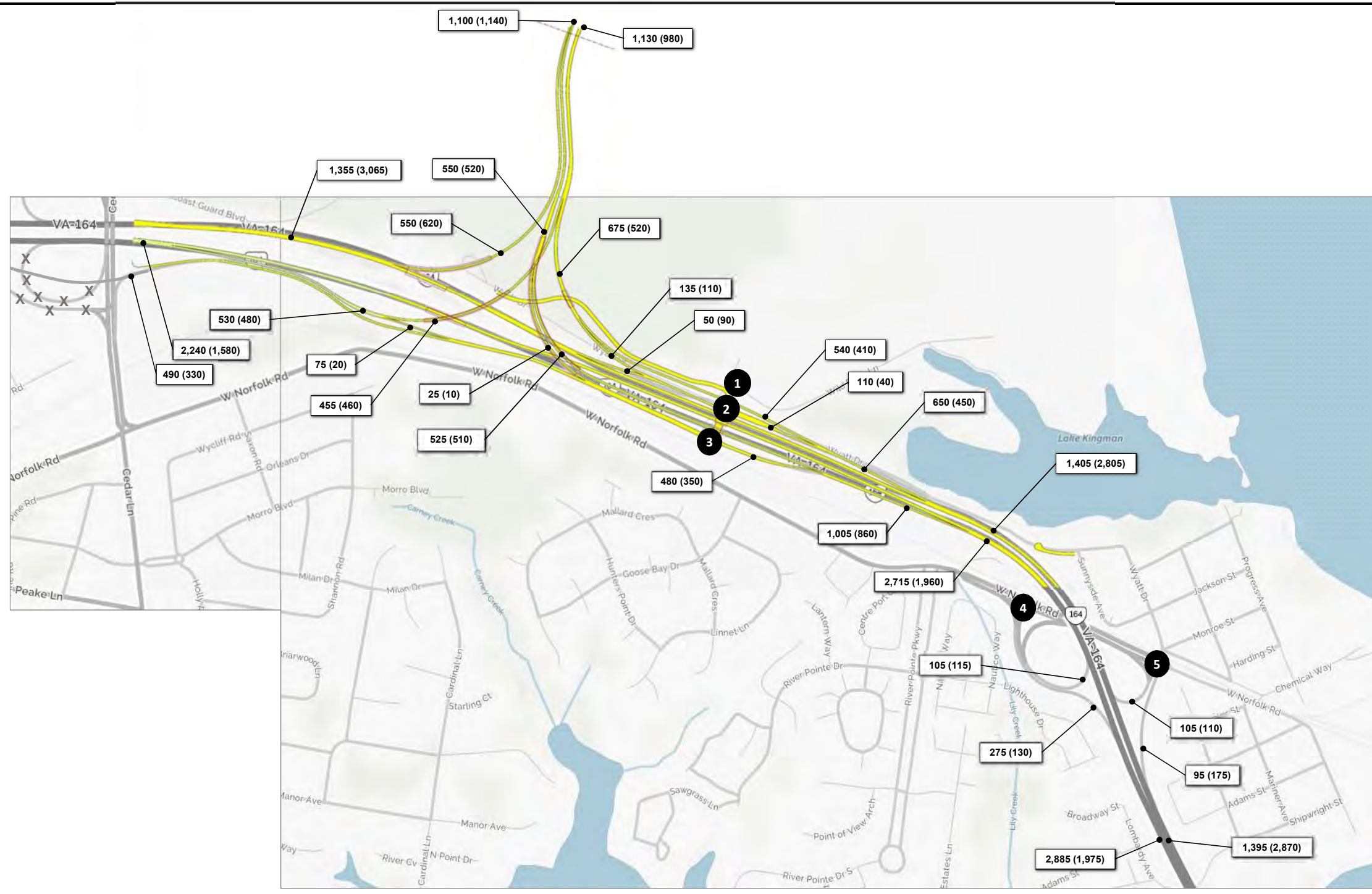


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure E.2-13



<b>1</b>	188 (210)	0 (0)	R	0 (5)
	0 (5)		T	0 (0)
			L	5 (15)
	0 (5)	L	L	T
	0 (0)	T	5 (5)	195 (60)
	5 (5)	R		30 (15)

<b>2</b>	85 (105)	V/G Blvd	R	110 (40)
	110 (125)		T	0 (0)
			L	0 (0)
			L	T
			100 (95)	120 (40)
				Wyatt Dr

<b>3</b>	110 (125)			
		L		VA 164 Ramp
	220 (135)	L		
	370 (225)	T		
			V/G Blvd	

<b>4</b>			T	50 (145)
			L	45 (80)
			L	R
	140 (65)	T	25 (70)	80 (45)
	230 (50)	R		

<b>5</b>	30 (15)	10 (10)	R	10 (10)
	10 (10)		T	40 (80)
			L	30 (65)
			L	T
			25 (130)	5 (10)
				65 (35)
				W Norfolk Rd

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure E.2-14



<b>1</b>						
	5 (20)	30 (95)	55 (55)	R	120 (60)	
				T	140 (210)	
				L	170 (95)	
	<b>Cleveland St</b>			L	T	R
				25 (15)	L	
				160 (250)	T	
				10 (10)	R	
				5 (5)	5 (5)	55 (90)

<b>2</b>						
	365 (300)		265 (10)	T	65 (65)	
				L		
	<b>Cleveland St</b>					
				270 (395)	T	

<b>3</b>						
	25 (20)		35 (5)	R	50 (100)	
				T	40 (45)	
				L		
	<b>Cleveland St</b>			L		
				475 (385)	L	
				60 (20)	T	
					R	

<b>4</b>						
	5 (5)	50 (40)	155 (95)	R	30 (65)	
				T	25 (35)	
				L	45 (100)	
	<b>Woodrow St</b>			L		
				35 (35)	L	
				100 (50)	T	
				10 (15)	R	
					1,664 Ramp	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

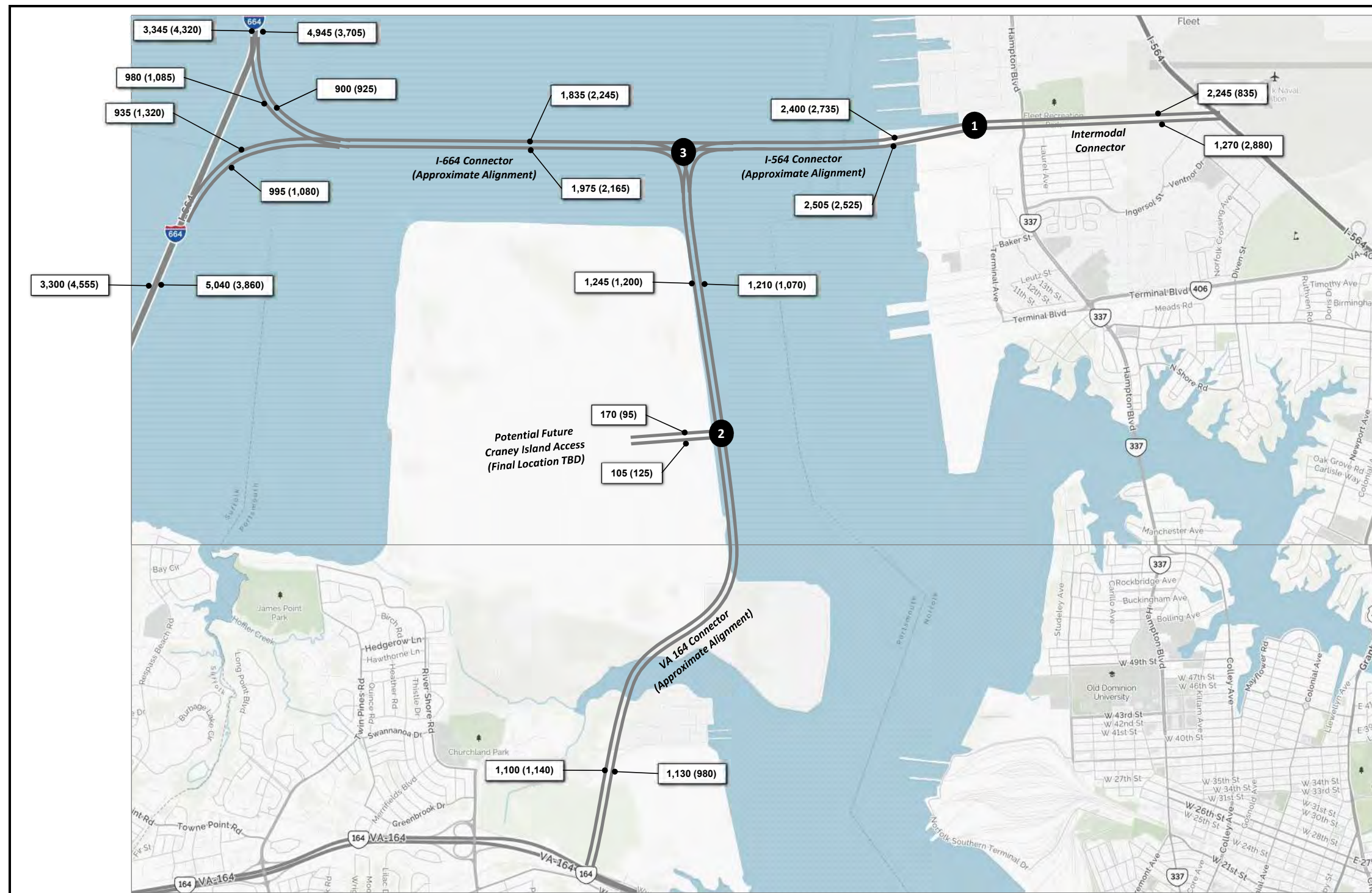


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure E.2-15



1			R			T			L		
370 (1,075)	50 (50)	205 (710)	545 (35)	1,495 (695)	205 (105)						
			L	T	R						
	960 (375)	L	535 (965)	50 (50)	180 (540)						
	885 (1,630)	T									
	660 (520)	R									

2			L			T			R		
155 (75)	1,090 (1,125)										
			L	T	R						
	95 (110)	L	1,115 (960)	15 (20)							
	10 (15)	R									

3			T			L			R		
			1,565 (1,925)	835 (810)							
			L	T	R						
	1,565 (1,775)	T	270 (320)	940 (750)							
	410 (390)	R									

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Cranes Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Cranes Island Connector Southern Terminus.



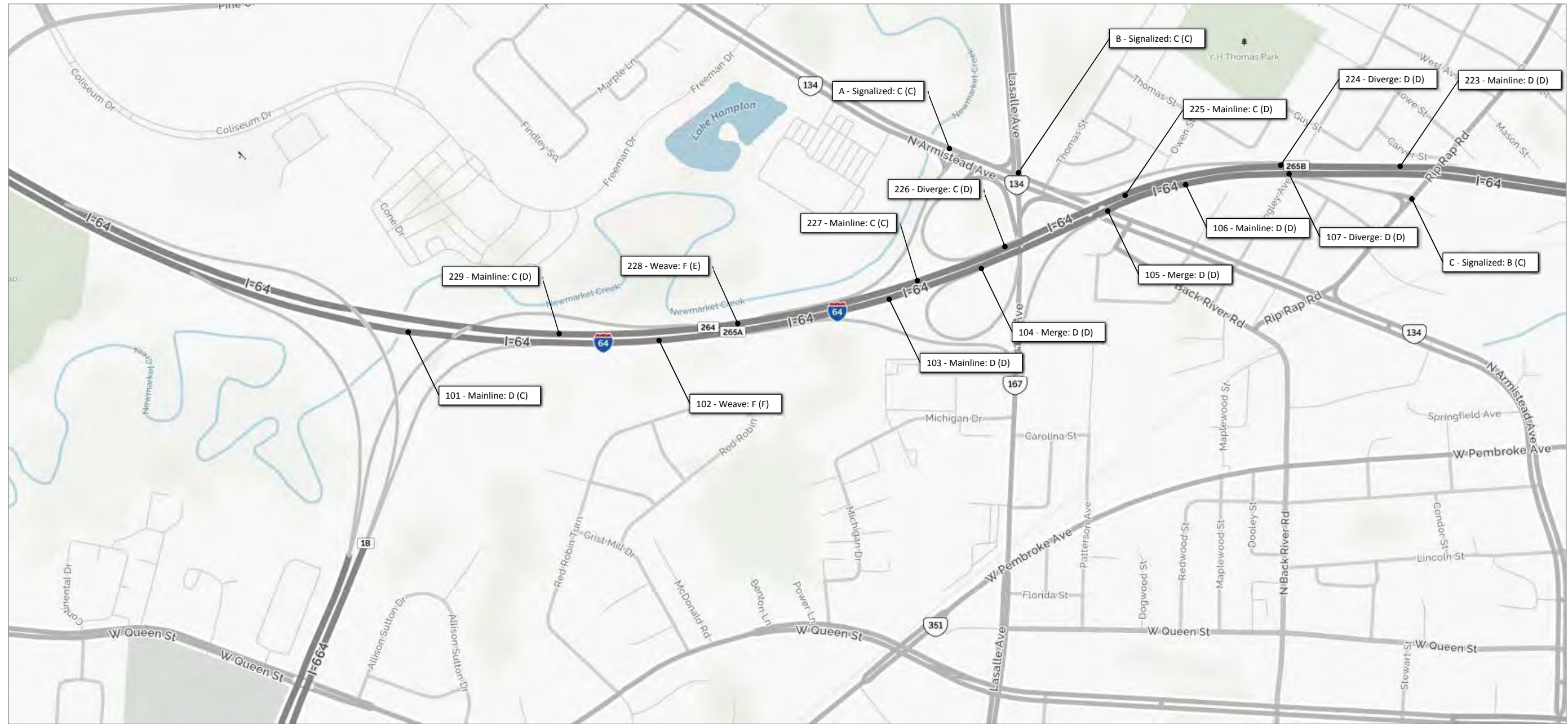
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D  
Peak Hour Volumes  
Elizabeth River Connectors**

April 2017

Figure E.2-16





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure E.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

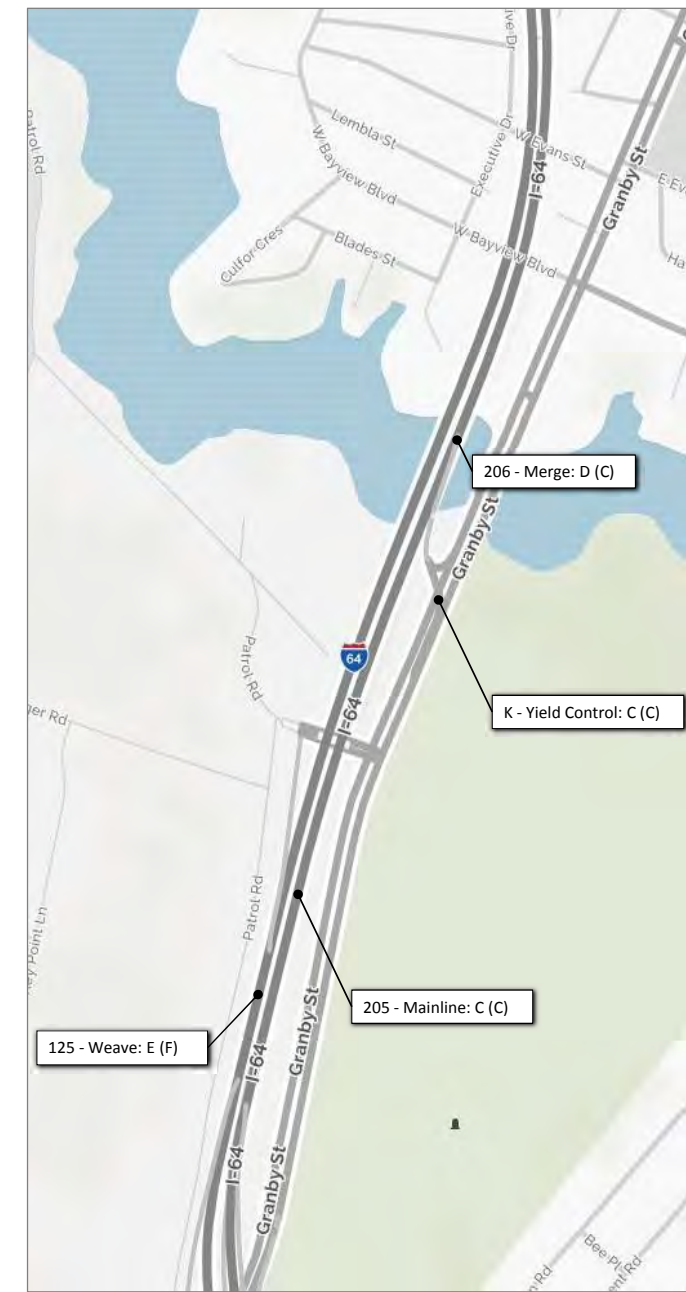


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure E.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure E.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

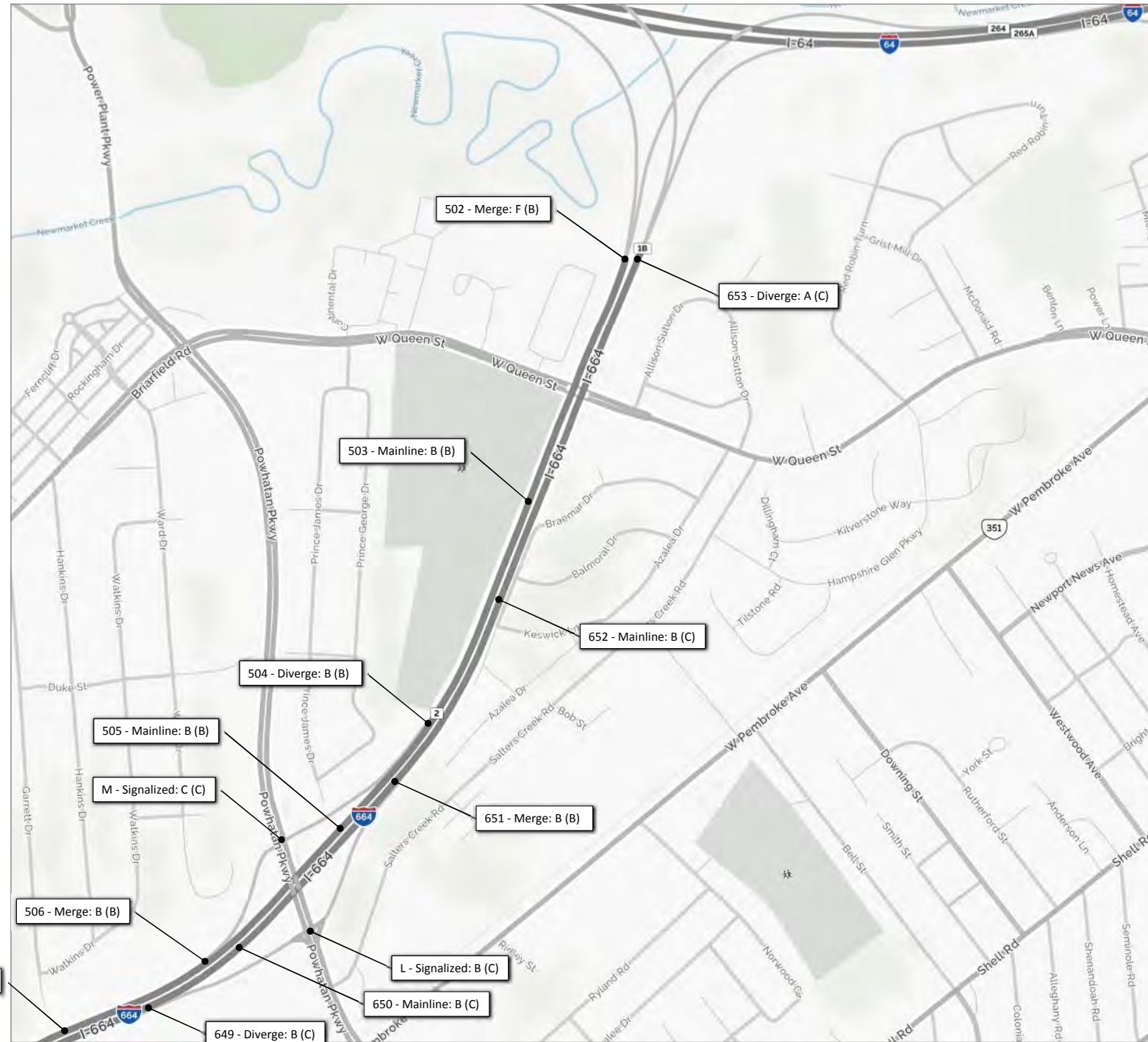


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure E.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

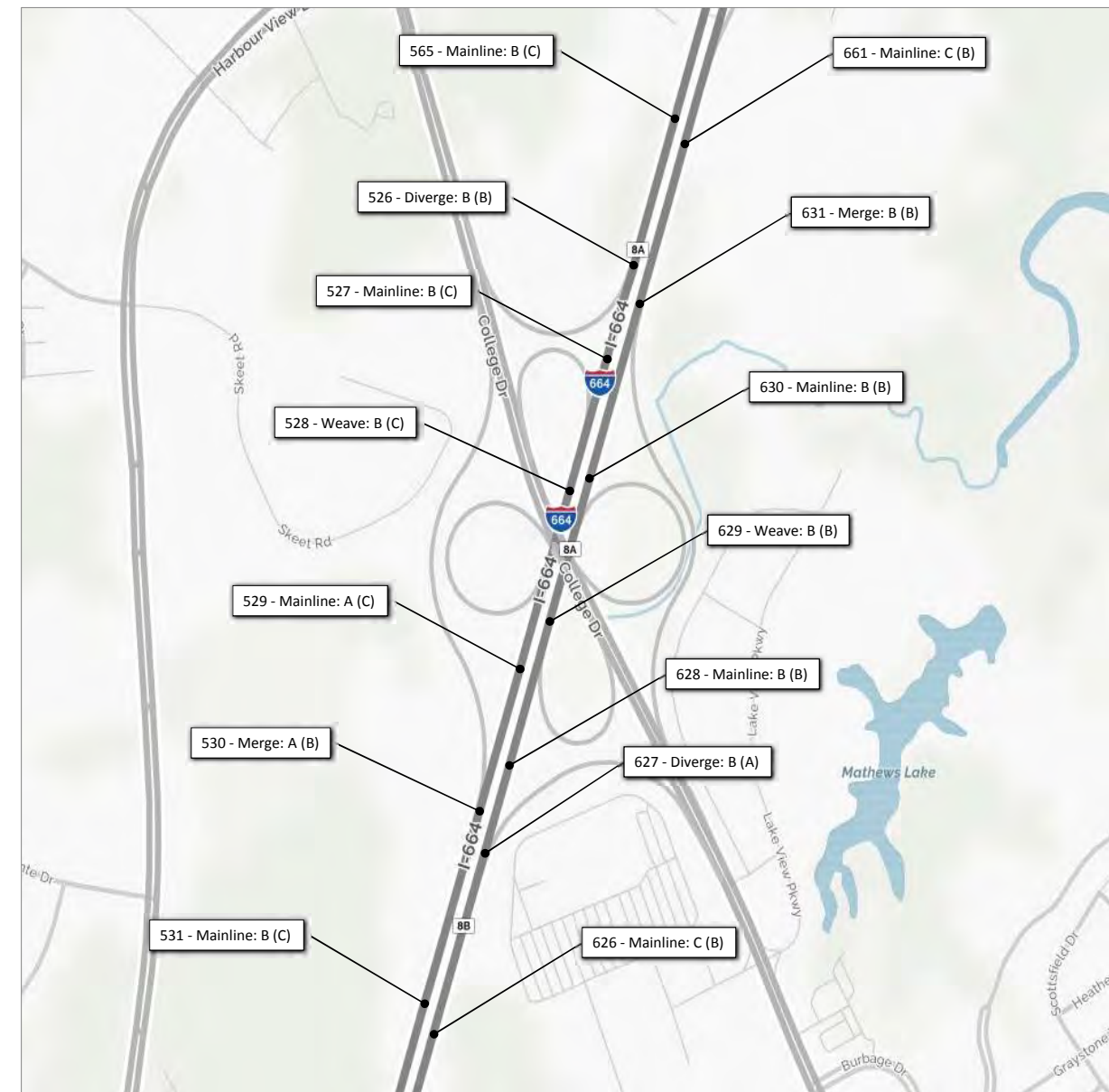
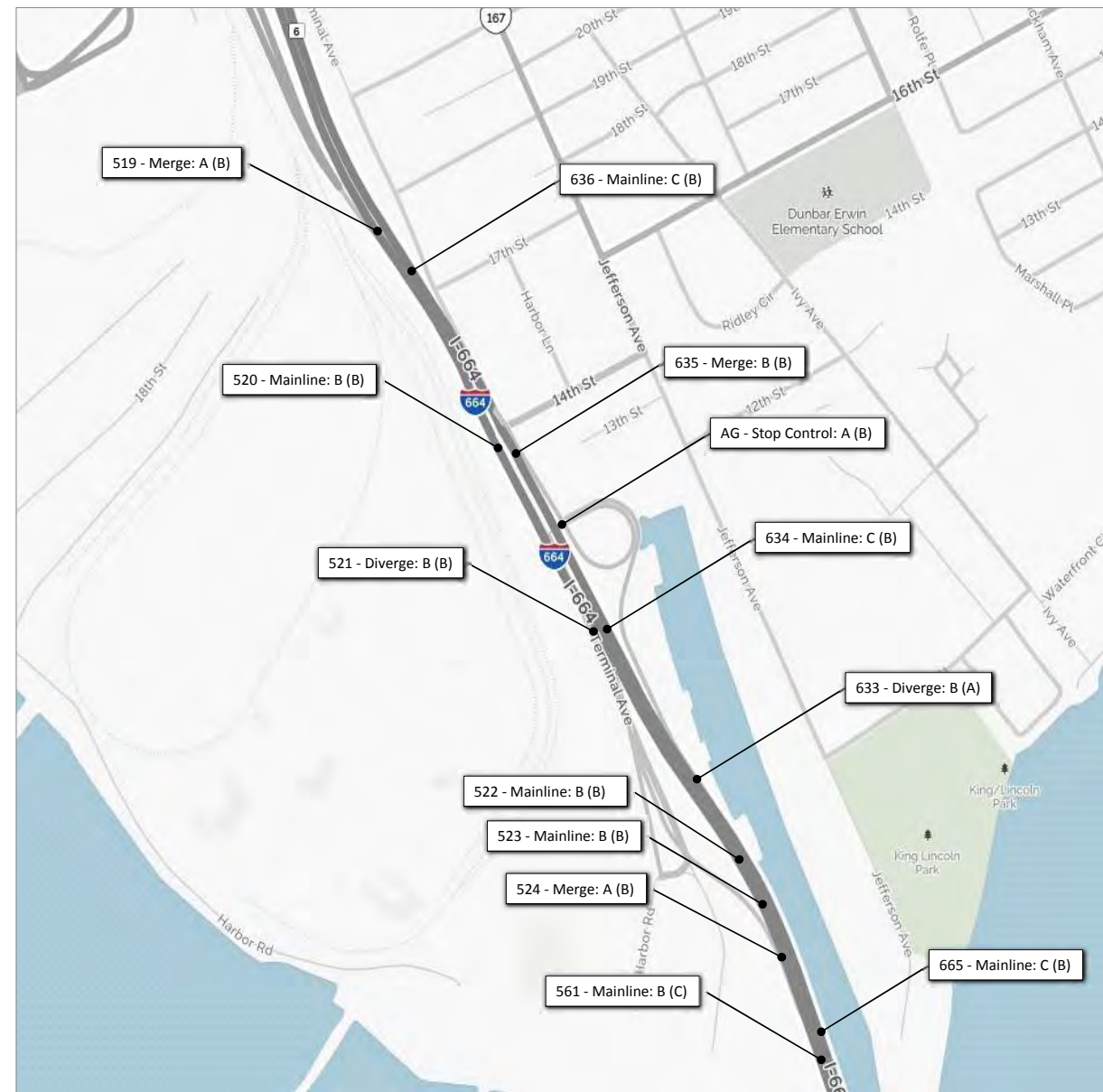


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR LOS RESULTS

**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



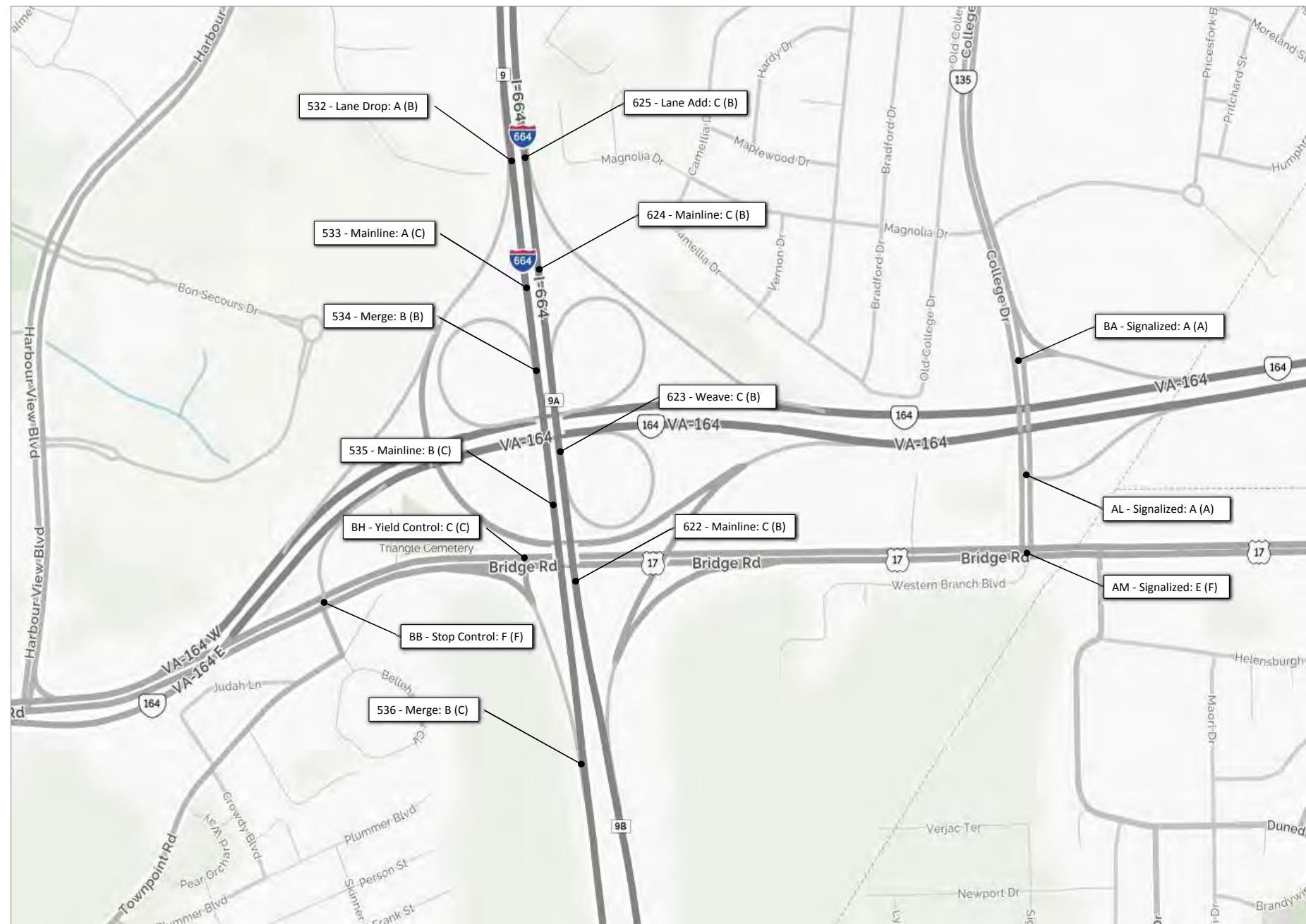
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-8





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

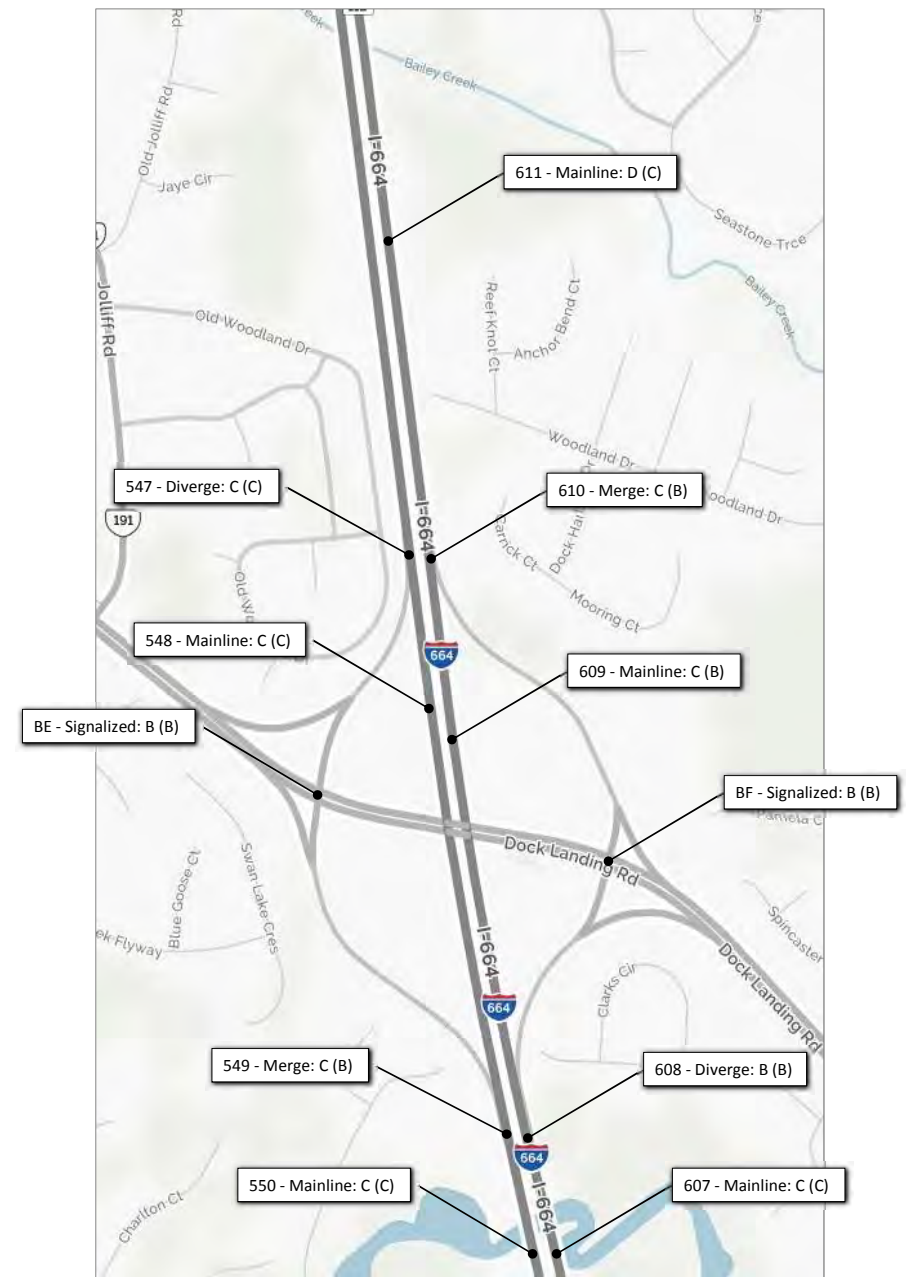
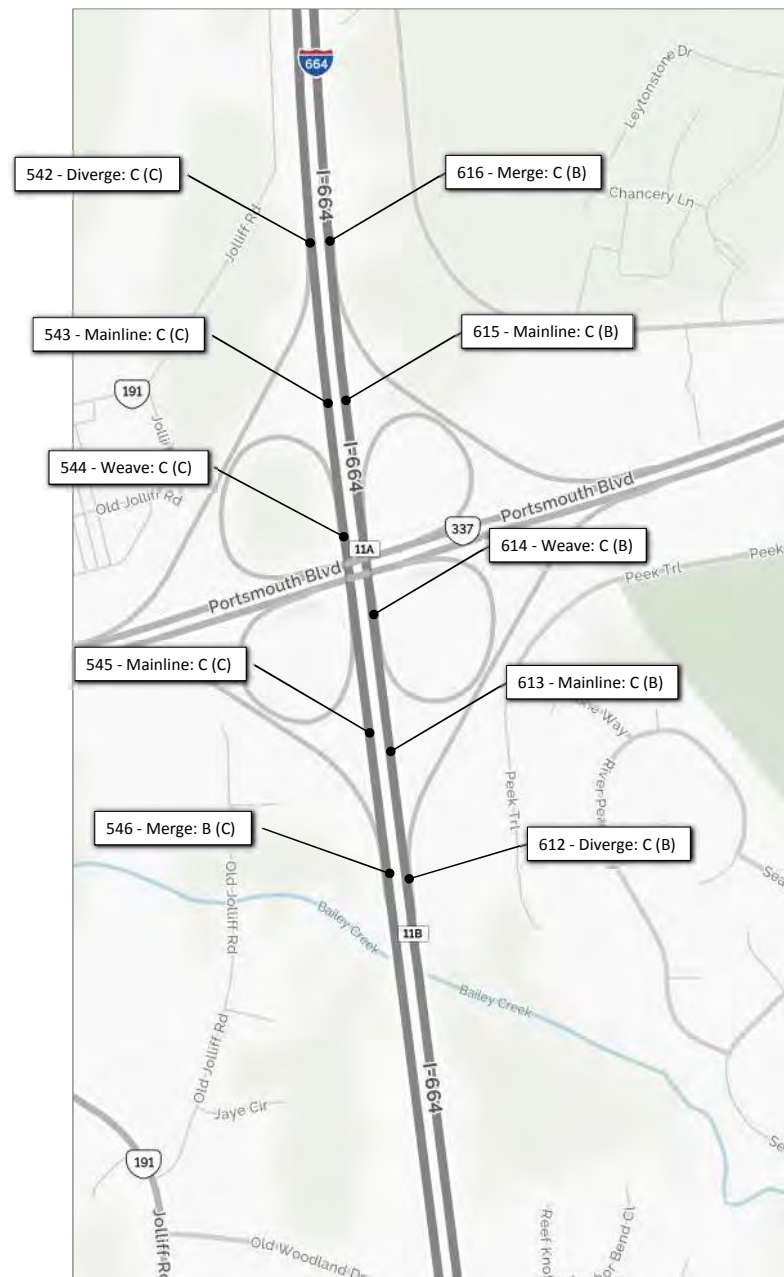
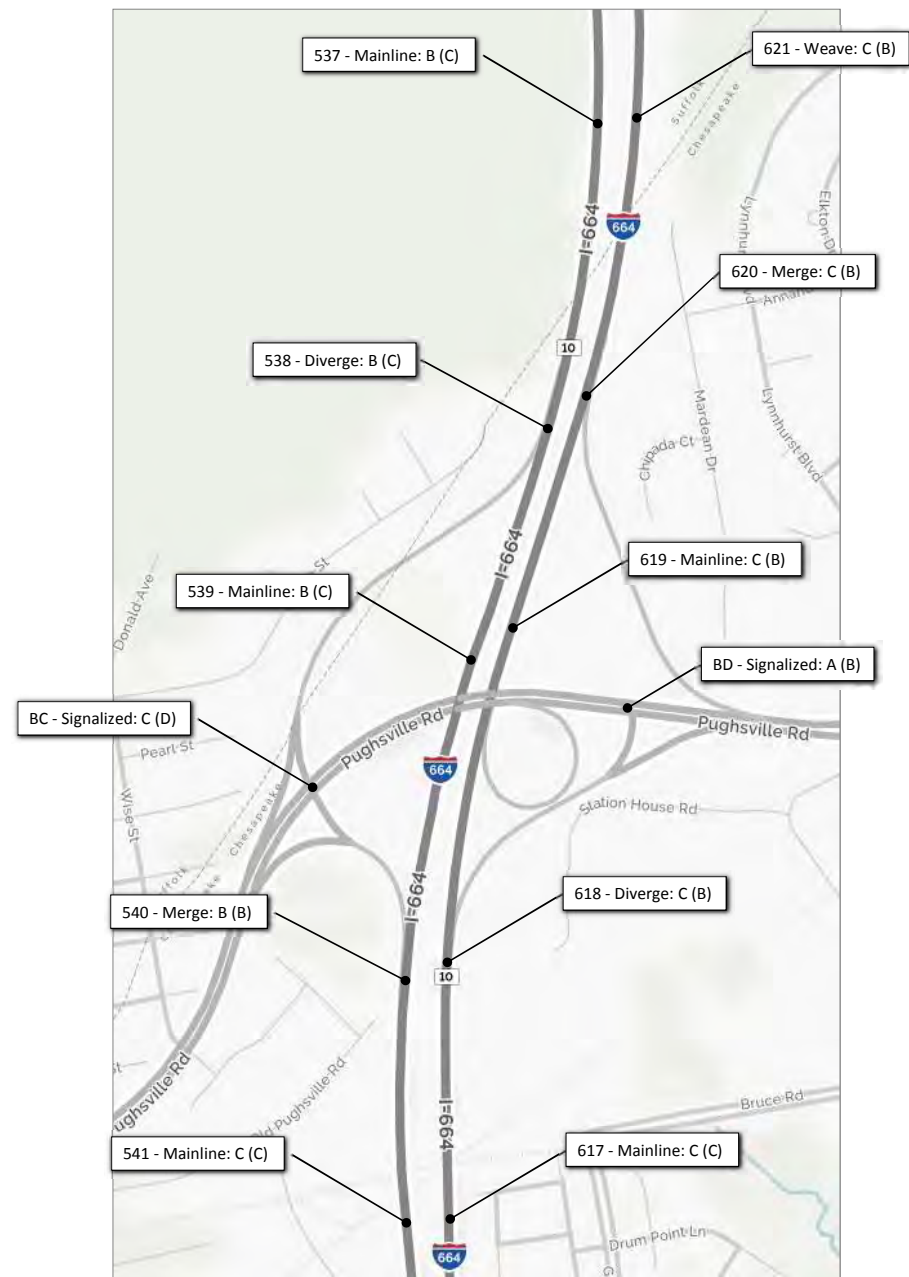


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

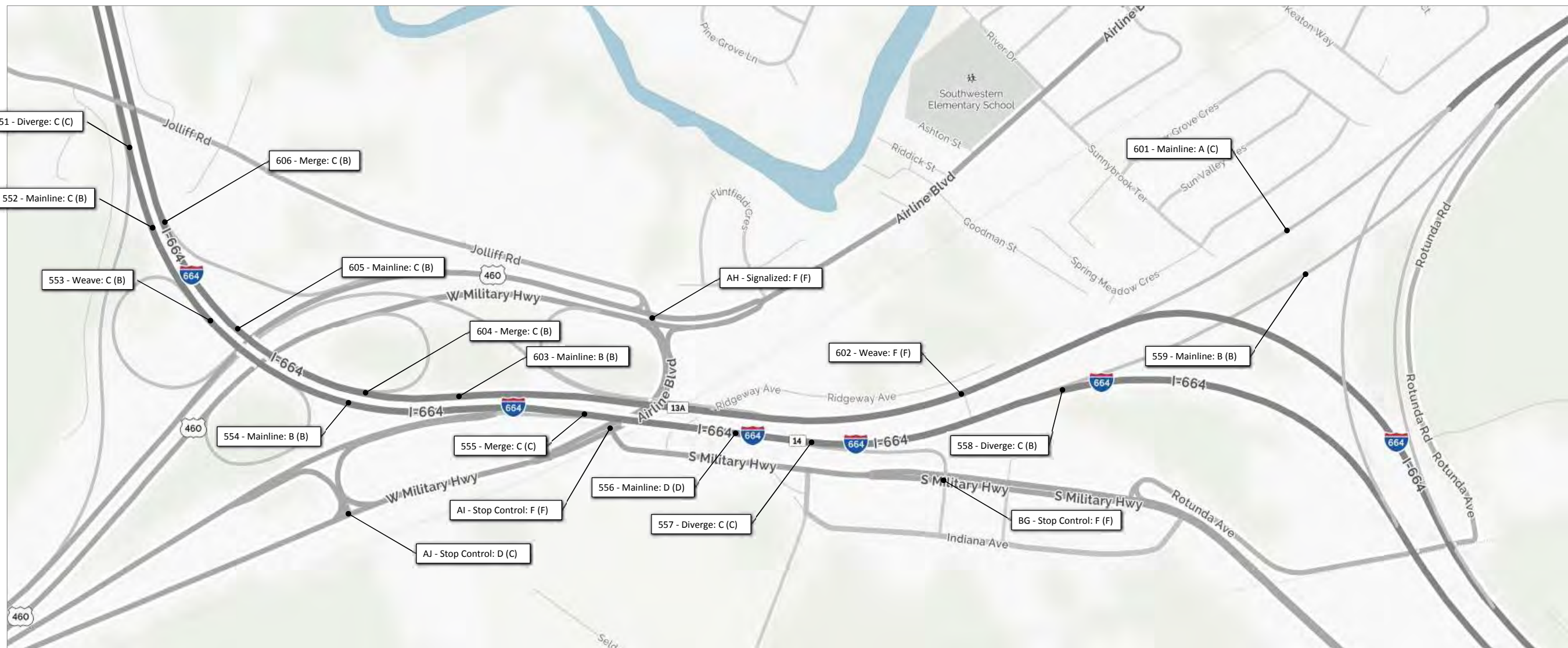


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure E.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

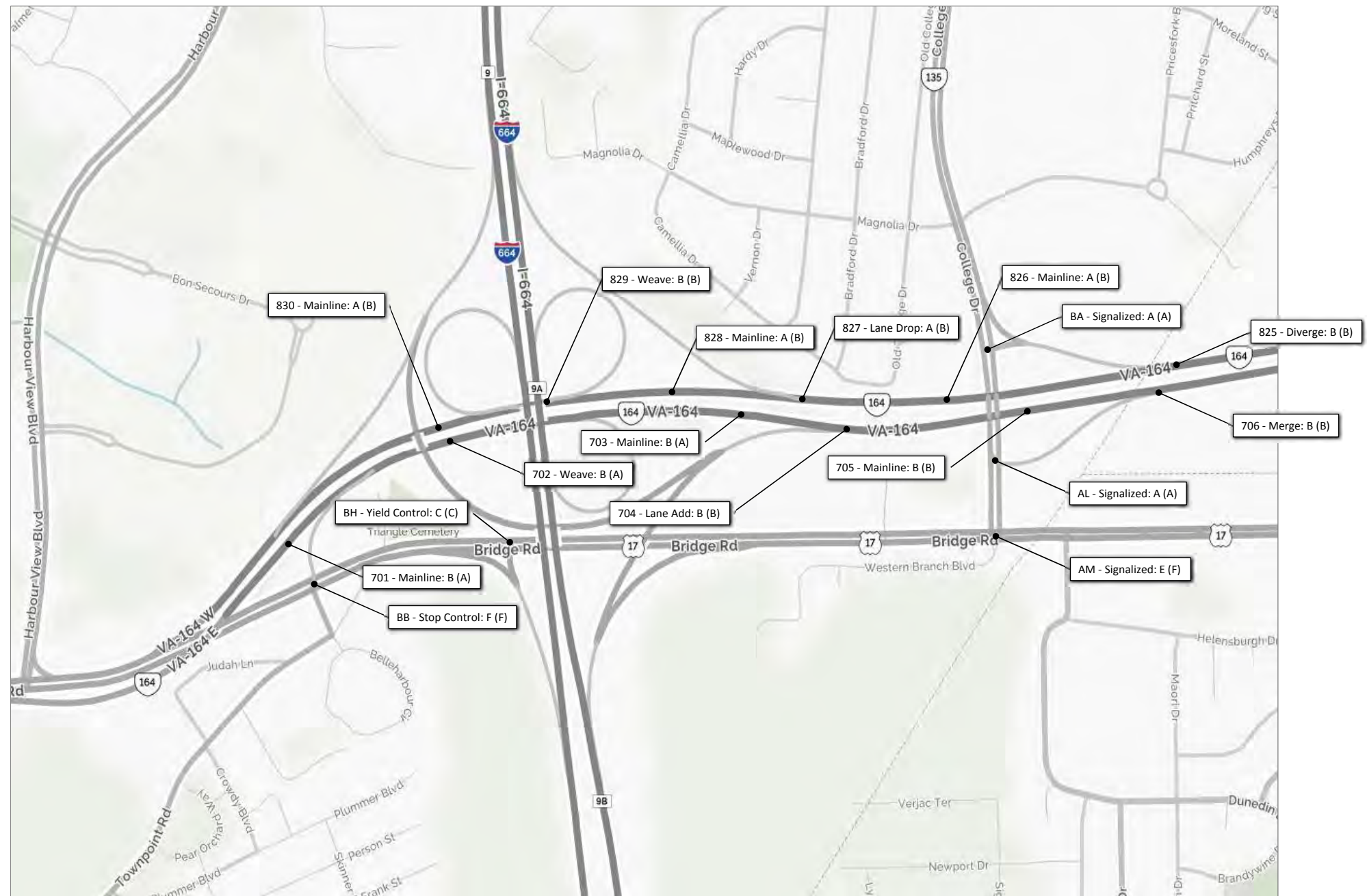


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Alternative D  
 Level of Service  
 I-664 Corridor**

April 2017

Figure E.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure E.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure E.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

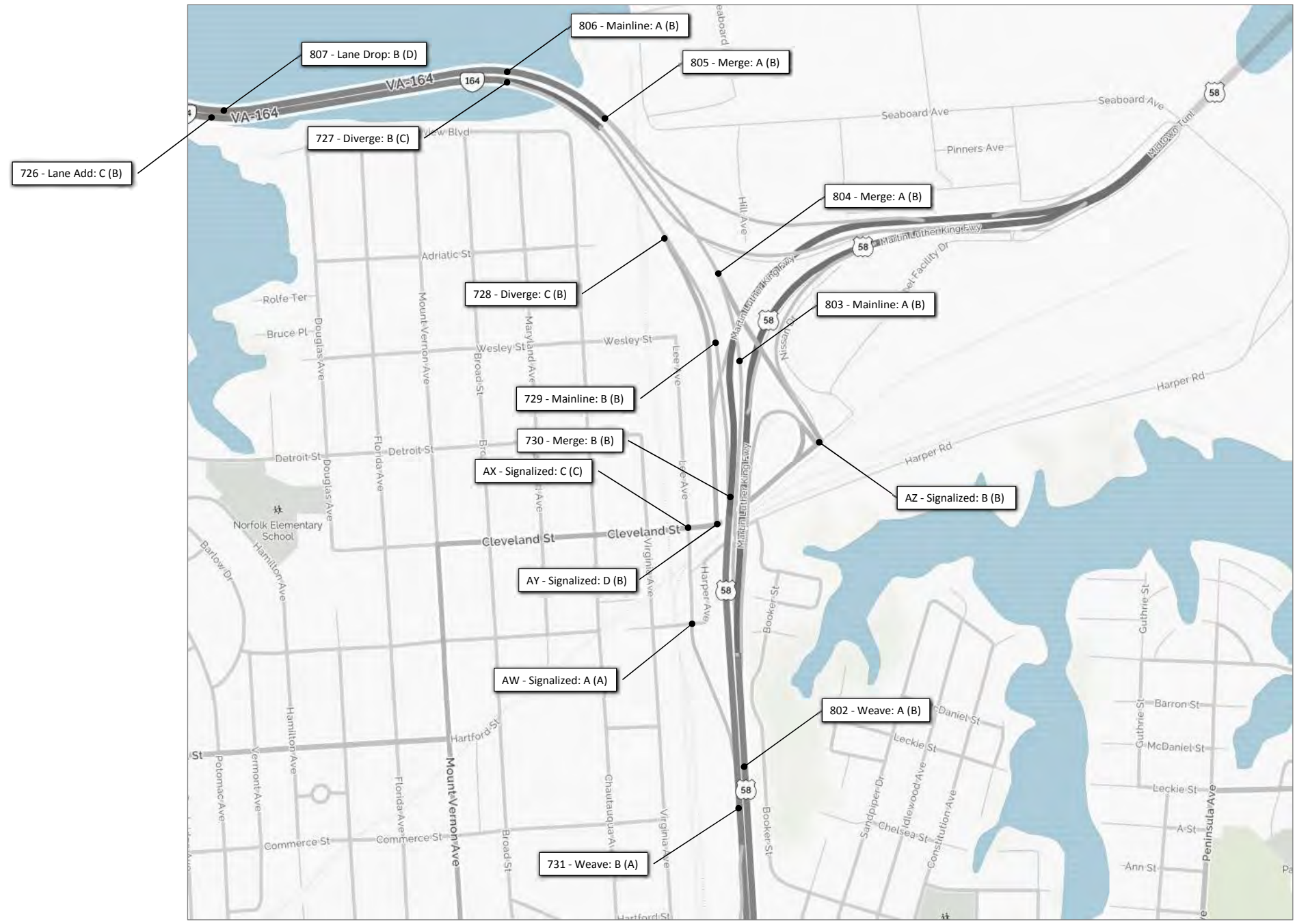


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure E.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

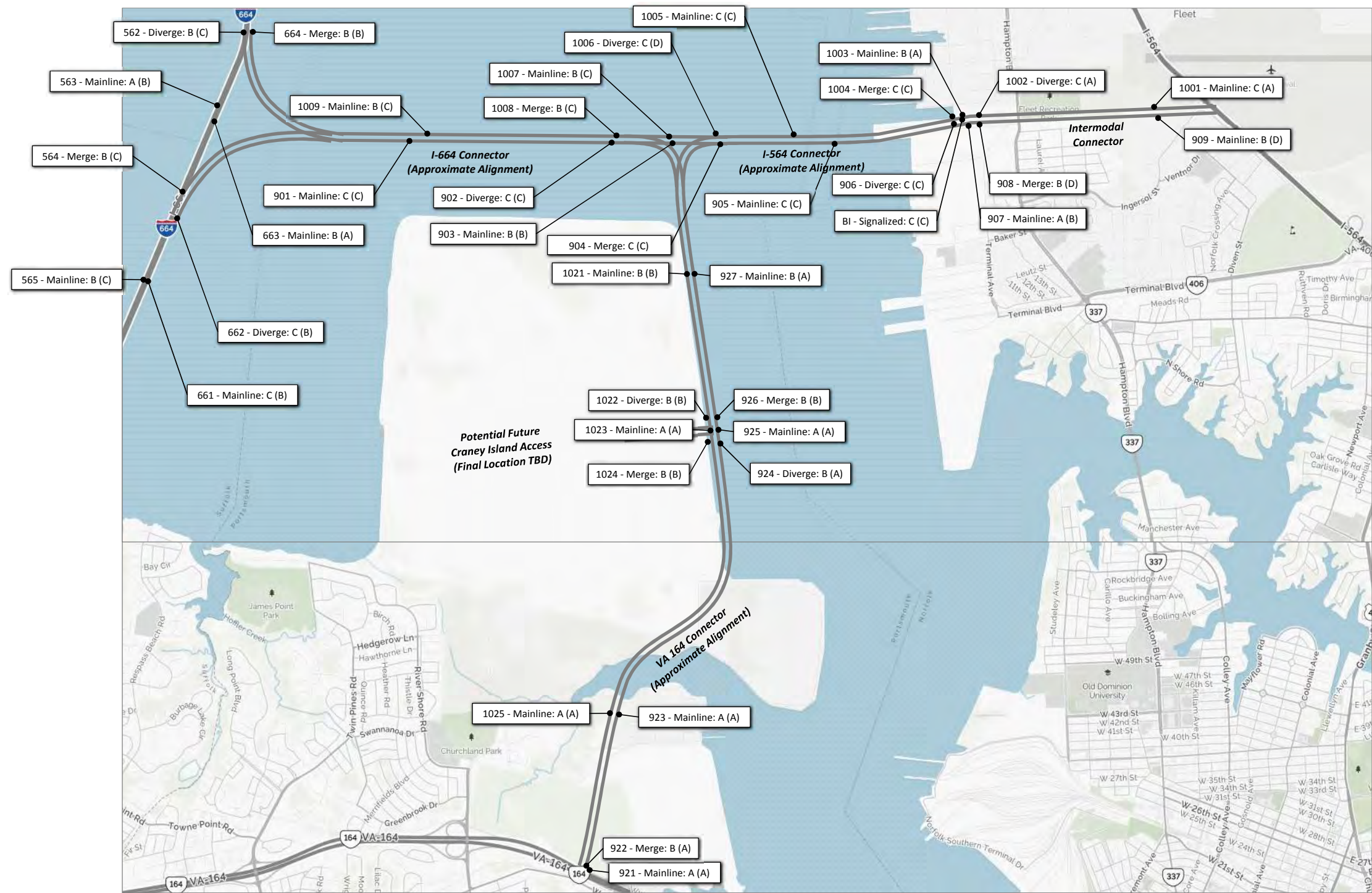


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure E.3-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound  
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

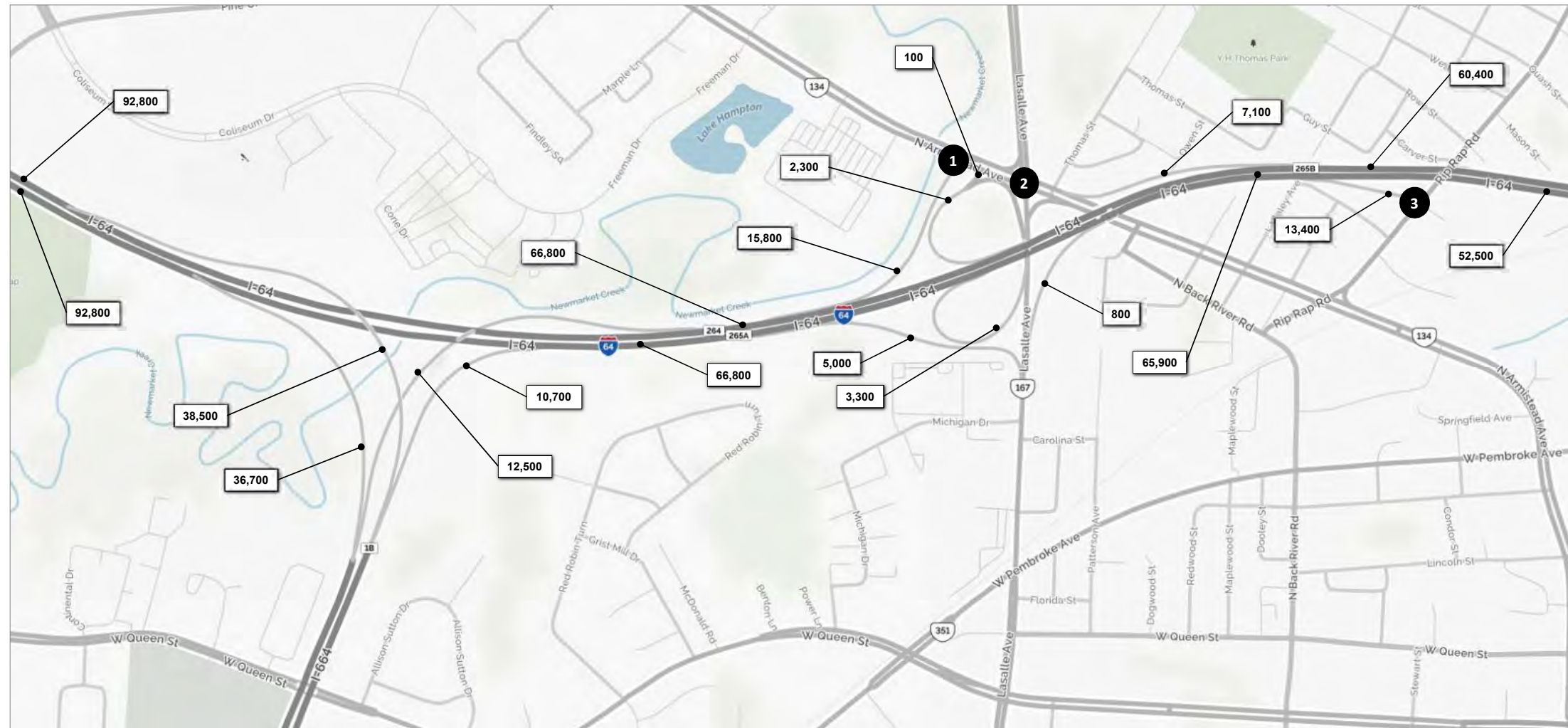
**2040 Alternative D**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure E.3-16



**APPENDIX F:  
2028 NO-BUILD  
TRAFFIC VOLUMES AND ANALYSIS**



1					
	R	T	L	R	
				T	12,400
				L	12,300
	Armistead Ave			L	T
			L		
			13,700	T	
			3,500	R	
					100

2					
	R	T	L	R	
				T	2,100
				L	12,500
				L	700
	Armistead Ave			L	T
			L		
			900	L	
			7,400	T	
			5,500	R	
					7,600
					2,600
					200

3					
	R	T	L	R	
				T	
				L	
				R	
	I-64 Ramp			T	
			L		
			9,100	L	
			4,300	R	
					2,000

**Legend**

xx,xxx Weekday Daily Volume

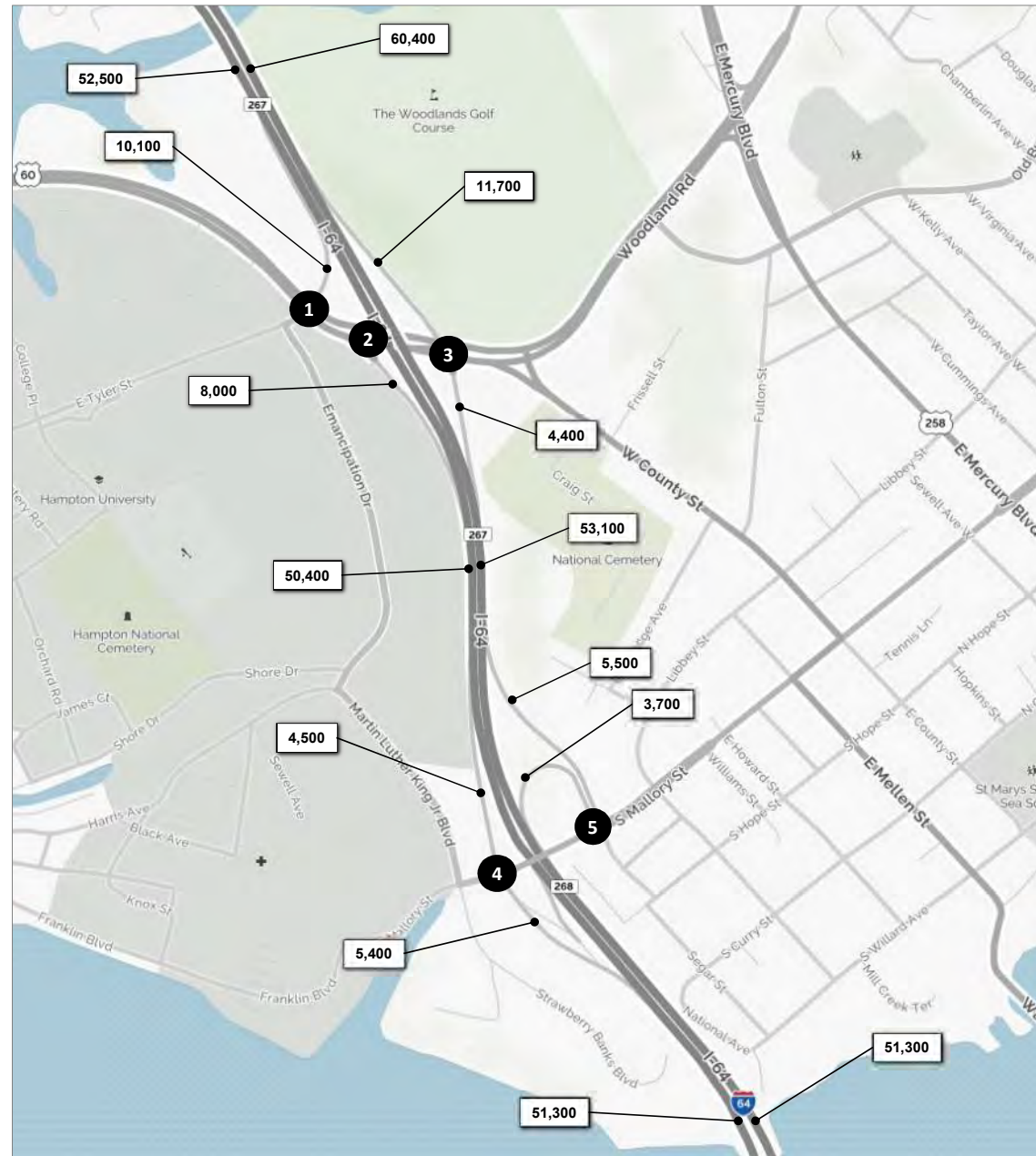


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure F.1-1



<b>1</b>						
	1,800	3,400	4,900		T 1,400	
					L 1,500	
	Settlers Land ing Rd				L	R
		10,000	T		900	3,200
		2,000	R			

<b>2</b>						
					T 2,900	
					L 4,500	
	Settlers Land ing Rd					
		14,600	T			
		3,500	R			

<b>3</b>						
					R 6,800	
					T 4,900	
	Settlers Land ing Rd				L	R
		4,900	L		2,500	1,900
		9,700	T			

<b>4</b>						
	2,100	100	2,300		T 2,200	
					L 3,500	
	S. Mallery St					
		2,200	T			
		1,800	R			

<b>5</b>						
	1,000	100	2,600		R 3,800	
					T 4,400	
					L 100	
	S. Mallery St				L	T
		1,200	L		300	500
		3,200	T			100
		100	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure F.1-2



1	2,500	5,100	T 1,100
	R	L	L 1,500
4th View St			
	2,800	T	
	900	R	

2			R 5,200
			T 2,000
4th View St			
	2,200	L	L
	5,700	T	R 1,600
			600

3	1,100	10,900	US 460
	R	T	L T
			L 4,500
			T 8,000

**Legend**

xx,xxx Weekday Daily Volume

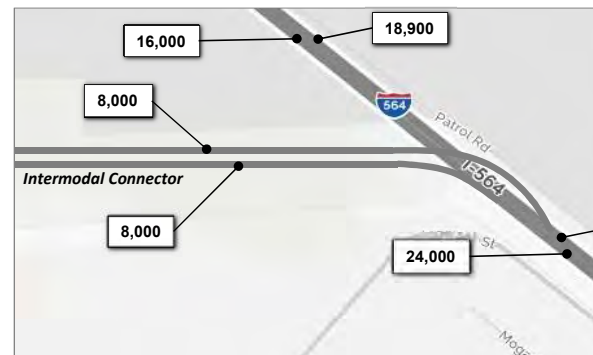
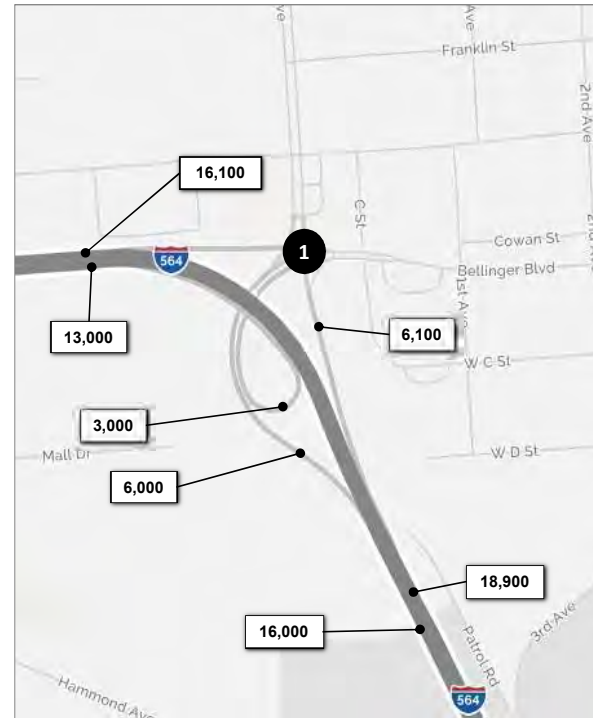


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

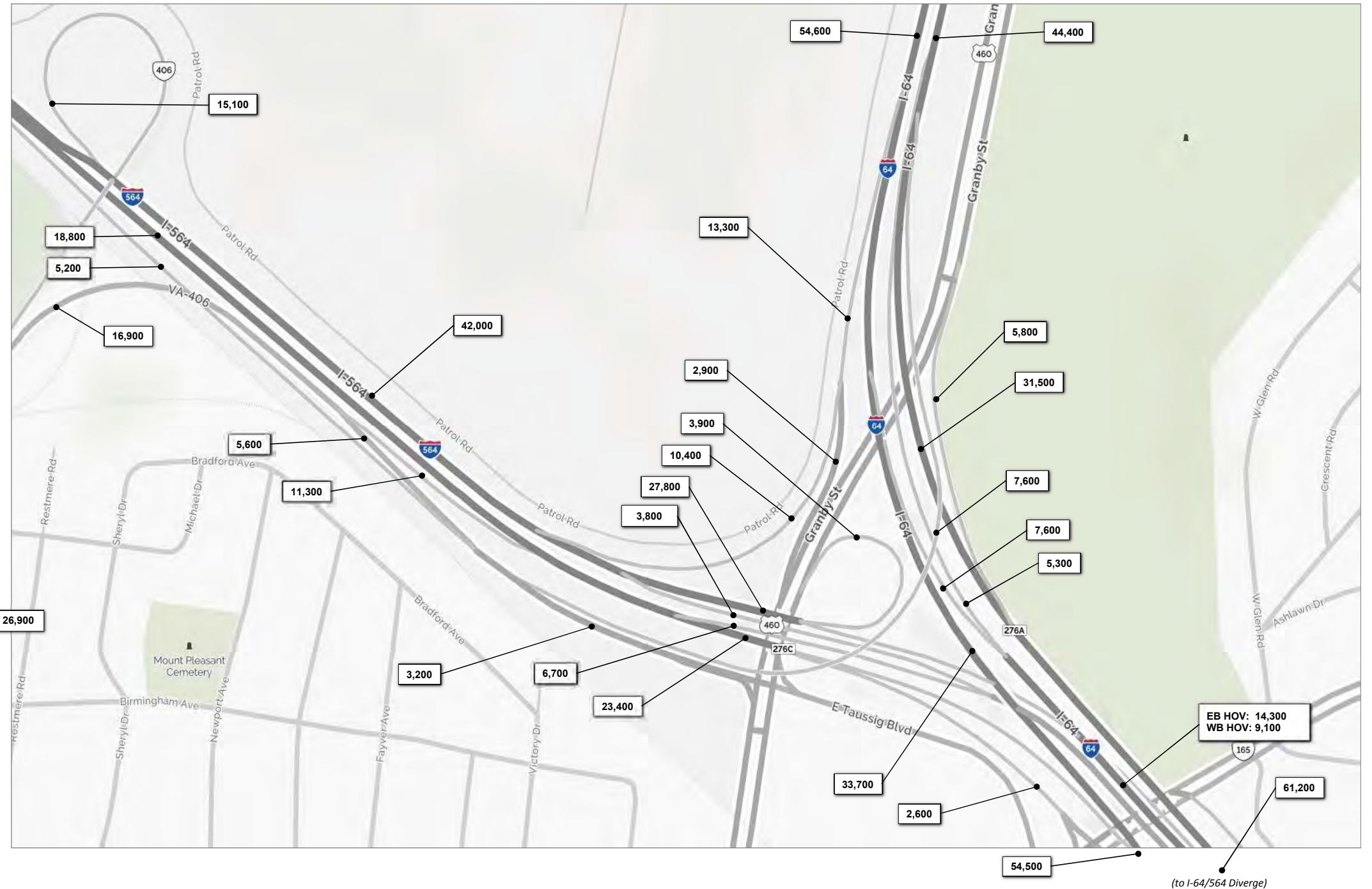
**2028 No-Build  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure F.1-3



1		Bainbridge Ave		R	T	L
3,100	5,900					
R	T	U		L	T	
Bellinger Blvd	100	2,900	100	100	5,900	



**Legend**  
 xx,xxx Weekday Daily Volume

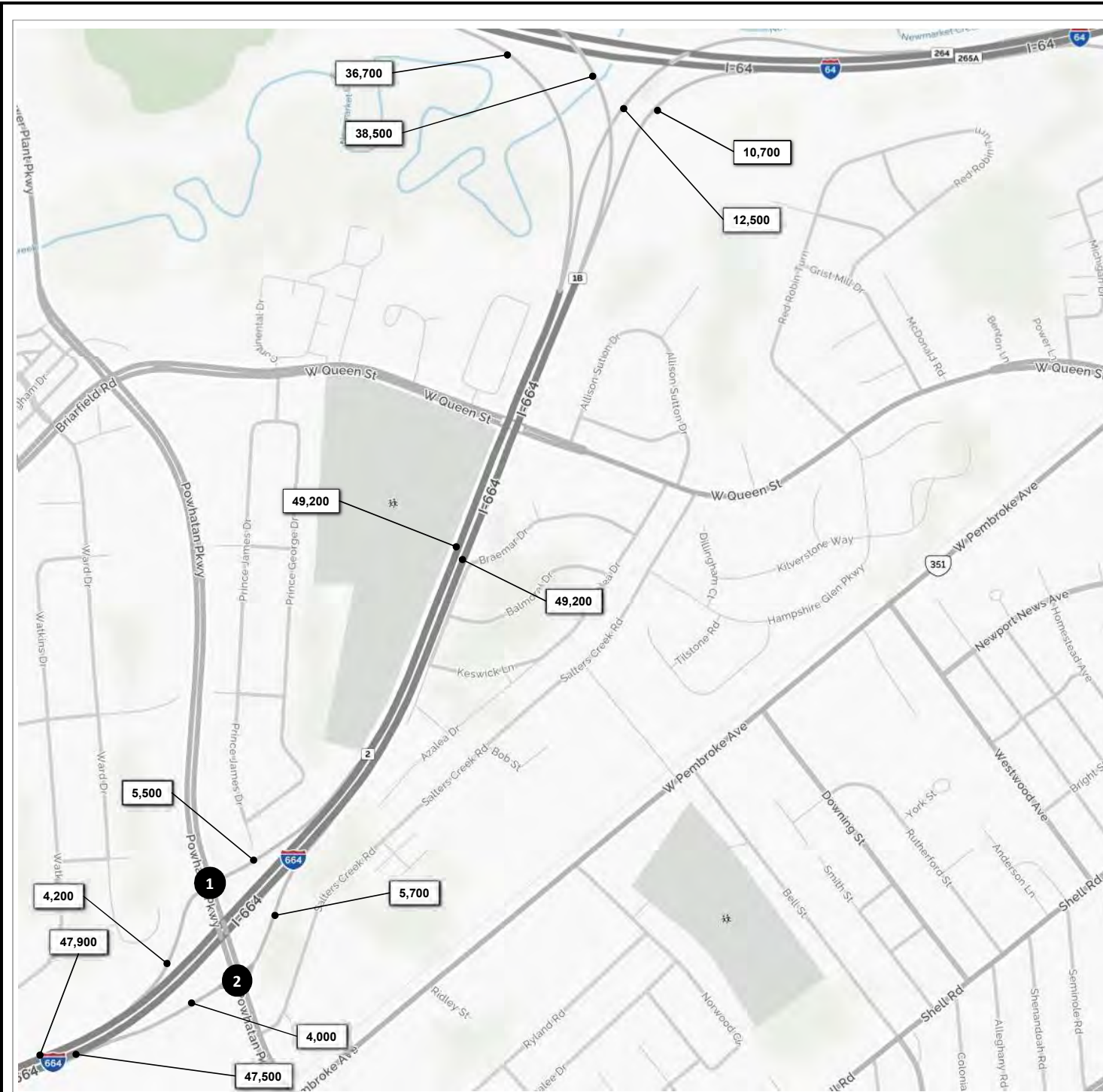


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Weekday Daily Volumes  
 I-64 Corridor**

April 2017

Figure F.1-4



<b>1</b>			
R	1,300	L	4,200
		T	5,300
		L	2,300
		Powhatan Pkwy	
		L	800
		T	8,200
		I-664 Ramp	
		T	4,800
		R	1,900

<b>2</b>			
		L	800
		T	8,200
		I-664 Ramp	
		T	4,900
		T	5,700
		Powhatan Pkwy	
		L	1,900
		R	2,100

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-5



<b>1</b>					
4,600		2,100	T	9,000	
R	T	L	L	1,000	
<hr/>			Aberdeen Road		
10,300		T			
3,600		R	L	T	R
<hr/>			I-664 Ramp		

<b>2</b>					
			I-64 Ramp	R	2,300
				T	6,600
<hr/>			Aberdeen Road		
			L	R	
	3,900	L			
	8,500	T	3,400		700
<hr/>					

<b>3</b>					
2,900		2,900	R	2,000	
R	T	L	T		
<hr/>			Chestnut Avenue		
			L	T	R
		L			
	4,600	T			
	300	R			200
<hr/>					

<b>4</b>					
			R	3,400	
			T	2,000	
			L		
<hr/>			Chestnut Avenue		
			L	T	R
	2,100	L			
	5,600	T			
		R			
<hr/>					

<b>5</b>					
700	2,500	500	R	500	
R	T	L	T	2,500	
<hr/>			Chestnut Avenue		
			L	T	R
		L			
	600	L			
	2,700	T	2,200	2,600	400
	2,300	R			
<hr/>					

<b>6</b>					
100	100	100	R	100	
R	T	L	T	1,900	
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	100	L			
	800	T			
	1,300	R			
<hr/>					

<b>7</b>					
			R	1,300	
			L		
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	900	T	1,200		700
		R			
<hr/>					

<b>8</b>					
300	4,600	400	R	500	
R	T	L	T	700	
<hr/>			Roanoke Avenue		
			L	T	R
		L			
	200	L			
	1,100	T	300	4,500	300
	300	R			
<hr/>					

**Legend**

xx,xxx Weekday Daily Volume

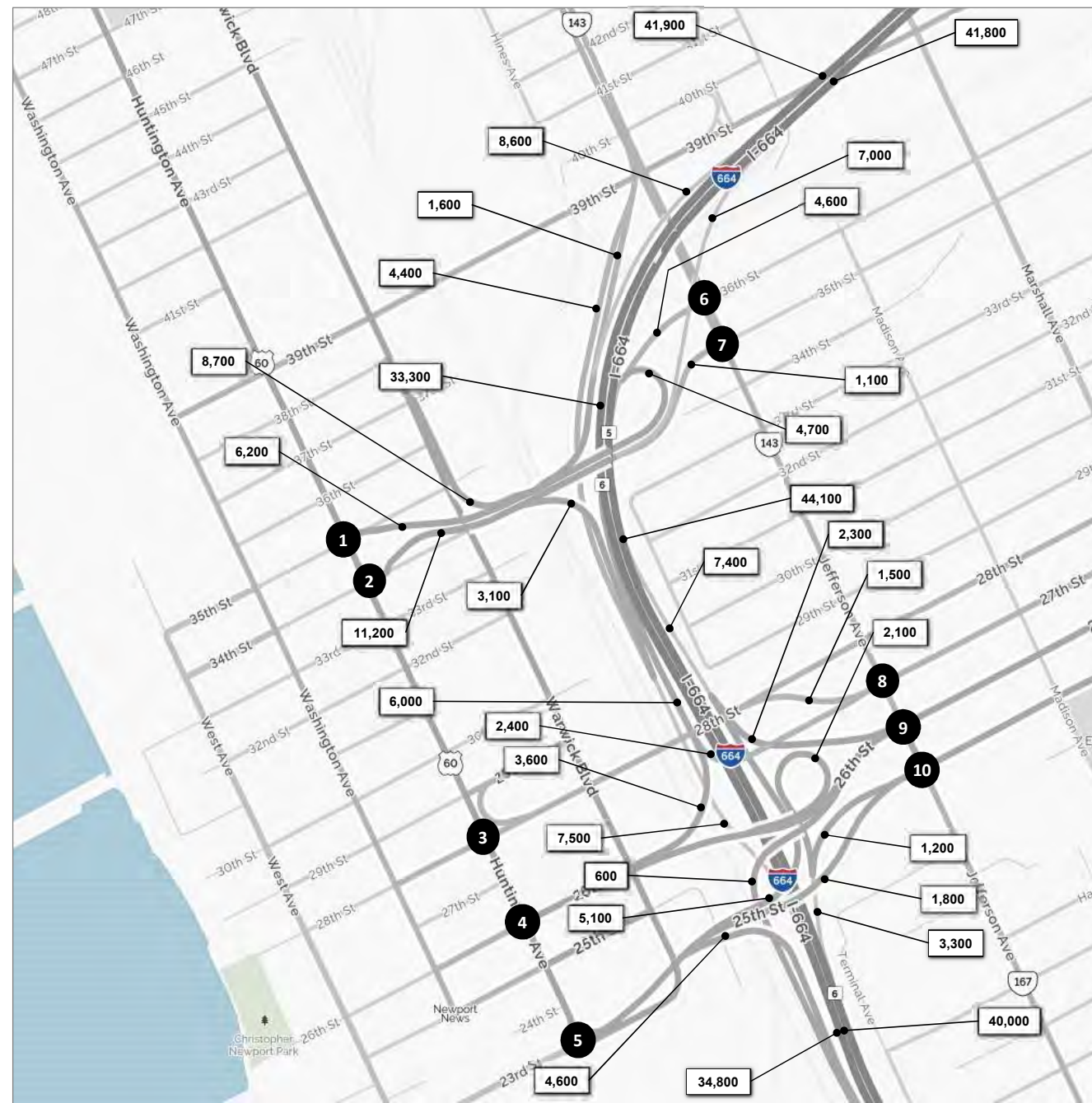


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-6



<b>1</b>					
800	10,000			T	4,100
R	T			L	3,200
				35th Street	
				Huntington Ave	

<b>6</b>					
	4,700	300		R	600
				T	200
				L	
				36th Street	
				Jefferson Ave	
	4,200	L		T	R
	200	T		4,700	200
	200	R			

<b>2</b>					
	6,300		6,900		
		T	L		
				34th Street	
				Huntington Ave	
	4,800	T			
	300	R			

<b>7</b>					
	4,900		200		
		T	L		
				35th Street	
				Jefferson Ave	
	500	L		T	R
	300	T		4,400	200
	300	R			

<b>3</b>					
500	9,500		700	R	500
R	T		L	T	600
				L	300
				28th Street	
				Huntington Ave	
	800	T			
	400	R			

<b>8</b>					
	3,900		800		
		T	L		
				27th Street	
				Jefferson Ave	
	1,300	L		T	R
	800	T		2,900	300
	1,800	R			

<b>4</b>					
1,100	6,400			T	4,300
R	T			L	2,800
				26th Street	
				Huntington Ave	
		L			
		T		1,300	
		R			

<b>9</b>					
	1,200		4,500	Jefferson Ave	R
				T	500
				L	1,800
				L	500
				26th Street	
				Jefferson Ave	
		L		T	
		T		1,300	2,700
		R			

<b>5</b>					
1,400	100		7,800		
R	T		L		
				23rd Street	
				Huntington Ave	
	3,700	T			
	400	R			

<b>10</b>					
	4,100		900		
		T	L		
				25th Street	
				Jefferson Ave	
	700	L		T	R
	1,500	T		3,300	300
	800	R			

**Legend**

xx,xxx Weekday Daily Volume



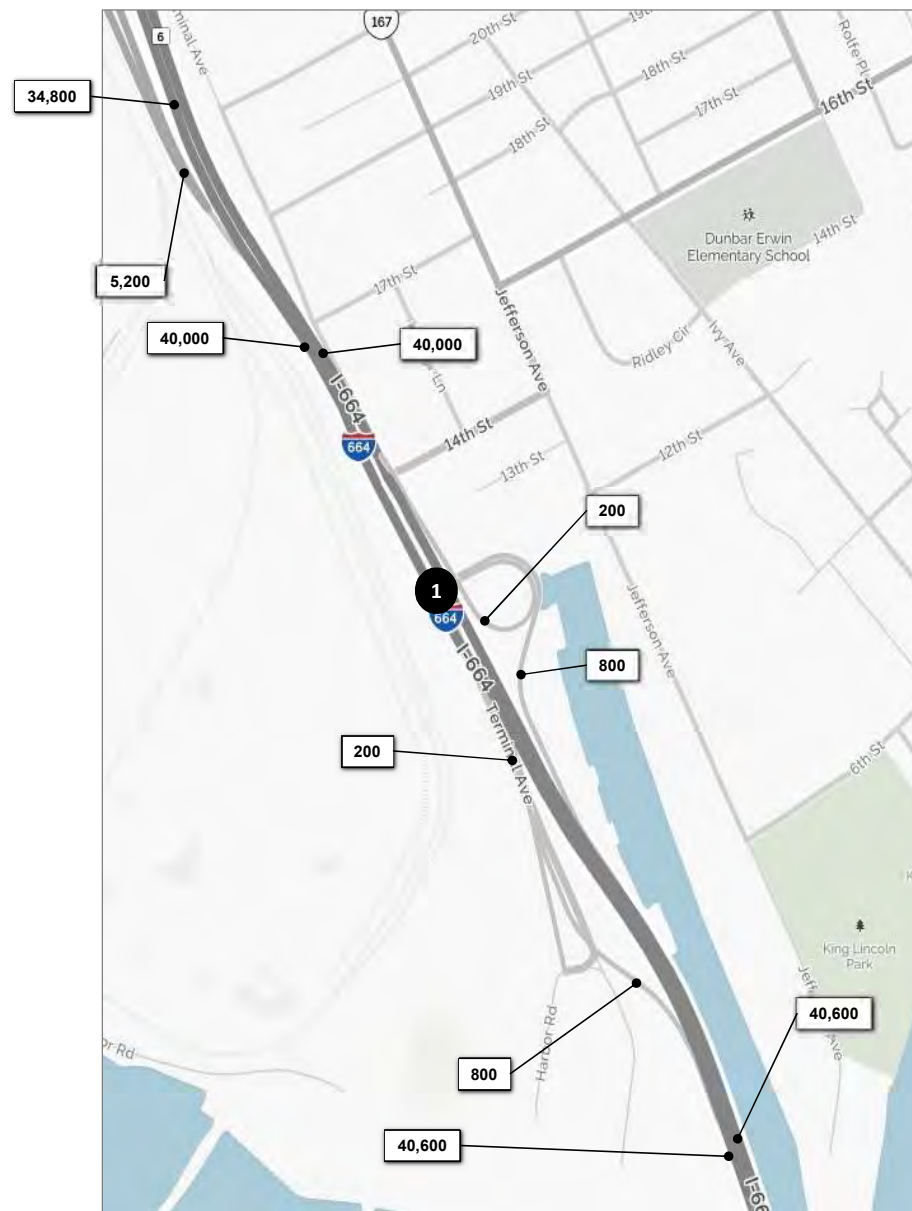
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-7





1	4,000	100	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

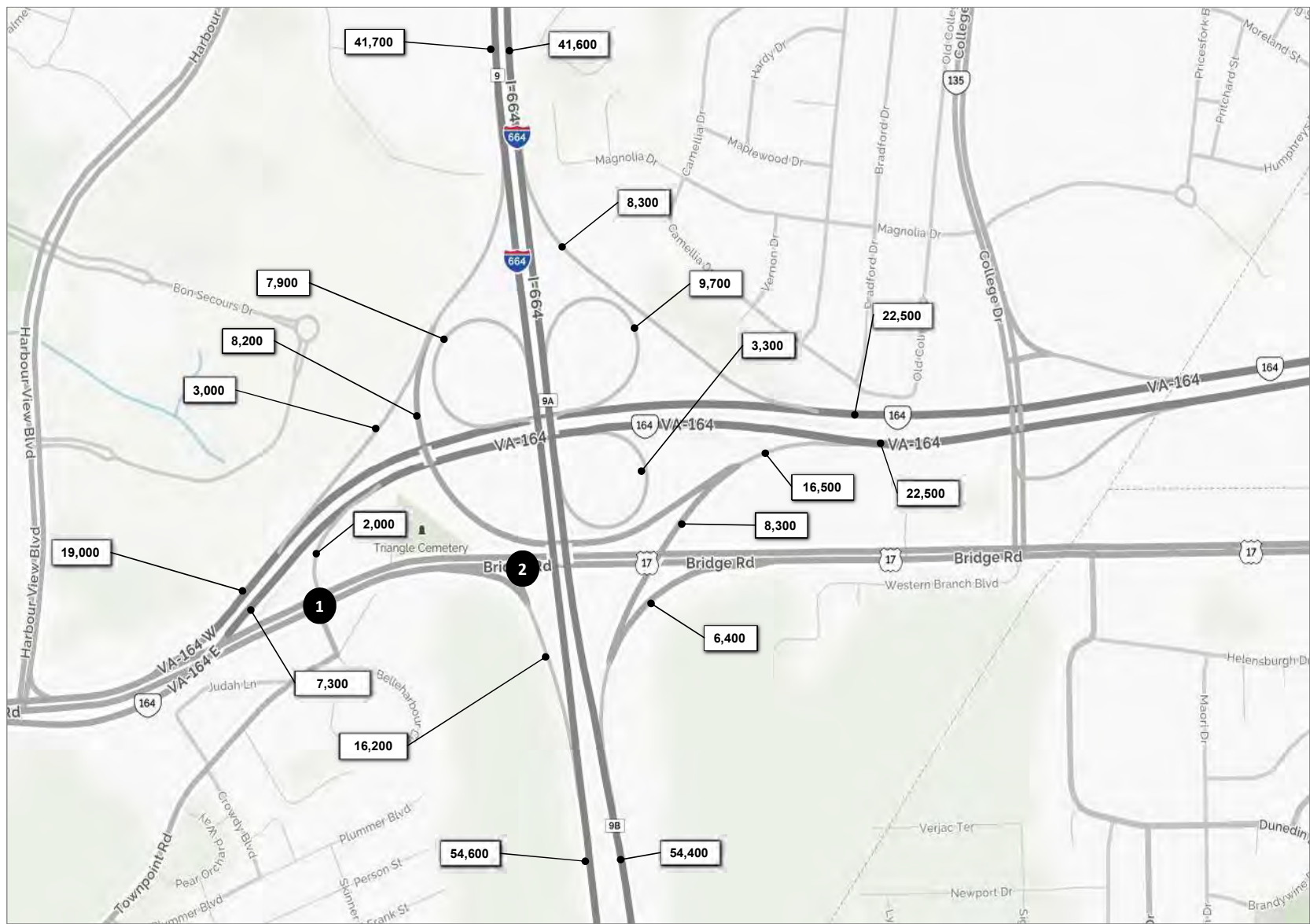


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-8



<b>1</b>			R	200		
			T	10,900		
			L	400		
	R	T	L			
		1,400	L			
		20,200	T			
		900	R			
				L	T	R
				300	400	1,000

<b>2</b>						
				T	11,500	
				L	5,900	
	US 17					
		10,900	T			
		10,300	R			

**Legend**

xx,xxx Weekday Daily Volume

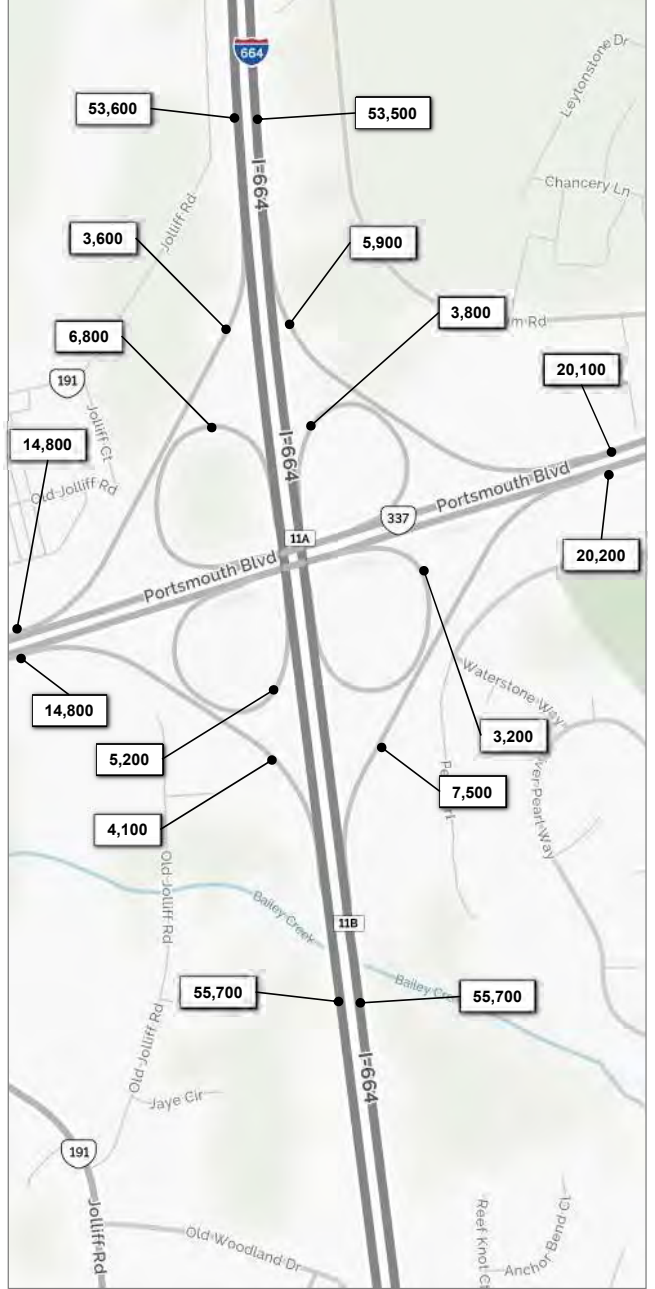
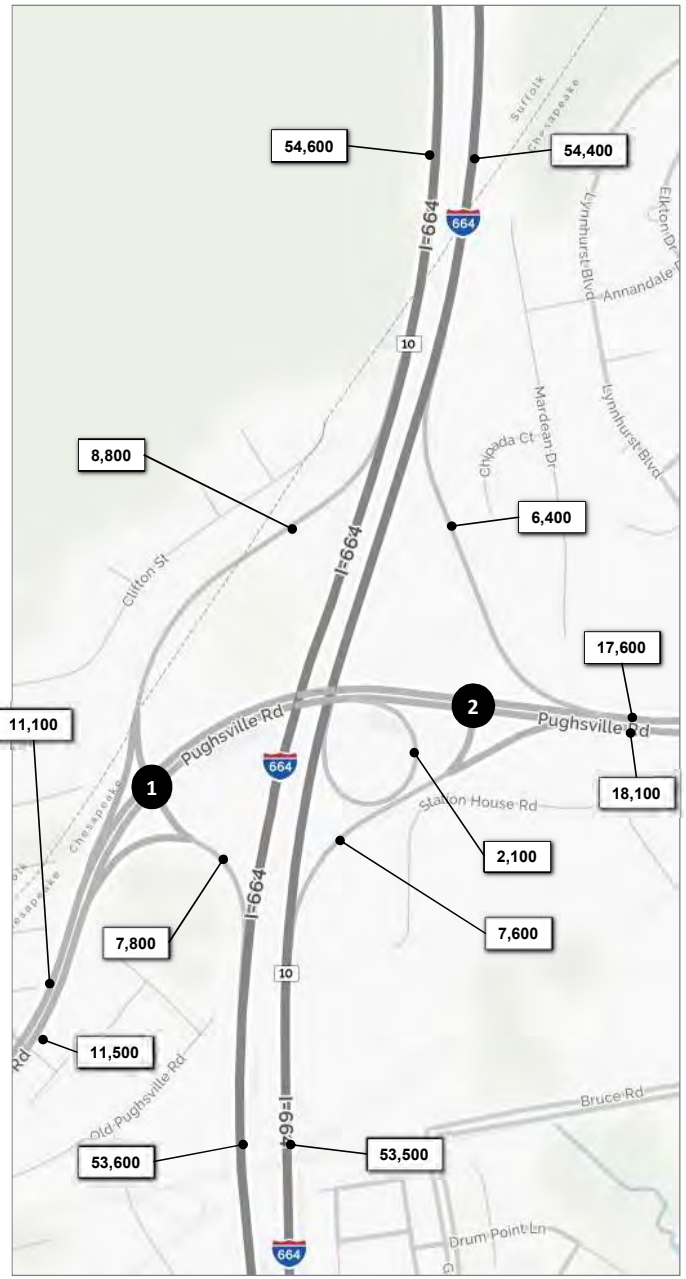


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-9



1	2,800	6,000	T 8,300	
	R	L	L 5,200	
			Pughsville Road	
			8,900 T	
			2,600 R	

2			R 6,400	
			T 11,200	
Pughsville Road			L	R
			12,800 T	5,300
			2,300 R	2,300

3	2,500	1,500	T 3,500	
	R	L	L 2,100	
			Dock Landing Road	
			3,200 T	
			2,800 R	

4			R 1,700	
			T 3,900	
Dock Landing Road			L	R
			1,600 L	2,600
			3,100 T	1,700

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-10



<b>1</b>			
100	1,400	R 400	
		T 2,200	
R	L		
W. Military Hwy			
100	L		
	3,000	T	

<b>2</b>			
		T 2,100	
		L 3,500	
W. Military Hwy		L	R
	2,200	T	
	2,200	R	500
			4,200

<b>3</b>			
100	5,300	T 4,600	
R	L		
S. Military Hwy			
	5,700	T	

<b>4</b>					
1,100	2,500	1,300	R 1,000		
			T 4,000		
			L 1,000		
			L	T	R
			2,100	L	
			3,500	T	
			2,100	R	
			3,400		1,800
					1,200

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure F.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	10,900	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	20,200	T	300	400	1,000
	900	R			

<b>2</b>			<b>T</b> 11,500		
<b>L</b> 5,900					
<b>US 17</b>					
			<b>T</b>	10,900	
			<b>R</b>	10,300	

<b>3</b>			<b>R</b> 5,700		
<b>L</b> 1,500			<b>VA 164 Ramp</b>		
<b>18,000</b>					
			<b>T</b>	12,200	

<b>4</b>			<b>VA 164 Ramp</b>		
			<b>T</b>	12,200	
			<b>R</b>	1,700	
			<b>L</b>	5,500	
			<b>T</b>	14,000	

<b>5</b>			<b>R</b> 7,300		
			<b>T</b>	10,400	
			<b>L</b>	200	
<b>R</b>	<b>T</b>	<b>L</b>			
6,900	100	7,000	L	T	R
			100	100	100
	6,500	L			
	10,600	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure F.1-12



<b>1</b>					
4,100	8,700	R	3,300		
		L	3,200		
R	T	<hr/>			
		L	T		
		2,400	9,900		
				Towne Point Road	

<b>2</b>					
8,200	3,700				
T	L				
<hr/>		L	T	R	
4,300	L		8,000	3,100	
3,000	R				Towne Point Road

<b>3</b>					
2,900	5,300	200			
R	T	L			
<hr/>		L	T	R	
1,400	L			1,600	
400	T	4,000	5,900		
1,400	R				

<b>4</b>					
4,900					
T					
<hr/>		L	T		
4,200	L			9,300	
4,600	R				Cedar Lane

**Legend**

xx,xxx Weekday Daily Volume

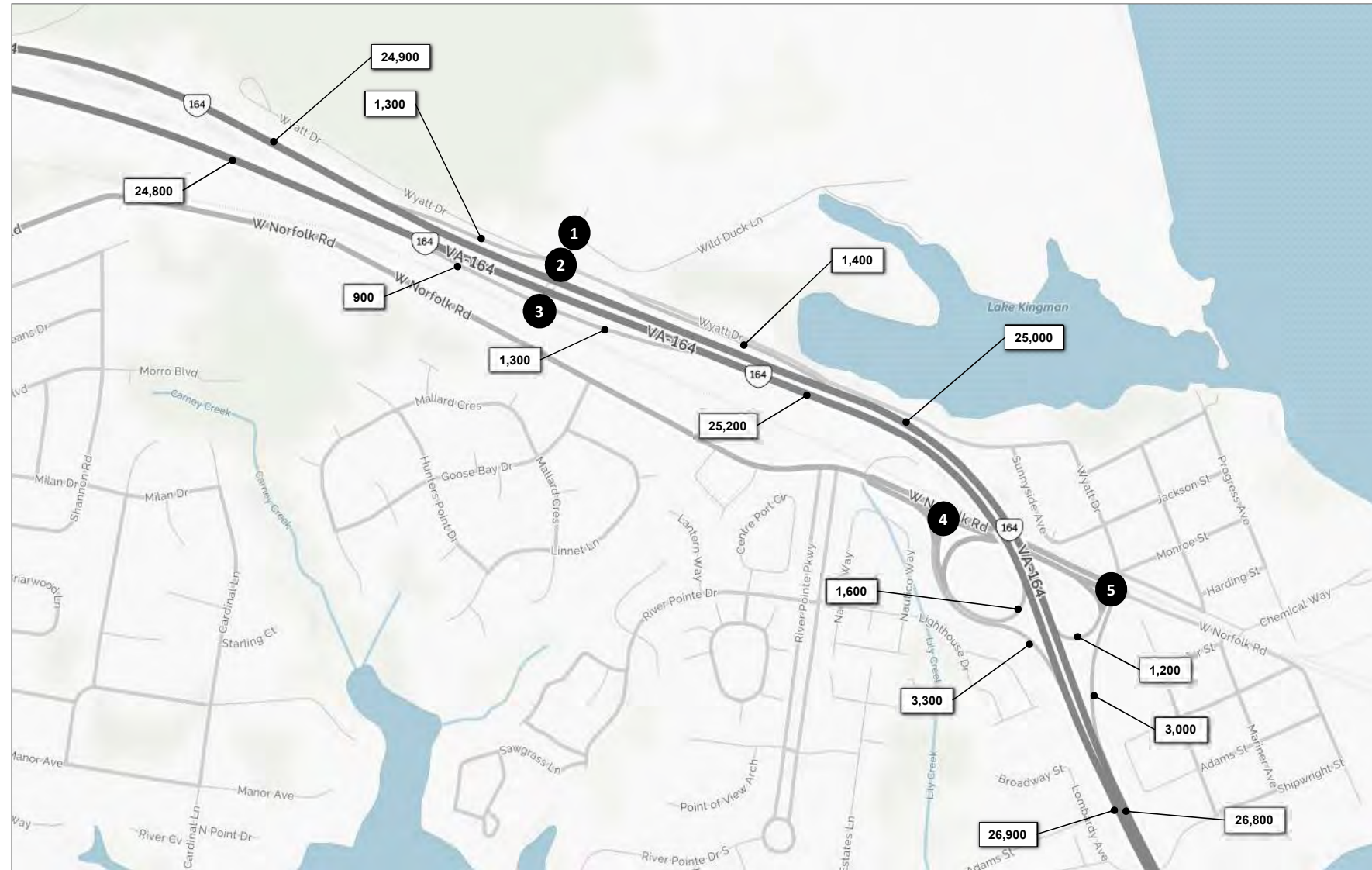


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure F.1-13



<b>1</b>					
100	2,100	100	R	100	
			T	100	
			L	200	
<hr/>					
	100	L	L	T	R
	100	T	100	2,000	200
	100	R			

<b>2</b>					
1,200	1,200	V/G Blvd	R	1,400	
			T	100	
			L	100	
<hr/>					
			L	T	R
				900	

<b>3</b>					
		1,300			
		L			VA 164 Ramp
<hr/>					
	900	L			
		T	V/G Blvd		

<b>4</b>					
			T	2,600	
			L	800	
<hr/>					
			L		R
	900	T	1,000		600
	2,500	R			

<b>5</b>					
200	100	200	R	200	
			T	1,000	
			L	400	
<hr/>					
			L	T	R
	200	L	2,200	100	700
	600	T			
	700	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure F.1-14



<b>1</b>					
200	500	700	R	800	
			T	3,000	
			L	2,000	
<b>Cleveland St</b>					
	300	L	L	T	R
	3,100	T	100	100	700
	200	R			

<b>2</b>					
4,500		1,200	T	1,300	
<b>Cleveland St</b>					
	4,500	T			

<b>3</b>					
600		400	R	1,500	
			T	700	
<b>Cleveland St</b>					
	5,200	L			
	500	T			
		R			

<b>4</b>					
100	2,100	1,800	R	700	
			T	500	
			L	1,000	
<b>Woodrow St</b>					
	200	L	L/664 Ramp		
	1,200	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure F.1-15





1					
	R	T	L		
				R	
				T	855 (1,175)
				L	960 (810)
Armistead Ave					
			L		
		805 (1,125)		T	
		290 (200)		R	
					5 (15)

2					
	R	T	L		
				R	200 (125)
				T	800 (1,075)
				L	40 (60)
Armistead Ave					
		40 (70)	L		
		530 (625)		T	
		235 (430)		R	
					5 (40)

3			
	T		
			R
I-64 Ramp			
	755 (895)	L	
	545 (395)		R
			T
			100 (205)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure F.2-1



<b>1</b>	30 (55)	335 (225)	350 (420)	T 250 (385)	L 220 (65)
	R	T	L		
Settlers Landing Rd				L	R
				30 (125)	90 (400)
				835 (1,195)	T
				320 (115)	R

<b>2</b>				T 770 (450)	L 320 (175)
Settlers Landing Rd					
				730 (1,460)	T
				545 (555)	R

<b>3</b>				R 660 (325)	T 640 (410)
Settlers Landing Rd				L	R
				125 (610)	L
				605 (850)	T
				150 (215)	155 (270)

<b>4</b>	95 (20)	5 (10)	45 (75)	T 320 (85)	L 590 (385)
	R	T	L		
S. Mallory St					
				80 (395)	T
				190 (410)	R

<b>5</b>	200 (40)	0 (0)	180 (235)	R 280 (240)	T 695 (400)	L 5 (5)
	R	T	L			
S. Mallory St				L	T	R
				35 (245)	L	
				85 (215)	T	15 (30)
				5 (10)	R	60 (35)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure F.2-2



1	265 (75)	260 (500)	T 100 (100)	
	R	L	L 215 (85)	
4th View St				
	60 (545)	T		
	75 (80)	R		

2			R 470 (445)	
			T 255 (145)	
4th View St				
	35 (445)	L	L 60 (40)	R 70 (75)
	285 (600)	T		

3	110 (90)	1,100 (760)	US 460	
	R	T	L 310 (395)	T 355 (1,070)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

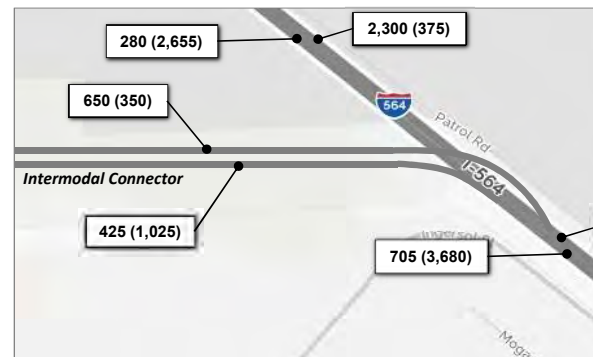


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure F.2-3



<b>1</b>		Bainbridge Ave		R	T	L	
160 (245)	150 (955)						
R	T	U	L	T			
Bellinger Blvd	5 (5)	275 (105)	5 (5)	5 (5)	730 (145)		



**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

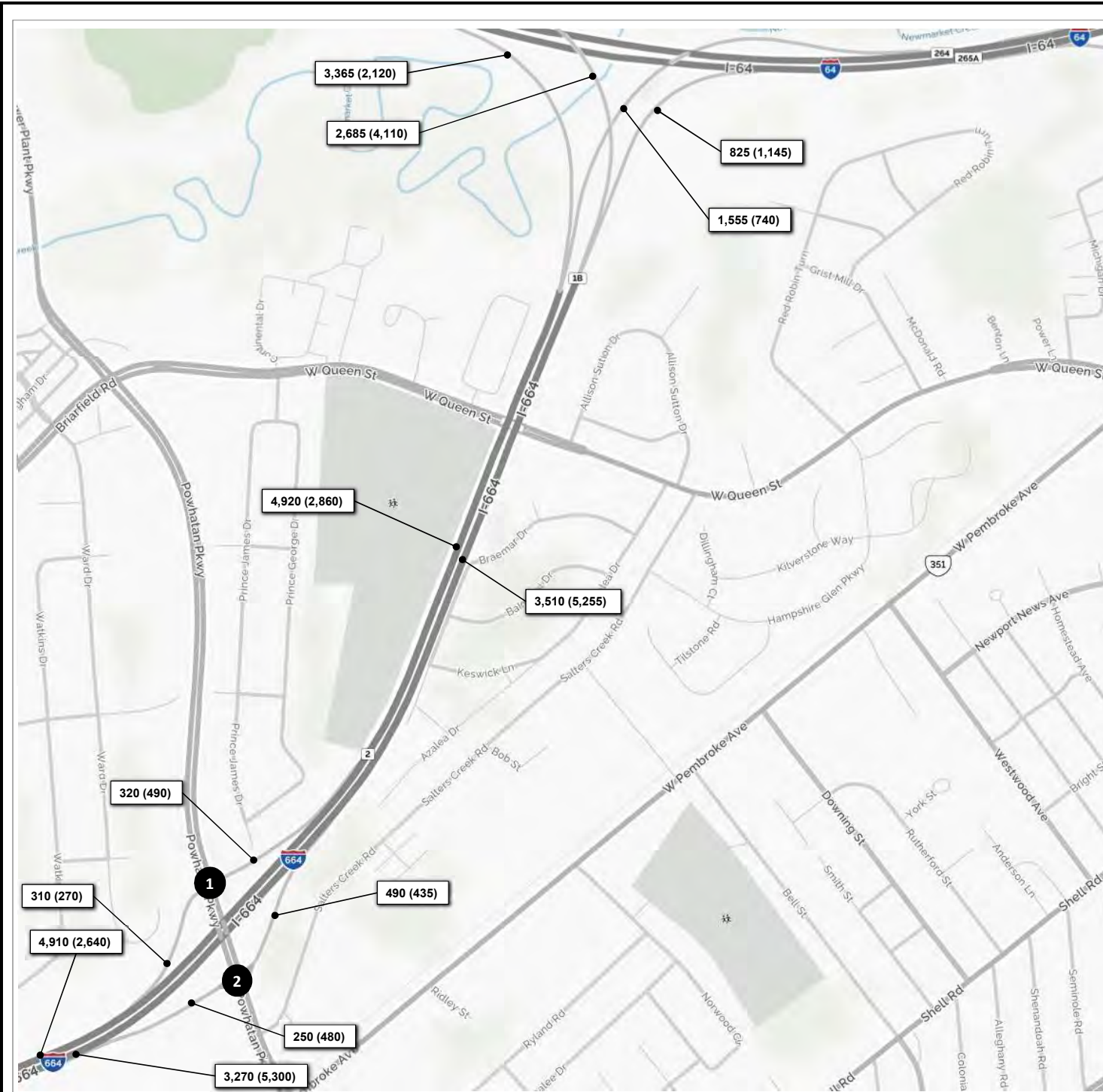


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Peak Hour Volumes  
 I-64 Corridor**

April 2017

Figure F.2-4



1	90 (105)	230 (385)	T 290 (540)	
	R	L	L 185 (140)	
	240 (405)	T	Powhatan Pkwy	
	125 (130)	R	I-664 Ramp	

2	I-664 Ramp		R 425 (385)	
	Powhatan Pkwy		T 415 (465)	
	65 (50)	L	L 60 (215)	R 190 (265)
	405 (740)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-5



<b>1</b>	535 (250)	170 (160)	T	525 (760)
	R	T	L	L 85 (85)
Aberdeen Road			Aberdeen Road	
			L	R
			175 (375)	215 (280)
			465 (745)	95 (110)
			L	R
			230 (215)	
			T	
			R	

<b>2</b>			R	160 (160)
			T	395 (565)
I-664 Ramp				
Aberdeen Road			L	R
			175 (375)	215 (280)
			465 (745)	95 (110)
			L	R

<b>3</b>	390 (155)	465 (165)	R	95 (190)
	R	T	L	L
Chestnut Avenue			L	T
			R	R
				20 (25)
			L	
			285 (370)	T
			50 (20)	R

<b>4</b>			R	175 (425)
			T	95 (190)
Chestnut Avenue			L	R
			L	T
			R	R
			100 (180)	L
			670 (380)	T
				R

<b>5</b>	50 (60)	240 (180)	20 (55)	R	30 (50)
	R	T	L	T	135 (255)
Chestnut Avenue			L	T	R
			25 (65)	L	
			200 (220)	T	
			445 (95)	R	
			85 (300)		120 (285)
					20 (35)

<b>7</b>			R	80 (155)
			T	
Roanoke Avenue			L	R
			L	T
			R	R
			105 (95)	L
				80 (85)
				100 (35)

<b>6</b>	5 (5)	35 (10)	10 (5)	R	5 (5)
	R	T	L	T	115 (130)
Roanoke Avenue			L	T	R
			15 (20)	L	
			95 (90)	T	
			80 (70)	R	

<b>8</b>	20 (25)	655 (265)	30 (30)	R	10 (35)
	R	T	L	T	50 (105)
Roanoke Avenue			L	T	R
			20 (35)	L	
			95 (80)	T	
			90 (15)	R	
			10 (25)		195 (550)
					15 (20)

**Legend**

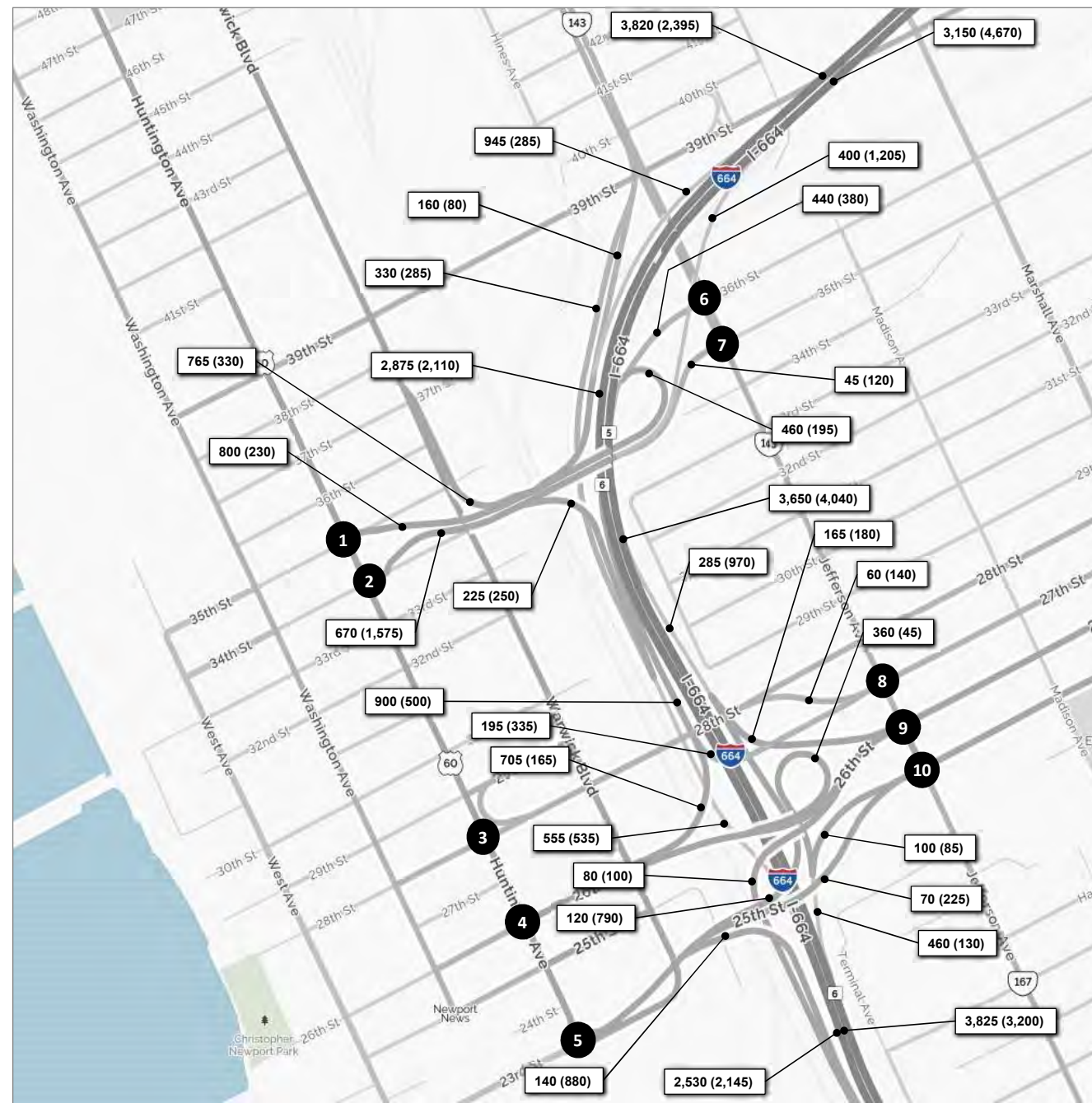
x,xxx (x,xxx) AM (PM) Peak Hour Volume



**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-6



1	105 (40)	1,130 (1,390)	L	Huntington Ave	T	380 (80)	35th Street
	R				L	420 (150)	

2	1,070 (495)	485 (1,040)	L	Huntington Ave	34th Street			
	T				L			
	245 (655)	35 (20)	R	Jefferson Ave	T	200 (435)	R	10 (15)
	L				15 (50)	T	20 (35)	

3	55 (10)	805 (950)	20 (55)	L	Huntington Ave	R	55 (20)	28th Street
	T					L	35 (30)	
	40 (85)	20 (35)	R	Jefferson Ave	T	130 (265)	R	20 (20)
	L				80 (105)	T	105 (205)	

4	80 (55)	445 (985)	T	Huntington Ave	T	665 (250)	26th Street
	R				L	500 (80)	

5	315 (30)	5 (10)	220 (1,235)	L	Huntington Ave	23rd Street		
	T					L		
	110 (660)	15 (75)	R	Jefferson Ave	T	165 (300)	R	15 (25)
	L				20 (55)	T	30 (105)	

6	305 (470)	20 (35)	L	Jefferson Ave	R	45 (40)	36th Street		
	T				L	15 (10)			
	310 (360)	120 (10)	10 (10)	R	Huntington Ave	T	210 (465)	R	5 (20)
	L					15 (50)	T	20 (35)	

7	310 (475)	20 (15)	L	Jefferson Ave	35th Street				
	T				L				
	15 (50)	10 (35)	20 (35)	R	Huntington Ave	T	200 (435)	R	10 (15)
	L					15 (50)	T	20 (35)	

8	230 (410)	40 (80)	L	Jefferson Ave	27th Street				
	T				L				
	80 (105)	70 (165)	105 (205)	R	Huntington Ave	T	130 (265)	R	20 (20)
	L					80 (105)	T	105 (205)	

9	95 (125)	240 (490)	T	Jefferson Ave	R	35 (50)	26th Street	
	L				5 (25)			
	70 (120)	115 (235)	R	Huntington Ave	T	180 (155)	R	5 (25)
	L				70 (120)	T	115 (235)	

10	190 (415)	55 (100)	L	Jefferson Ave	25th Street				
	T				L				
	20 (55)	120 (150)	30 (105)	R	Huntington Ave	T	165 (300)	R	15 (25)
	L					20 (55)	T	30 (105)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

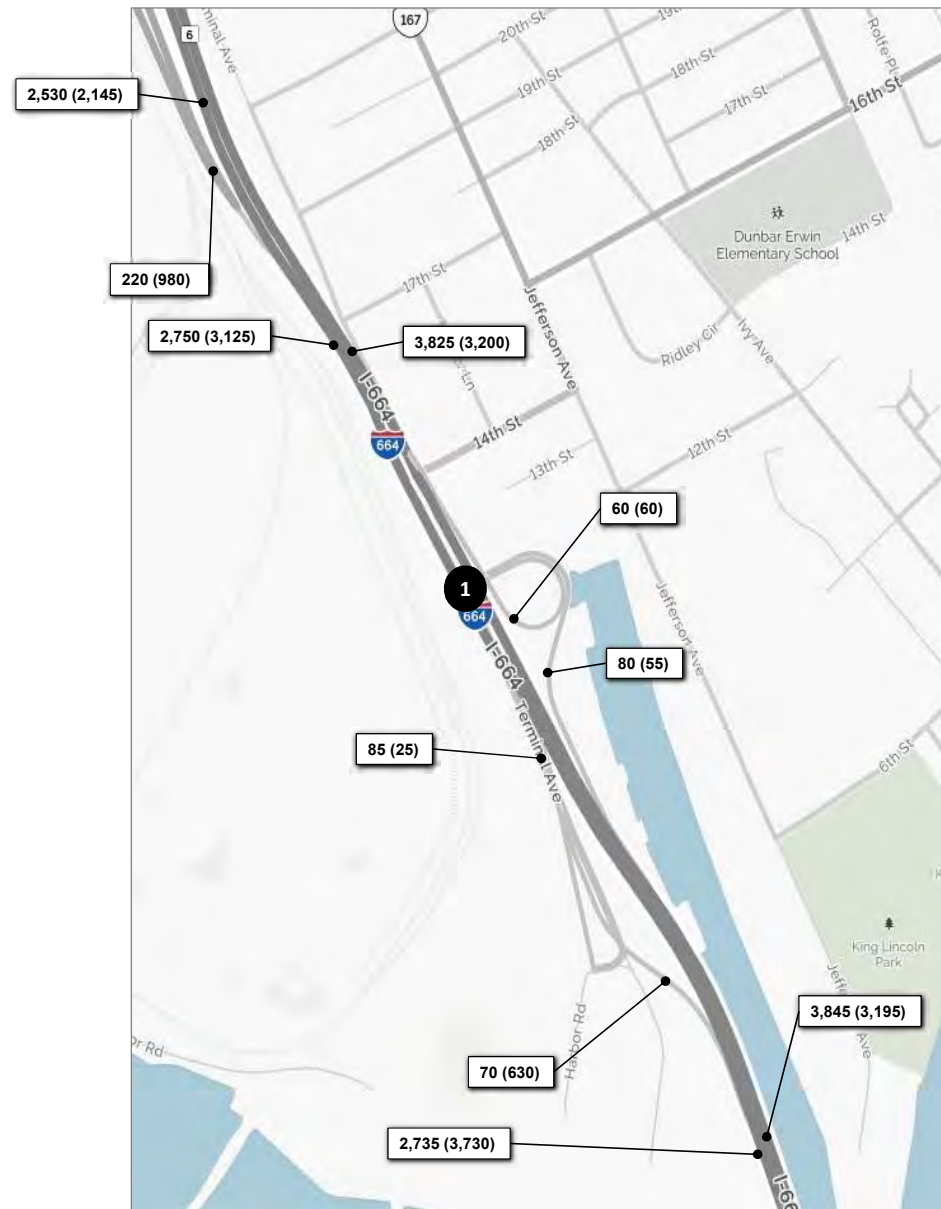


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-7



1	175 (755)	30 (45)	R 50 (45)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 30 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



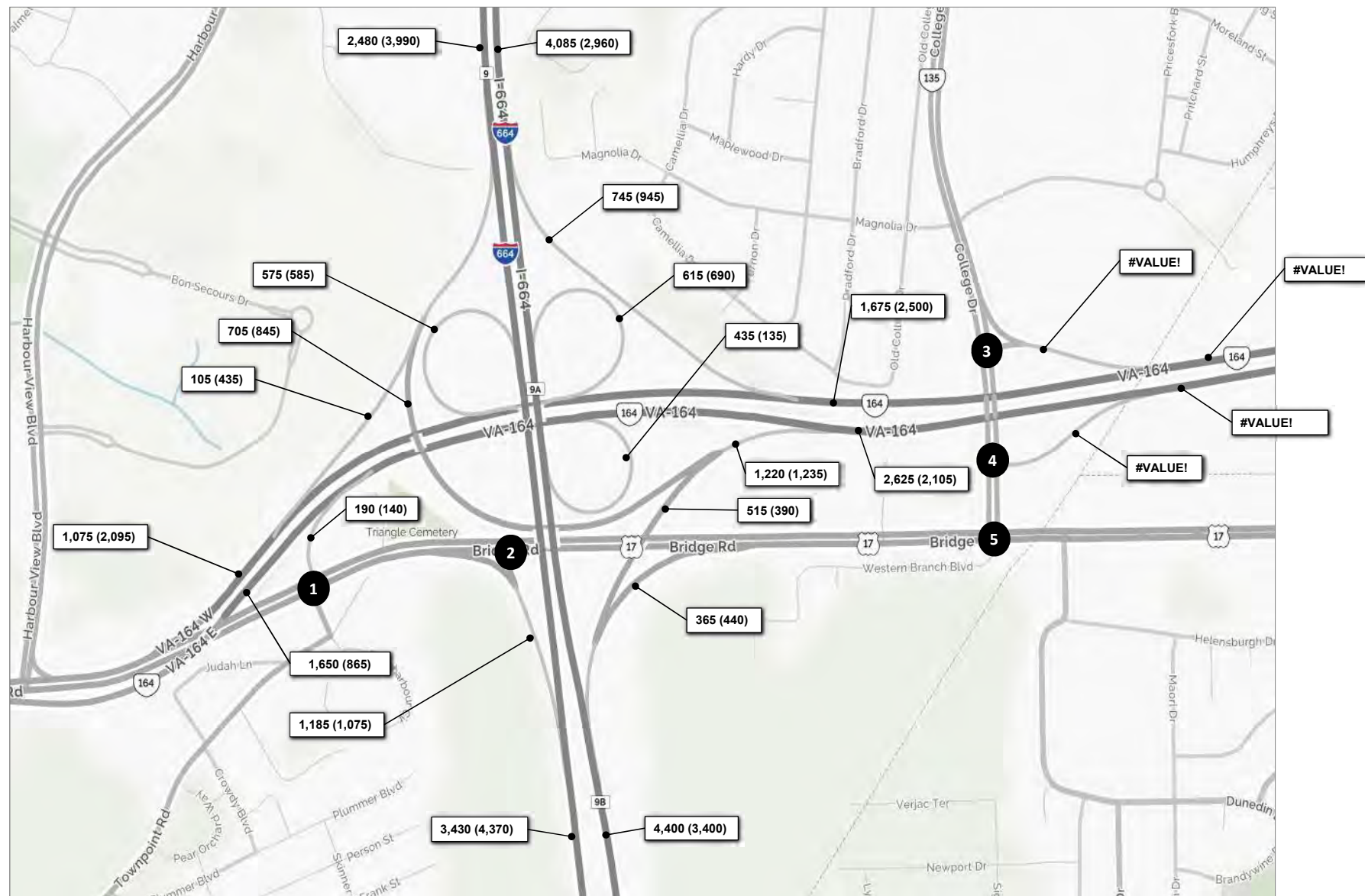
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-8





1				R	30 (20)
				T	395 (970)
				L	35 (50)
<hr/>					
US 17			L	T	R
				60 (25)	105 (90)
			L		
			100 (95)		
			T		
			1,455 (1,330)		
			R		
			50 (130)		

2				T	460 (1,040)
				L	400 (425)
	<hr/>				
US 17			T		
			775 (770)		
			R		
			785 (650)		

3	#VALUE!			R	#VALUE!
	#VALUE!			L	#VALUE!
	<hr/>			VA 164 Ramp	
			T		
<hr/>					
				#VALUE!	

4	#VALUE!				
	#VALUE!			VA 164 Ramp	
	<hr/>			T	R
				#VALUE!	#VALUE!
			College Dr		

5	#VALUE!			R	#VALUE!
	#VALUE!			T	#VALUE!
	<hr/>			L	#VALUE!
<hr/>					
			US 17		
			L	T	R
			#VALUE!		
			L		
			#VALUE!		
			T		
			#VALUE!		
			R		
			#VALUE!		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

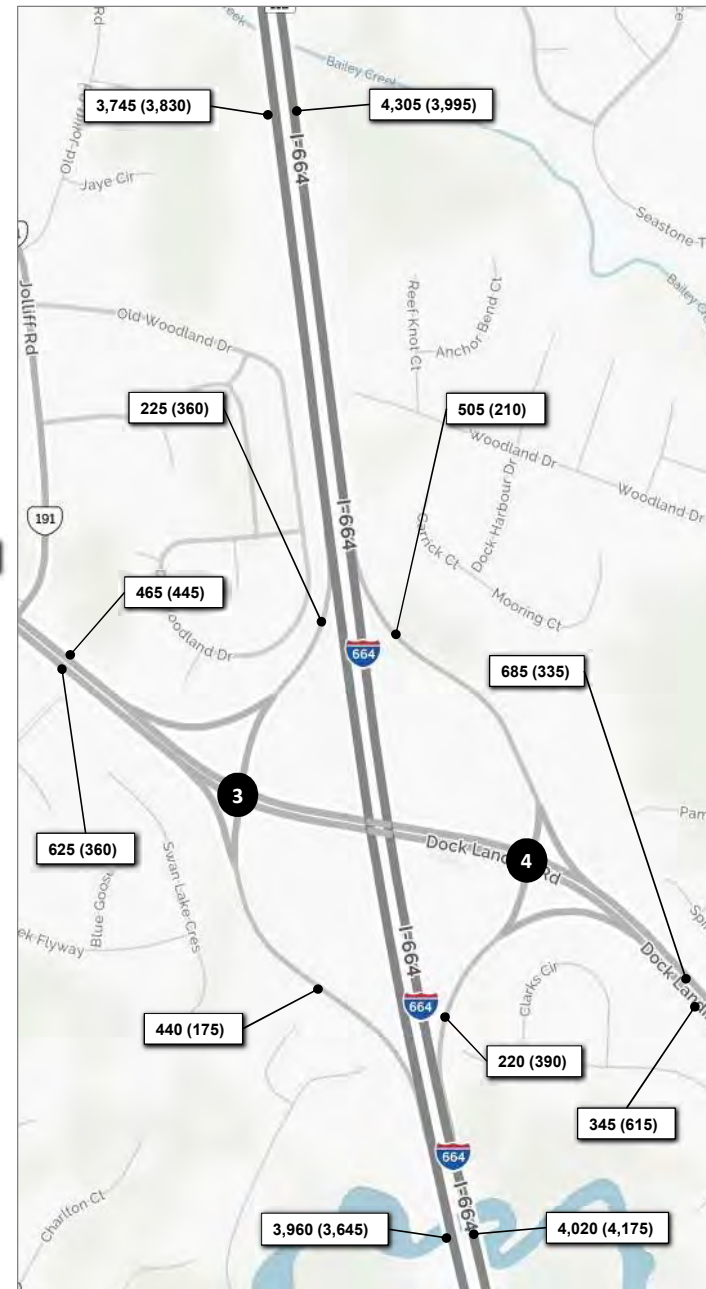
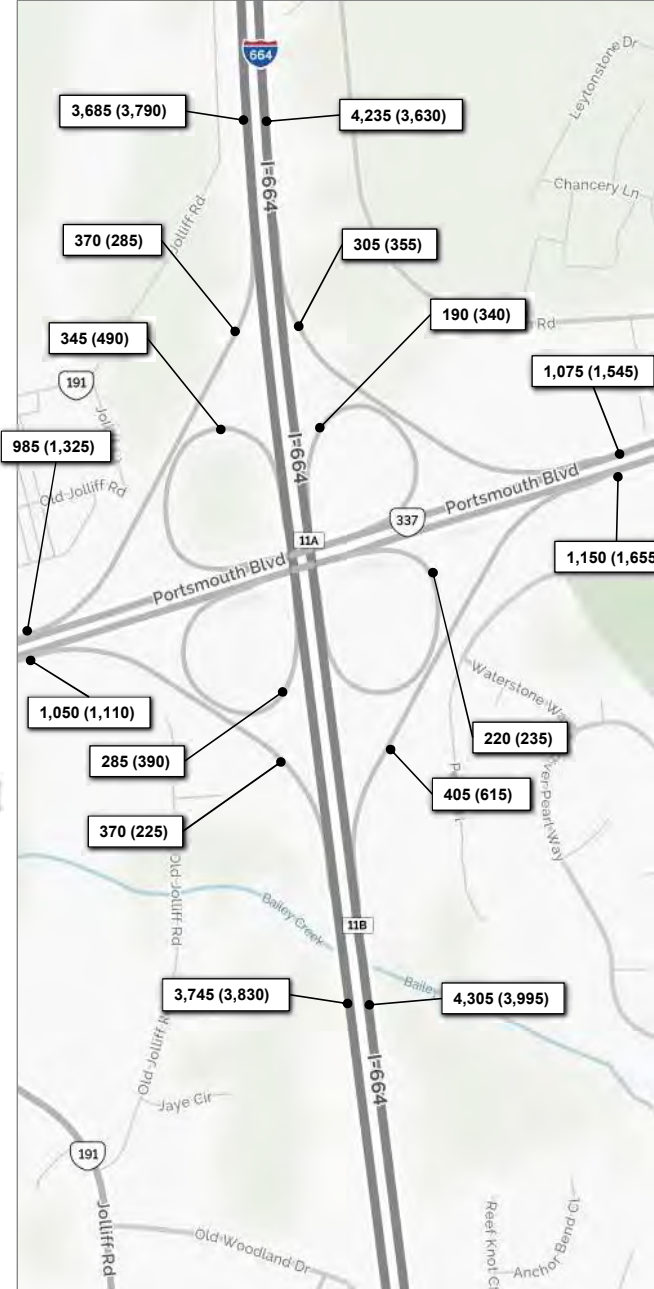
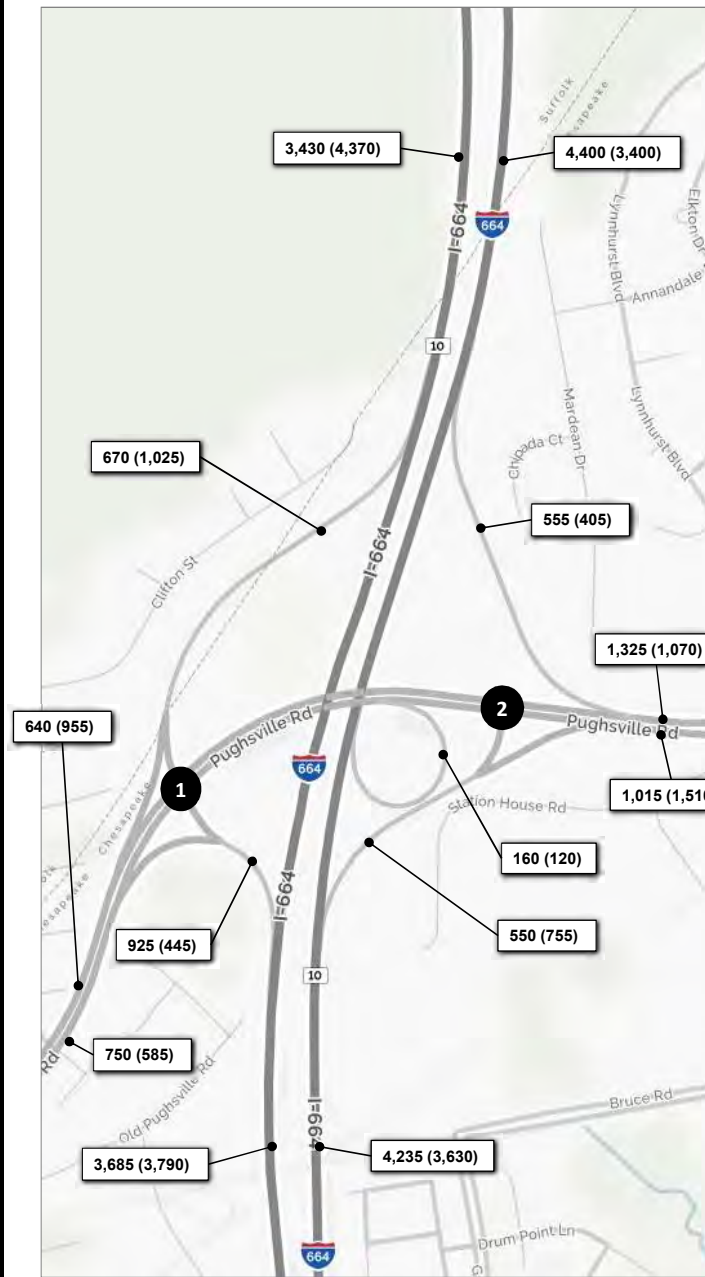


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-9



<b>1</b>	340 (360)	330 (665)	T 300 (595)	Pughsville Road
	R	L	L 560 (310)	
	385 (450)	T		
	365 (135)	R		

<b>2</b>			R 555 (405)	Pughsville Road
			T 770 (665)	
	555 (995)	T	L 90 (240)	
	160 (120)	R	R 460 (515)	

<b>3</b>	160 (200)	65 (160)	T 305 (245)	Dock Landing Road
	R	L	L 240 (110)	
	425 (295)	T		
	200 (65)	R		

<b>4</b>			R 235 (90)	Dock Landing Road
			T 450 (245)	
	270 (120)	L	L 95 (110)	
	220 (335)	T	R 125 (280)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

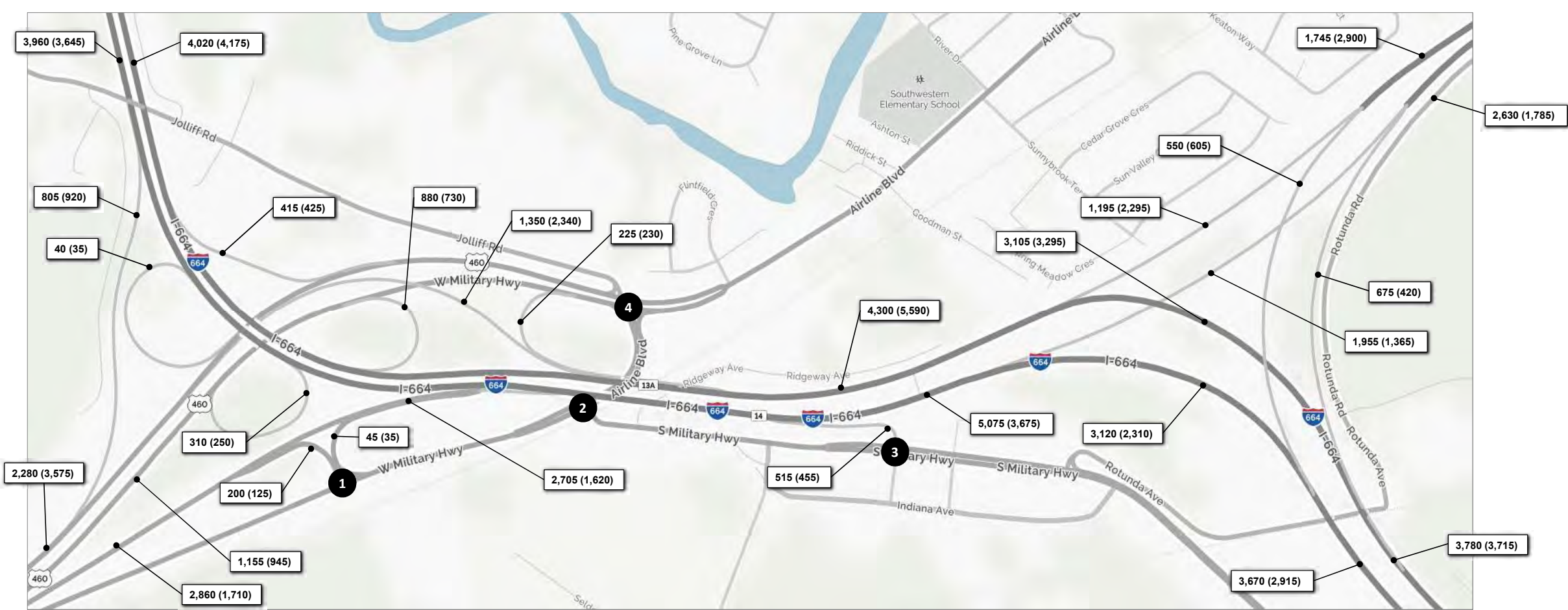


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure F.2-10



<b>1</b>				
	5 (5)	195 (120)	R 40 (30)	T 165 (165)
	R	L		
	W. Military Hwy			
	5 (5)	L		
	145 (200)	T		

<b>2</b>				
			T 180 (135)	L 510 (370)
			L	R
	W. Military Hwy			
	105 (175)	T	25 (60)	240 (605)
	235 (145)	R		

<b>3</b>				
	10 (20)	505 (435)	T 255 (645)	
	R	L		
	S. Military Hwy			
	745 (515)	T		

<b>4</b>					
	75 (35)	355 (170)	110 (45)	R 105 (75)	T 325 (320)
			L	L	L 120 (85)
			L	T	R
		305 (160)	L	180 (420)	70 (90)
		290 (285)	T	95 (270)	
		215 (250)	R		

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Peak Hour Volumes  
 I-664 Corridor**

April 2017

Figure F.2-11



<b>1</b>	<b>R0 (20)</b>		
	T	395 (970)	
	L	35 (50)	
	<b>US 17</b>		
100 (95)	L		
1,455 (1,330)	T	35 (35)	60 (25)
50 (130)	R		105 (90)

<b>2</b>	<b>T 460 (1,040)</b>		
	<b>L 400 (425)</b>		
	<b>US 17</b>		
	775 (770)	T	
785 (650)	R		

<b>3</b>	825 (1,570)	<b>R 400 (495)</b>	
		L	115 (190)
	<b>T</b>		<b>VA 164 Ramp</b>
			T

<b>4</b>	695 (1,300)	245 (460)		
			T	L
	<b>T</b>		<b>VA 164 Ramp</b>	
			T	R
		650 (985)	110 (90)	

<b>5</b>	385 (635)	5 (5)	305 (660)			
				R	T	L
	<b>R 335 (605)</b>					
	<b>T 470 (820)</b>					
<b>L 10 (15)</b>		L	T	R		
420 (460)	L					
710 (735)	T	5 (10)	5 (10)	5 (15)		
10 (15)	R					

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Peak Hour Volumes  
 VA 164 Corridor**



<b>1</b>	450 (215)	R	105 (350)
	790 (565)	L	
		<b>Towne Point Road</b>	
		L	150 (180)
		T	295 (1,005)

<b>2</b>	535 (705)	L	130 (330)	R
	410 (165)	T		
		<b>Towne Point Road</b>		
		L	315 (855)	
		T	205 (200)	

<b>3</b>	310 (195)	R	5 (15)	L	T
	580 (405)	T			
		<b>Cedar Lane</b>			
		L	325 (285)		
		T	620 (505)		295 (30)
		R	95 (195)		
			65 (10)		
			150 (145)		

<b>4</b>	520 (475)	T	L	R
		<b>Cedar Lane</b>		
		L	780 (710)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure F.2-13



1	155 (175)	5 (0)	R	5 (5)
	5 (5)		T	5 (5)
	R		L	5 (10)
	5 (5)	L	L	T
	5 (5)	T	5 (5)	270 (85)
	5 (5)	R	R	20 (10)

2	75 (85)	90 (105)	V/G Blvd	R	150 (60)
				T	5 (5)
	R	T		L	5 (5)
			L		145 (40)
			0 (0)		
					Wyatt Dr
					R

3	95 (110)				
			L		VA 164 Ramp
	145 (40)	L	V/G Blvd		
	0 (0)	T			

4			T	80 (280)
			L	45 (80)
	125 (60)	T	L	R
	460 (95)	R	35 (95)	65 (35)

5	20 (10)	5 (5)	10 (10)	R	10 (10)
				T	50 (80)
	R		L	L	20 (45)
	10 (25)	L	L	T	R
	85 (25)	T	55 (270)	5 (10)	65 (35)
	95 (45)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure F.2-14



<b>1</b>						
	R	T	L	R	T	L
	5 (15)	25 (30)	65 (65)	110 (55)	175 (235)	140 (75)
	<b>Cleveland St</b>			L	T	R
				20 (15)		45 (75)
				285 (245)	5 (5)	
				10 (10)		

<b>2</b>						
	R	L		T		
	340 (275)		250 (15)	85 (90)		
	<b>Cleveland St</b>					
				395 (385)		
					T	

<b>3</b>						
	R	L		R	T	L
	35 (25)		35 (5)	75 (145)	50 (65)	
	<b>Cleveland St</b>			L		
				585 (380)		
				60 (20)		
					T	
					R	

<b>4</b>						
	R	T	L	R	T	L
	5 (5)	35 (25)	135 (85)	50 (85)	20 (30)	40 (95)
	<b>Woodrow St</b>			L		
				5 (0)		
				80 (40)		
				10 (15)		
					T	
					R	
						<b>1664 Ramp</b>

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

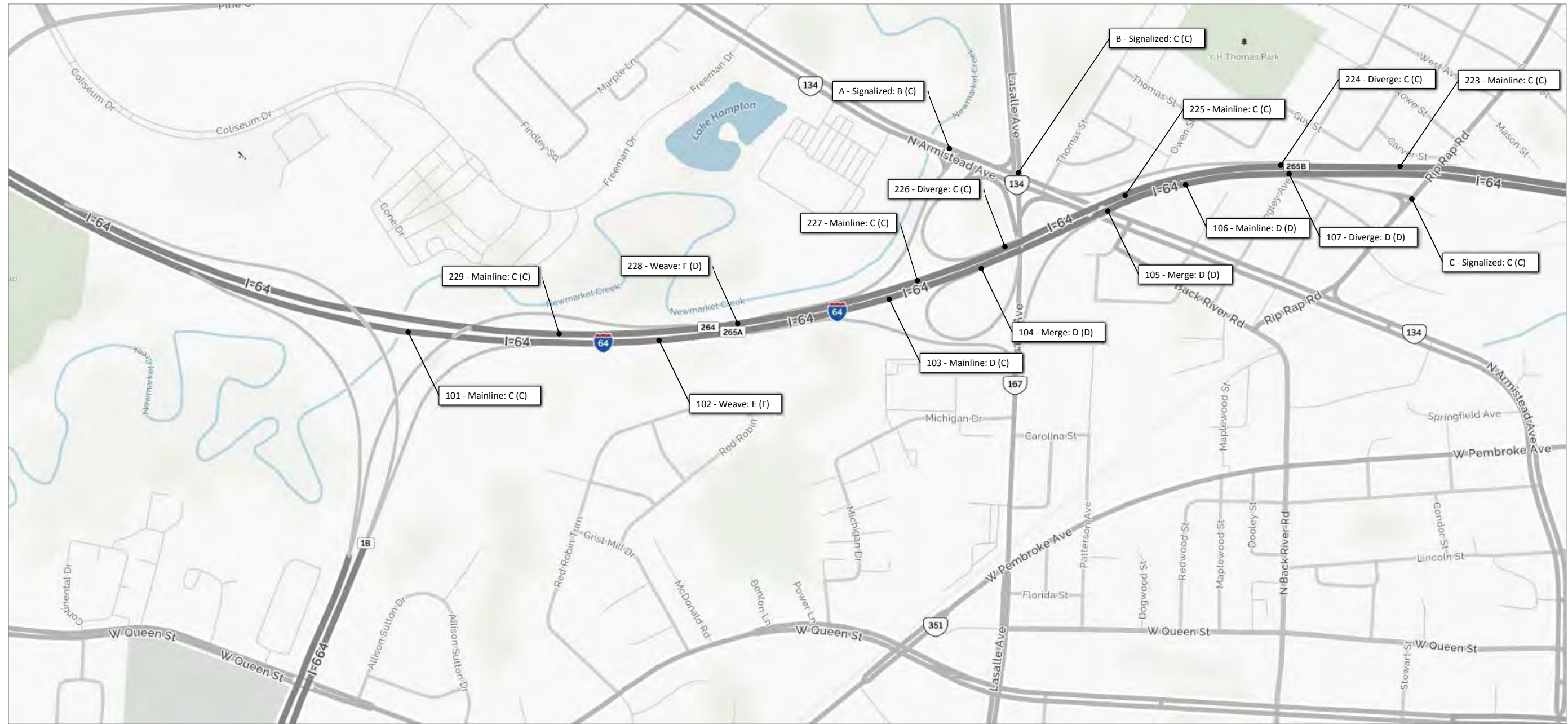


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure F.2-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



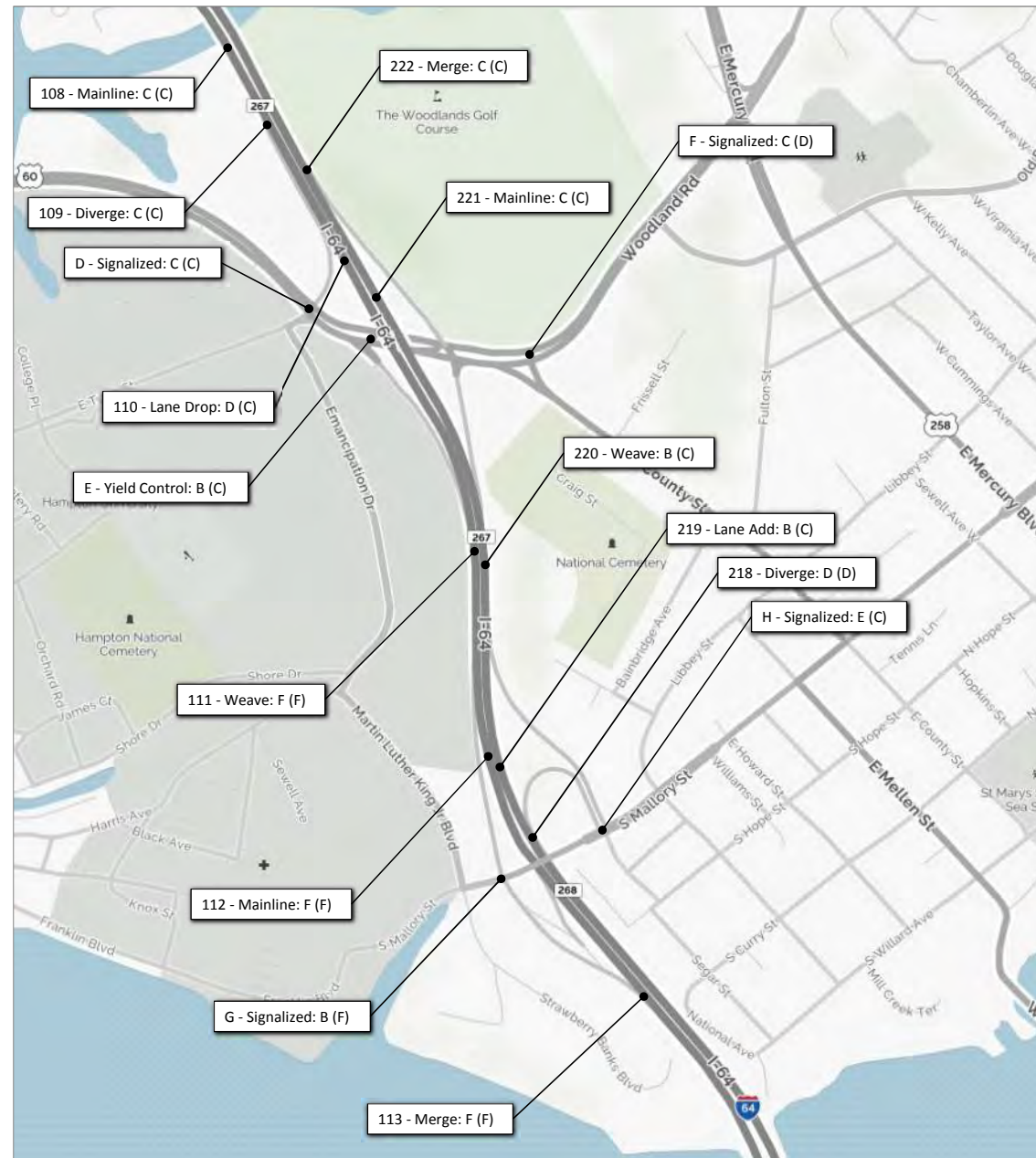
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-64 Corridor**

April 2017

Figure F.3-1





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

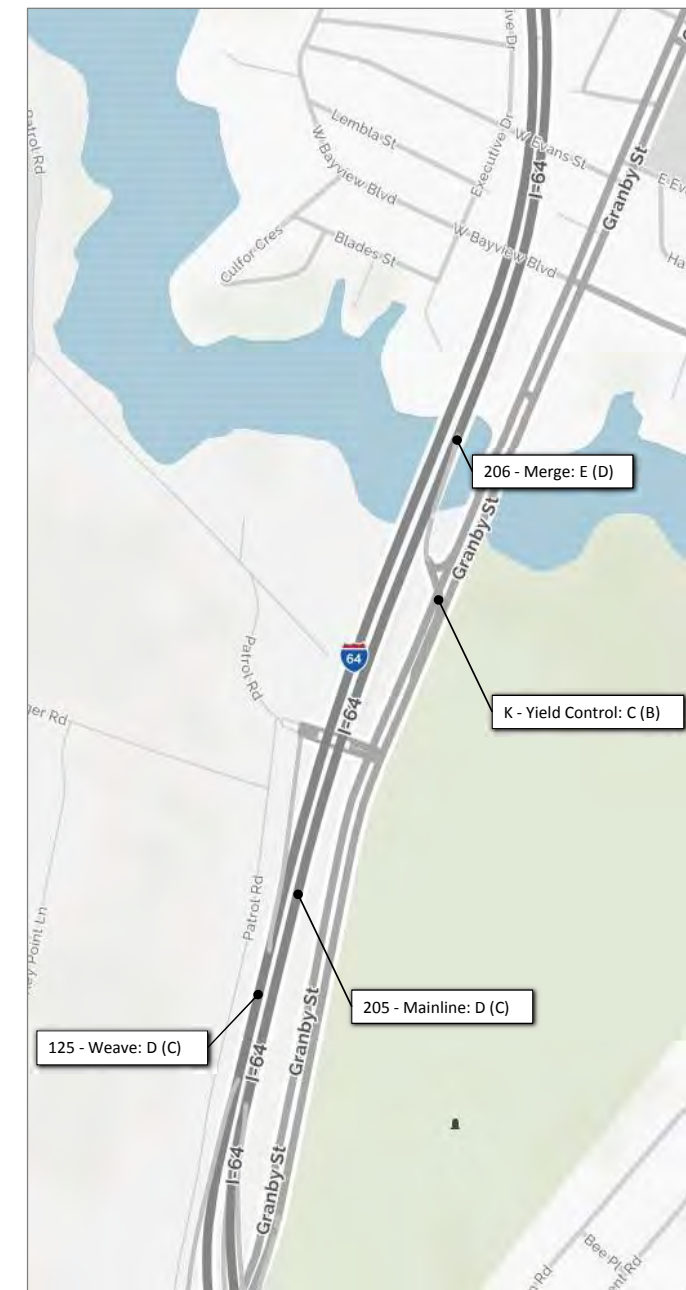


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-64 Corridor**

April 2017

Figure F.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-64 Corridor**

April 2017

Figure F.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

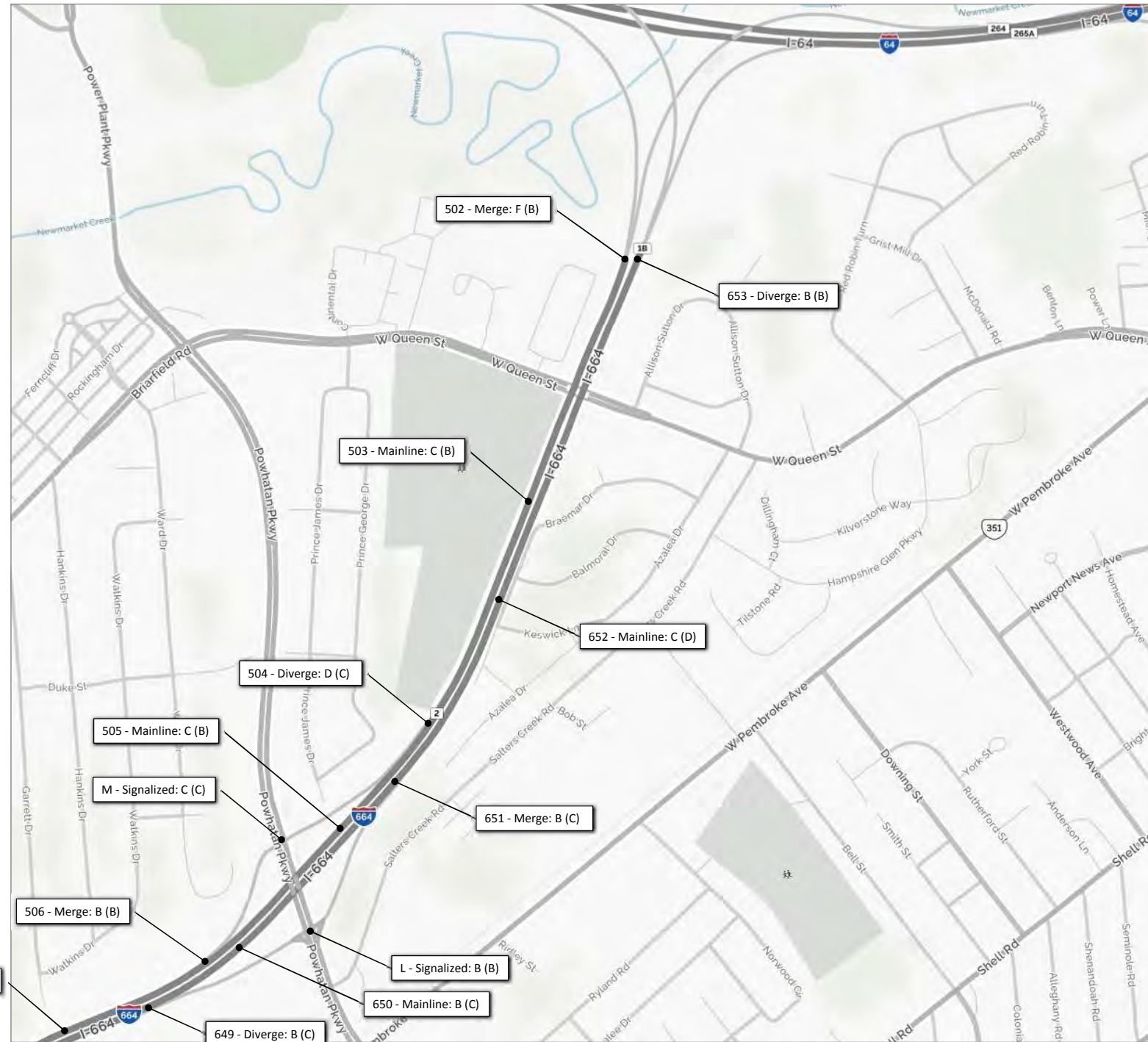


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Level of Service  
 I-64 Corridor**

April 2017

Figure F.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure F.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure F.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

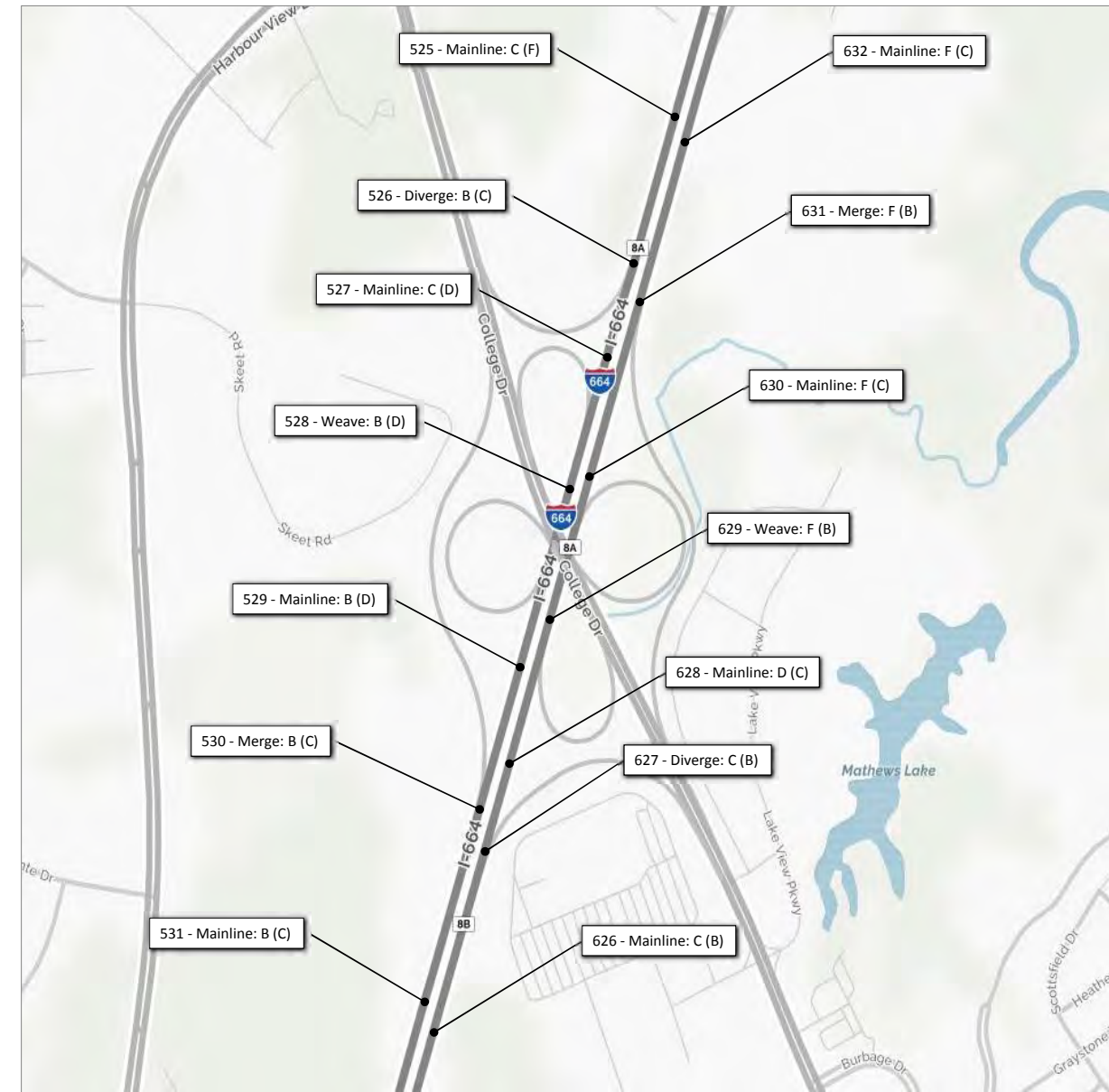
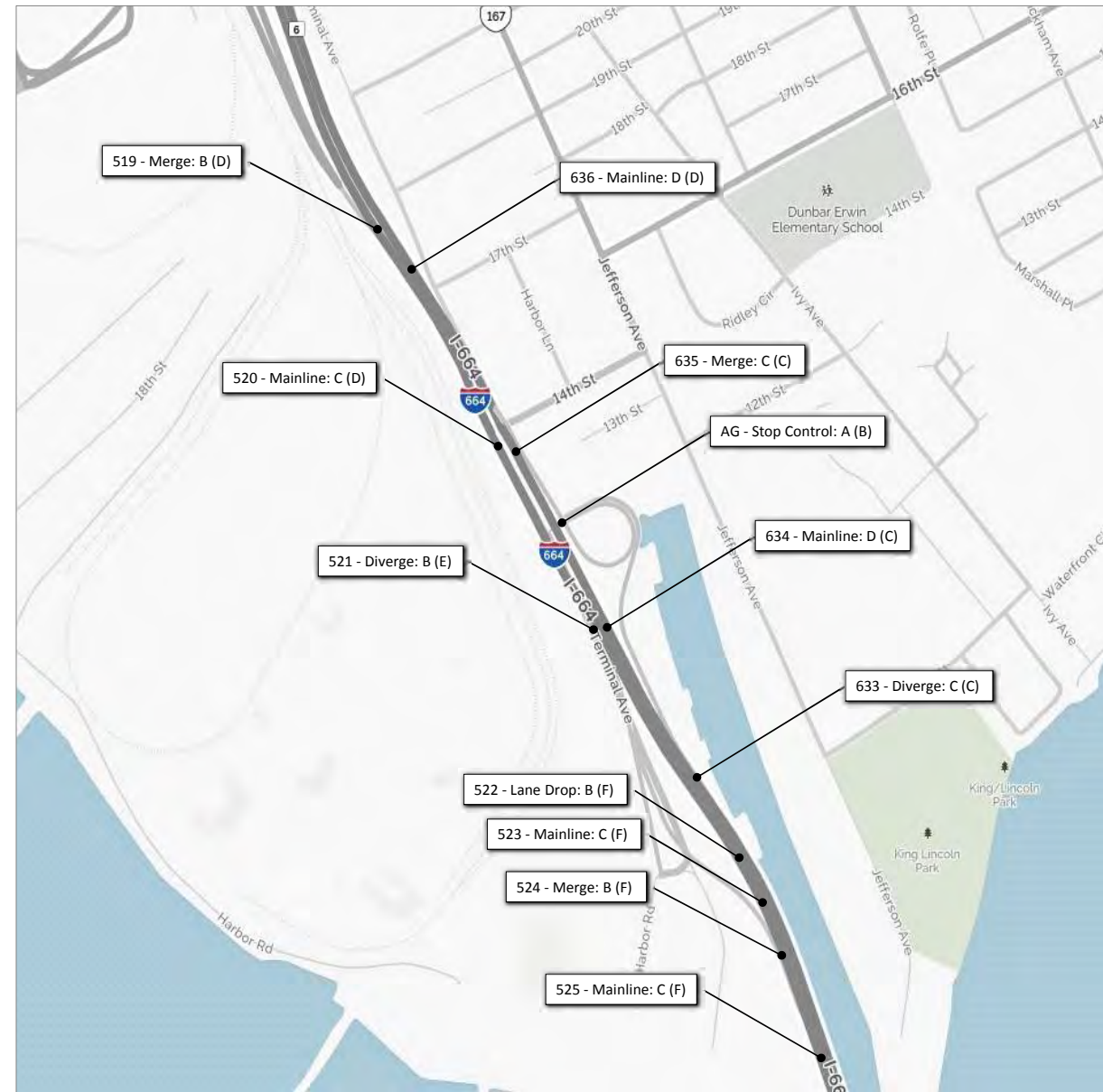


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure F.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

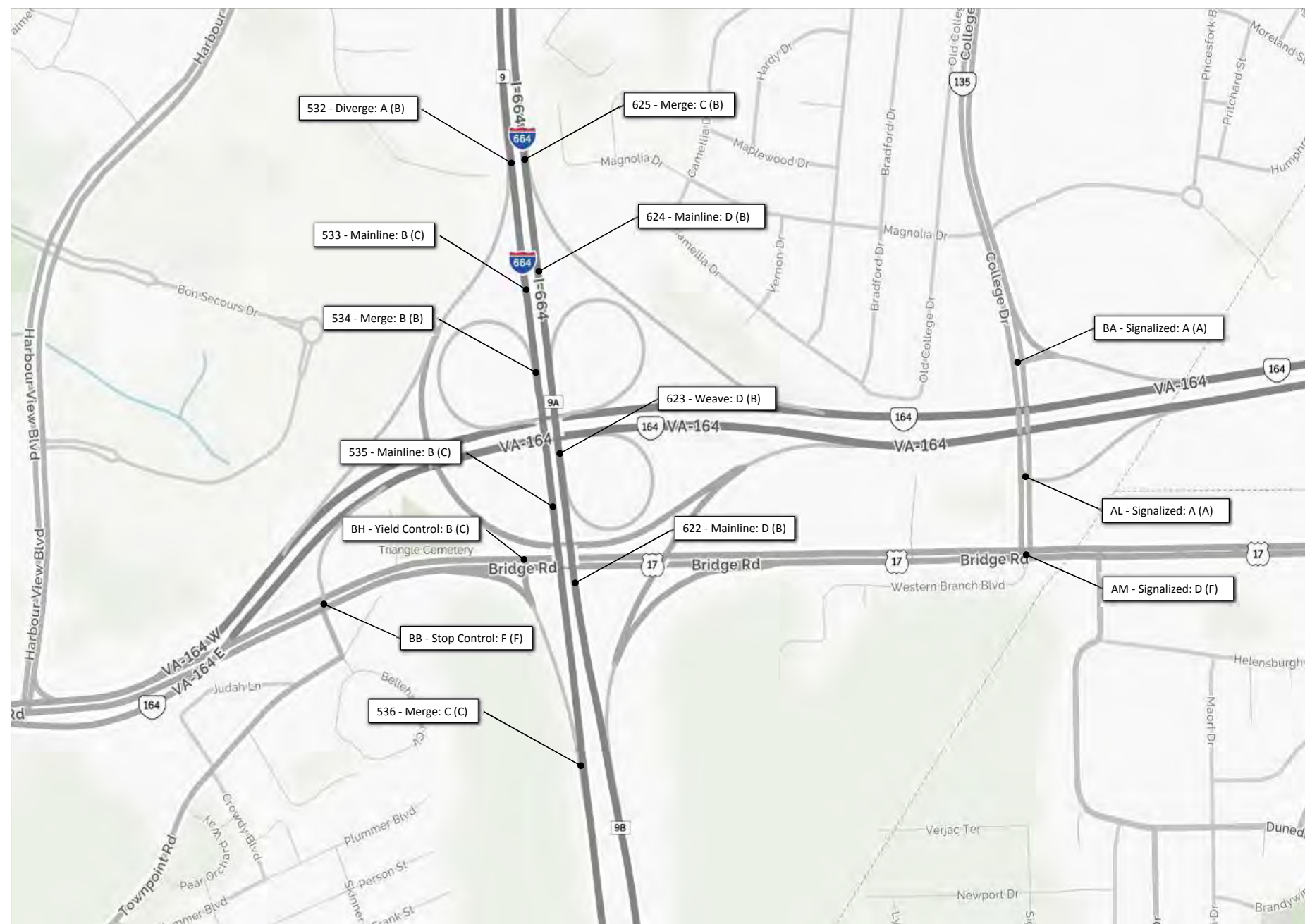


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure F.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



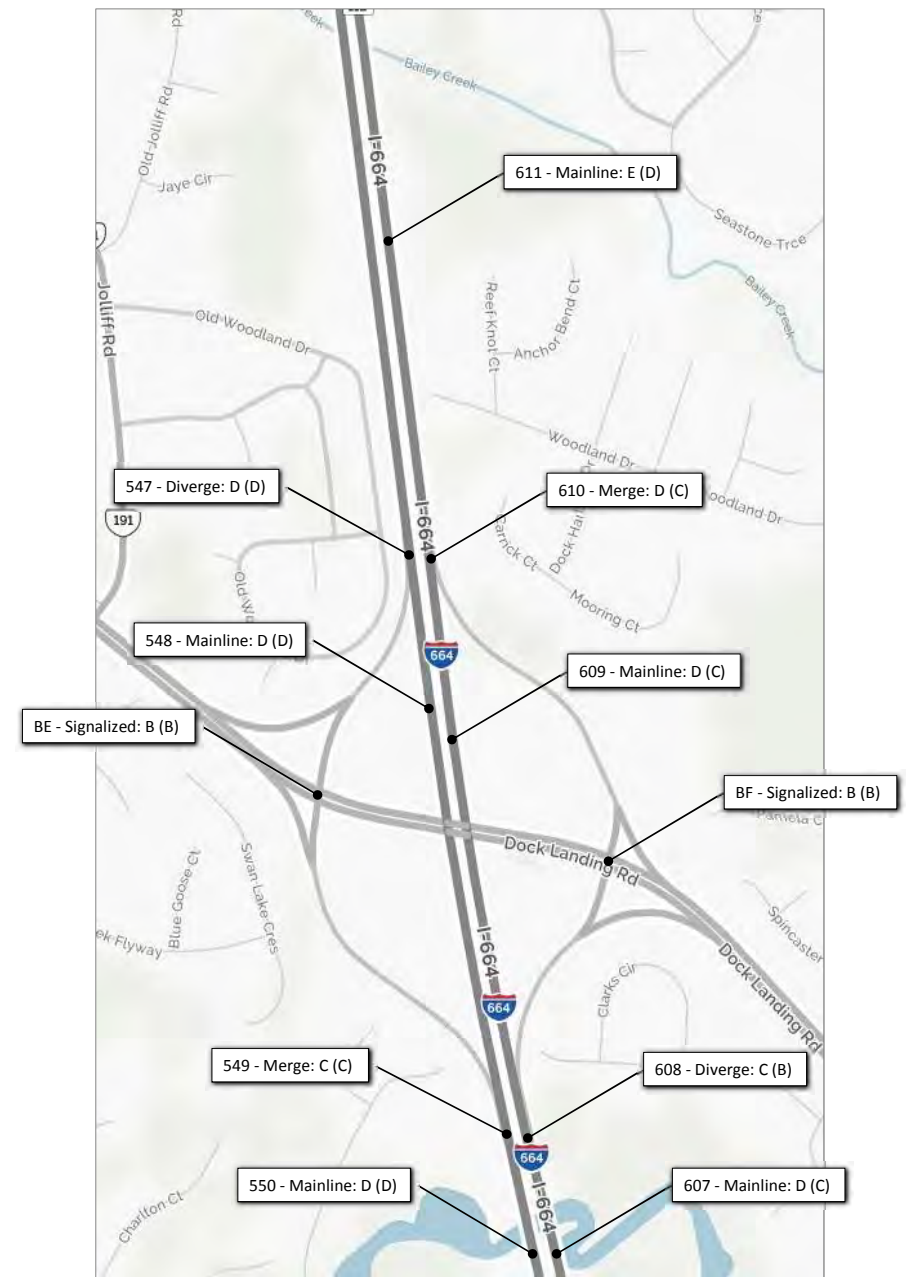
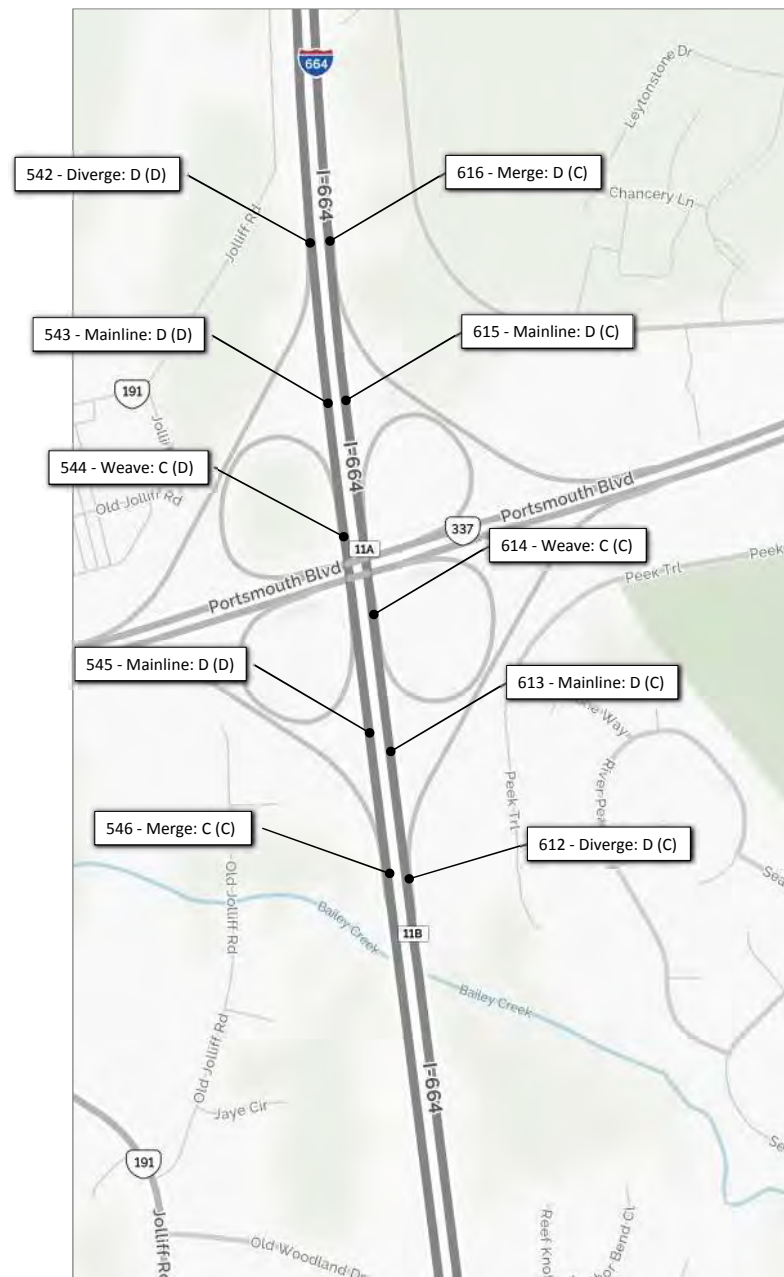
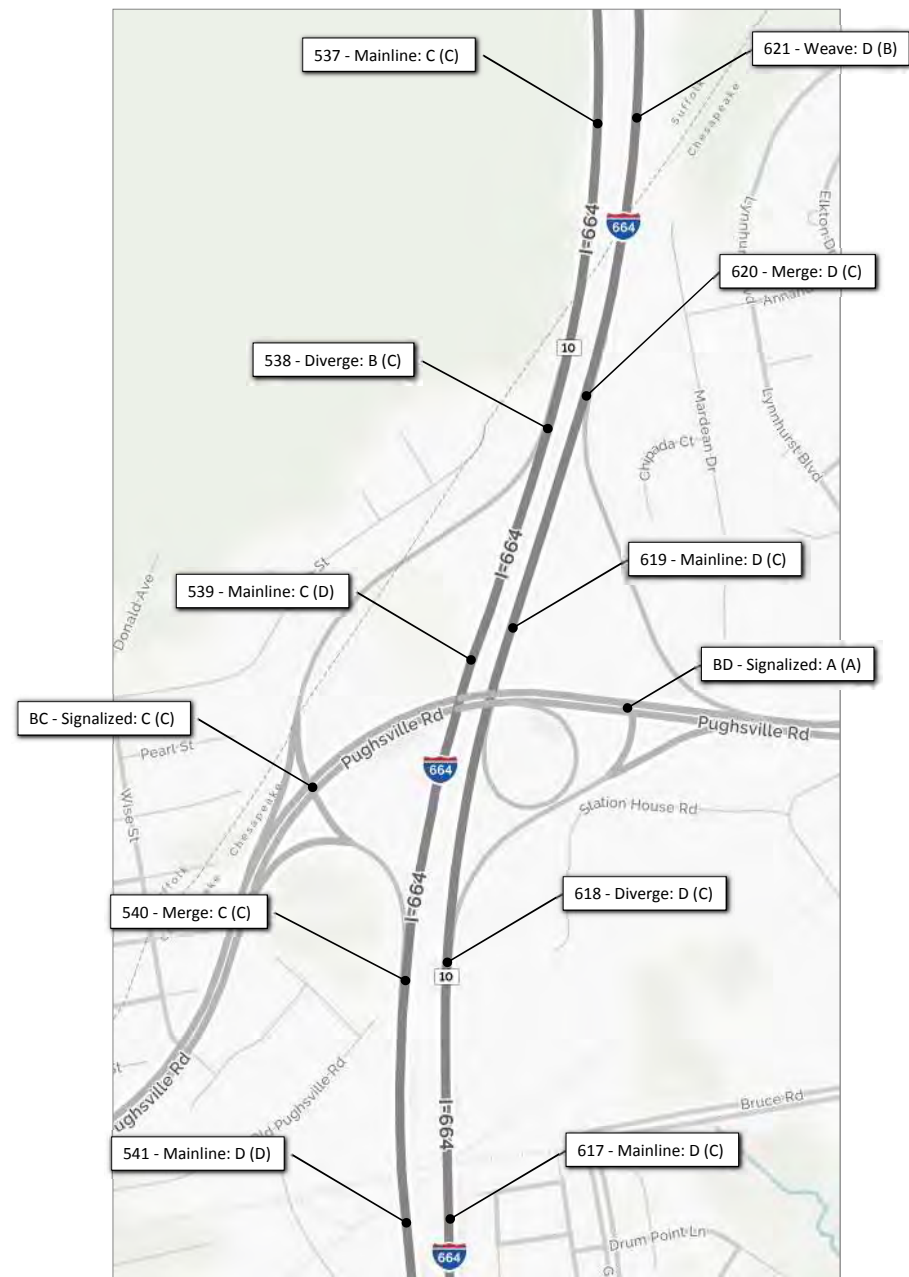
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure F.3-9





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
I-664 Corridor**

April 2017

Figure F.3-10



**Legend**

X (X)      AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series    I-664 Eastbound/Southbound  
 600 series    I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

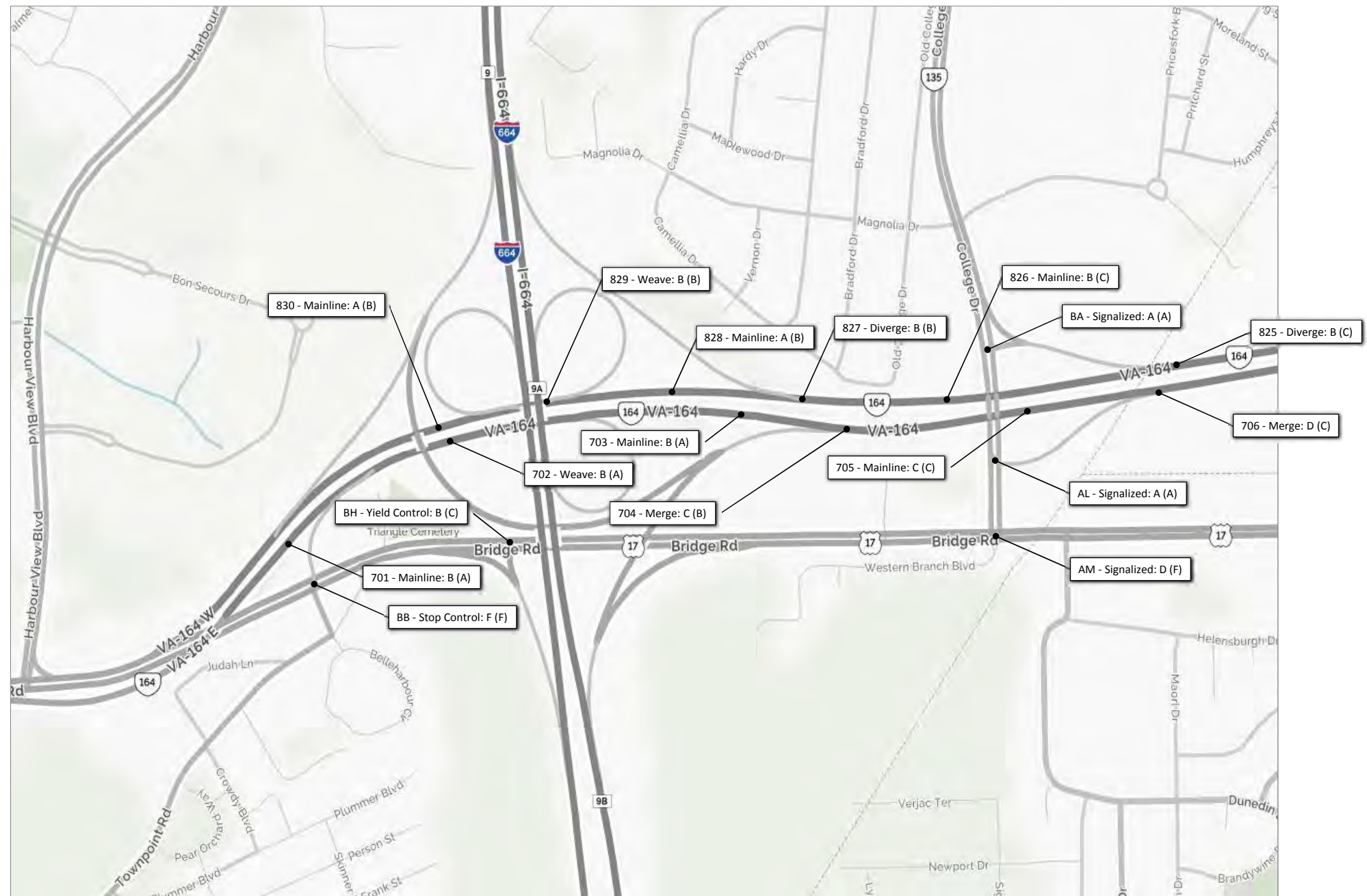


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 No-Build  
 Level of Service  
 I-664 Corridor**

April 2017

Figure F.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure F.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure F.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure F.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 No-Build  
Level of Service  
VA 164 Corridor**

April 2017

Figure F.3-15

**APPENDIX G:  
2028 ALTERNATIVE A  
TRAFFIC VOLUMES AND ANALYSIS**



1						
	R	T	L	R	T	L
				11,700		
				13,300		
Armistead Ave	L	T	R			
		14,400				100
		4,200				

2						
	R	T	L	R	T	L
				2,200		
				12,900		
				700		
Armistead Ave	L	T	R			
		1,000				200
		7,700				7,700
		5,800				

3						
	R	T	L	R	T	L
				2,200		
				12,900		
				700		
I-64 Ramp	L	T	R			
		8,900				2,200
		4,100				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



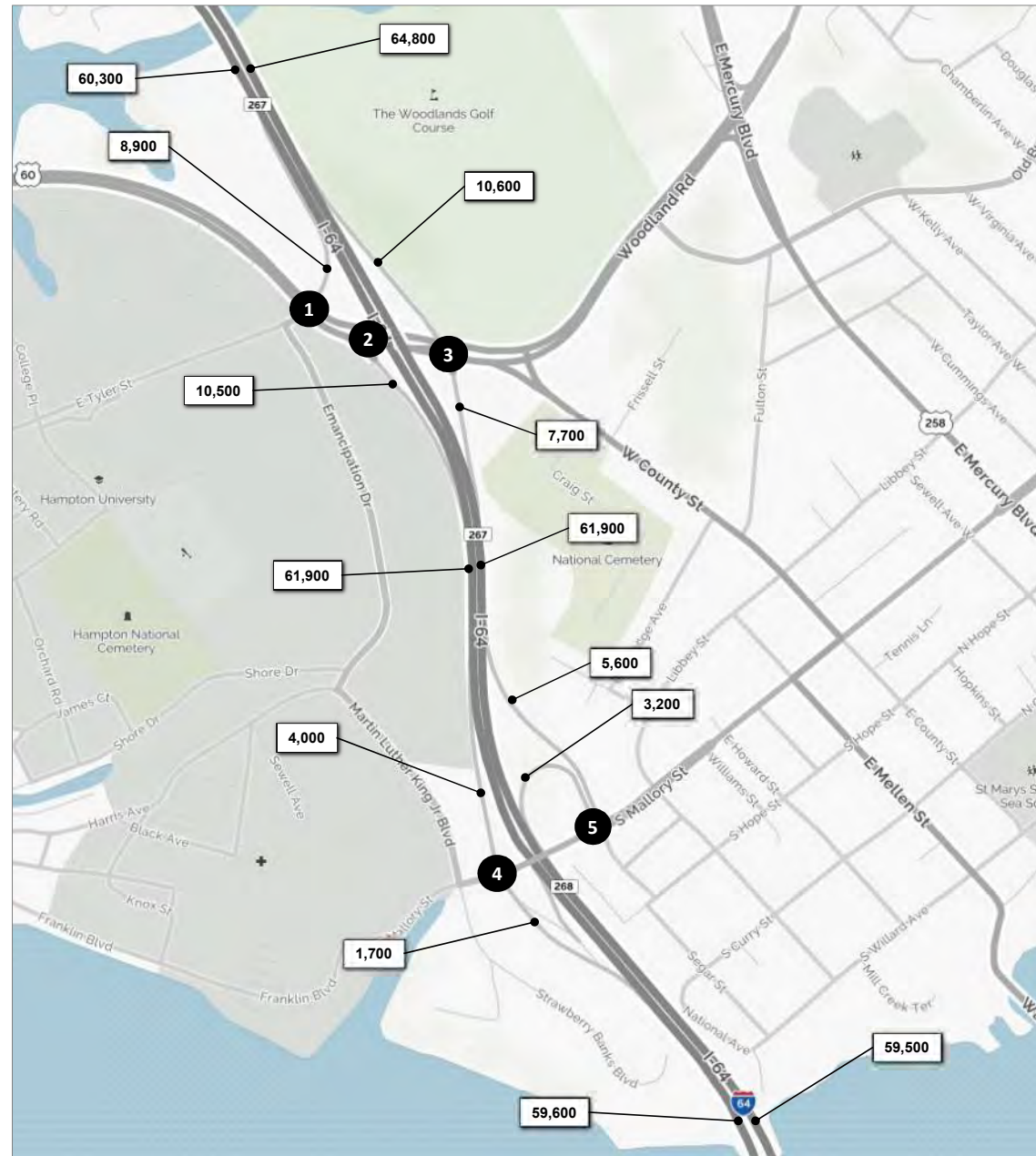
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure G.1-1





<b>1</b>	1,700	3,400	3,800	T	4,400	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		10,500	T	900		3,200
		2,000	R			

<b>2</b>					5,900	
				L	5,000	
Settlers Land ing Rd						
		12,000	T			
		5,500	R			

<b>3</b>				R	5,800	
				T	7,300	
Settlers Land ing Rd				L		R
		4,800	L	3,600		4,100
		7,200	T			

<b>4</b>	2,200	100	1,700	T	1,500	
	R	T	L	L	100	
S. Mallery St						
		2,000	T			
		1,500	R			

<b>5</b>	900	100	2,200	R	3,900	
	R	T	L	L	100	
S. Mallery St				L	T	R
		1,200	L			
		2,400	T	300	500	100
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure G.1-2



1	2,200	4,800	T 1,800	
	R	L	L 2,700	
4th View St				
	2,800	T		
	1,100	R		

2			R 4,500	
			T 3,600	
4th View St				
	1,700	L	L	R
	5,900	T	900	3,200

3	700	9,800	US 460	
	R	T	L	T
			6,700	4,000

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

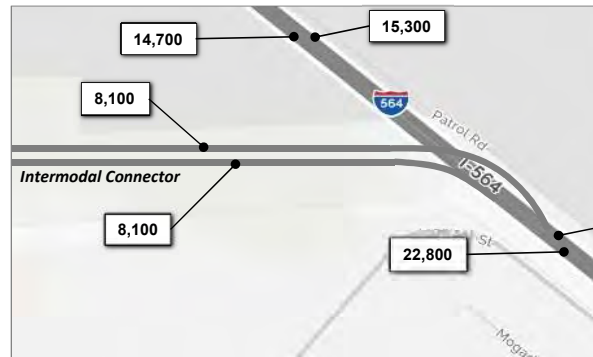


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

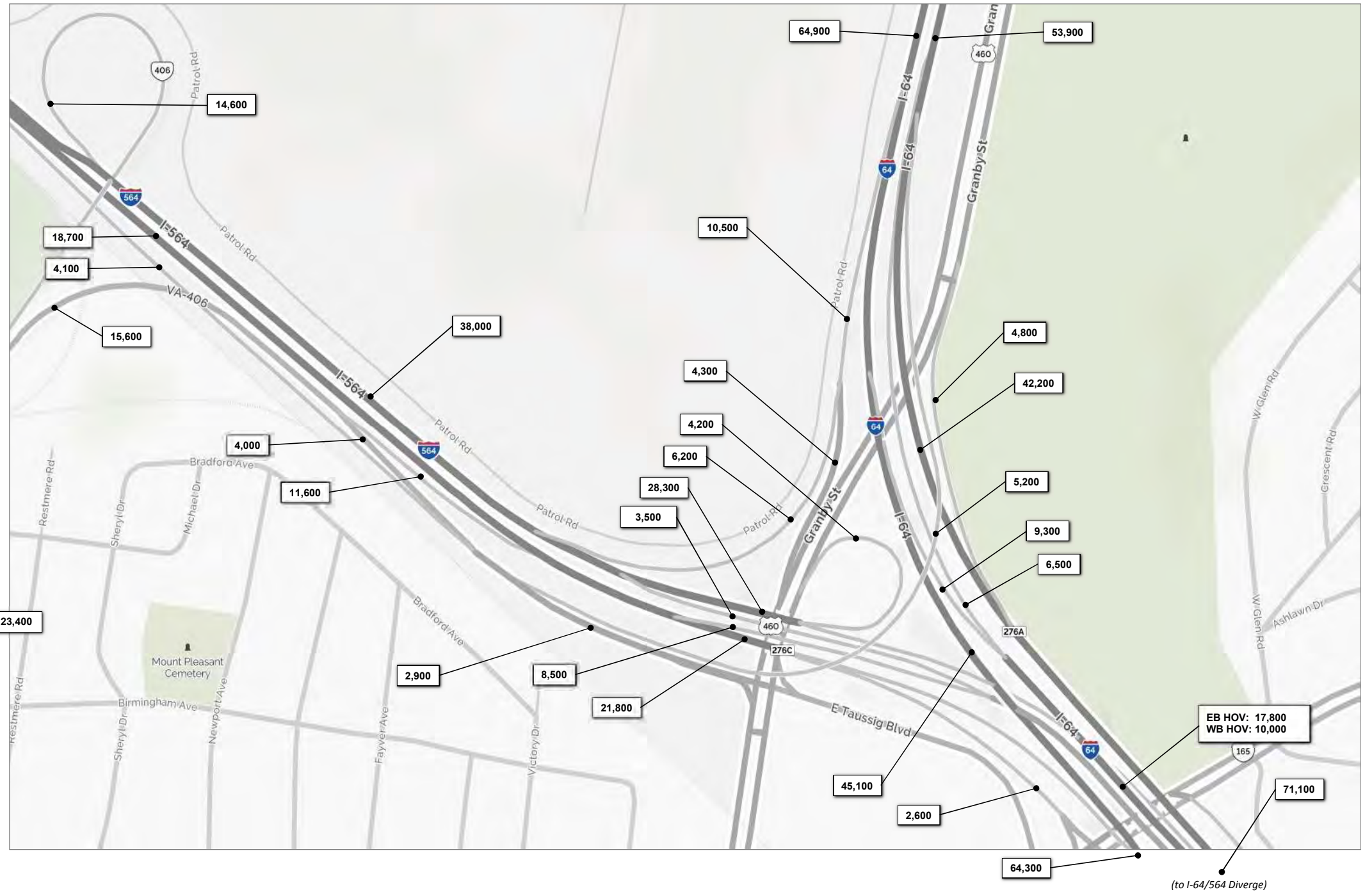
**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure G.1-3



<b>1</b>					
	2,500	5,700	Bainbridge Ave	R	T
				L	
	R	T			
	Bellinger Blvd			U	L
		100			
		2,300		L	
				100	
					100
					5,500



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

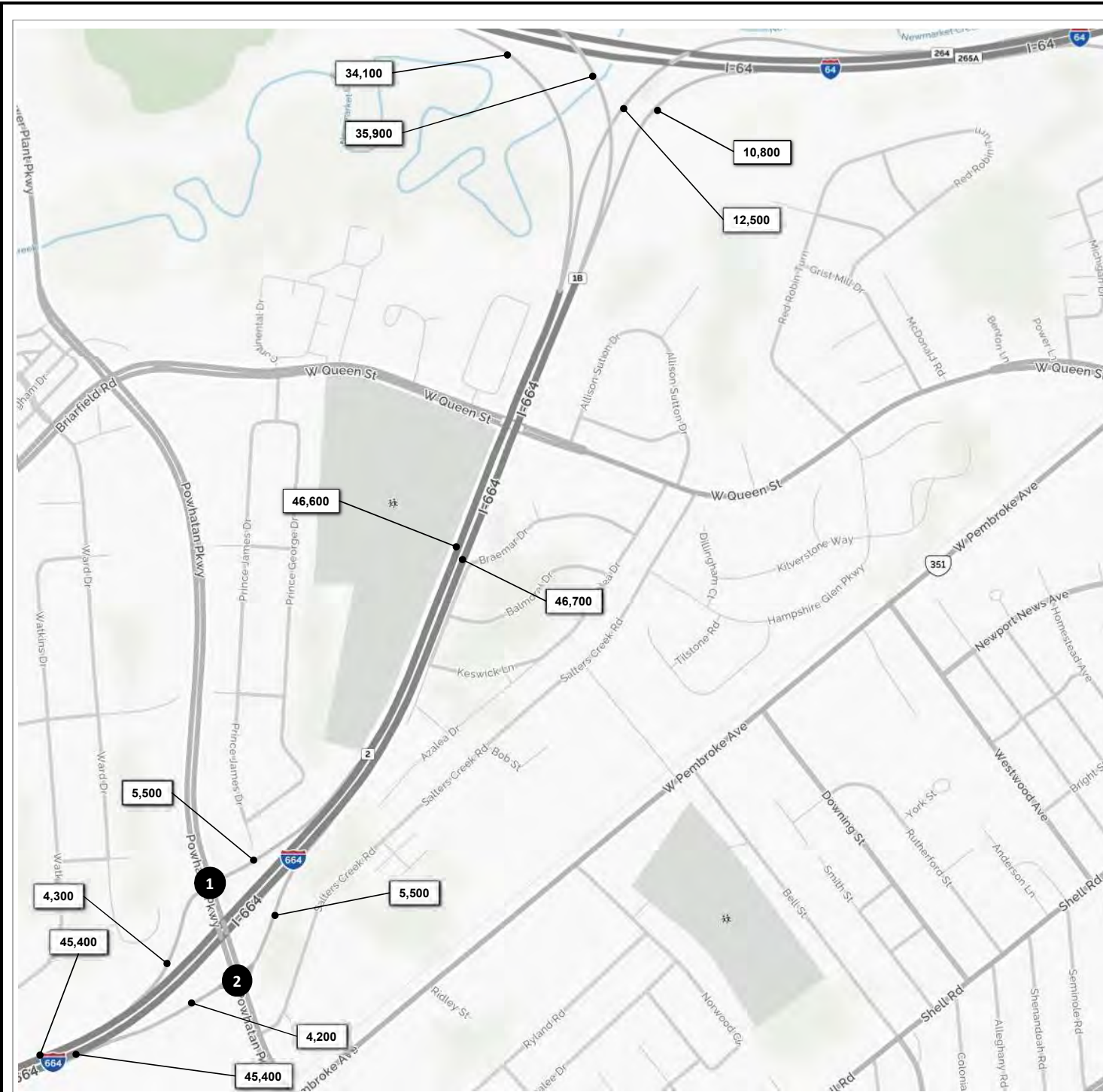


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure G.1-4



<b>1</b>			
R	1,100	L	4,400
		Powhatan Pkwy	
	4,900	L	700
	1,800	T	8,600
		R	1,900
		I-664 Ramp	
		T	5,500
		L	2,500

<b>2</b>			
		L	4,800
		T	6,100
		I-664 Ramp	
		L	1,900
		R	2,300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-5



<b>1</b>					
4,900		2,000	T	9,100	
R	T	L	L	1,000	
			Aberdeen Road		
			I-664 Ramp		
		10,300	T		
		3,700	R		

<b>2</b>					
			I-64 Ramp	R	2,300
			Aberdeen Road	T	6,600
			L	R	
		4,000	L		
		8,300	T		
				L	3,500
				R	600

<b>3</b>					
2,100		3,000	R	2,400	
R	T	L	T	2,400	
			L		
Chestnut Avenue			L	T	R
		4,400	L		
		300	T		
				R	100

<b>4</b>					
			R	3,600	
			T	2,400	
			L		
			Chestnut Avenue		
R	T	L	L	T	R
		1,400	L		
		6,100	T		
				R	

<b>5</b>					
700	2,600	500	R	500	
R	T	L	T	3,000	
			L	400	
Chestnut Avenue			L	T	R
		700	L		
		3,100	T		
		2,300	R	2,300	2,600
				R	400

<b>6</b>					
100	100	100	R	100	
R	T	L	T	1,800	
			L	400	
Roanoke Avenue			L	T	R
		500	L		
		1,200	T		
				R	

<b>7</b>					
			R	1,200	
			L		
			Roanoke Avenue		
R	T	L	L	T	R
		600	L		
				T	1,100
				R	600

<b>8</b>					
300	4,500	400	R	500	
R	T	L	T	600	
			L	300	
Roanoke Avenue			L	T	R
		200	L		
		600	T		
		400	R	300	4,500
				R	400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

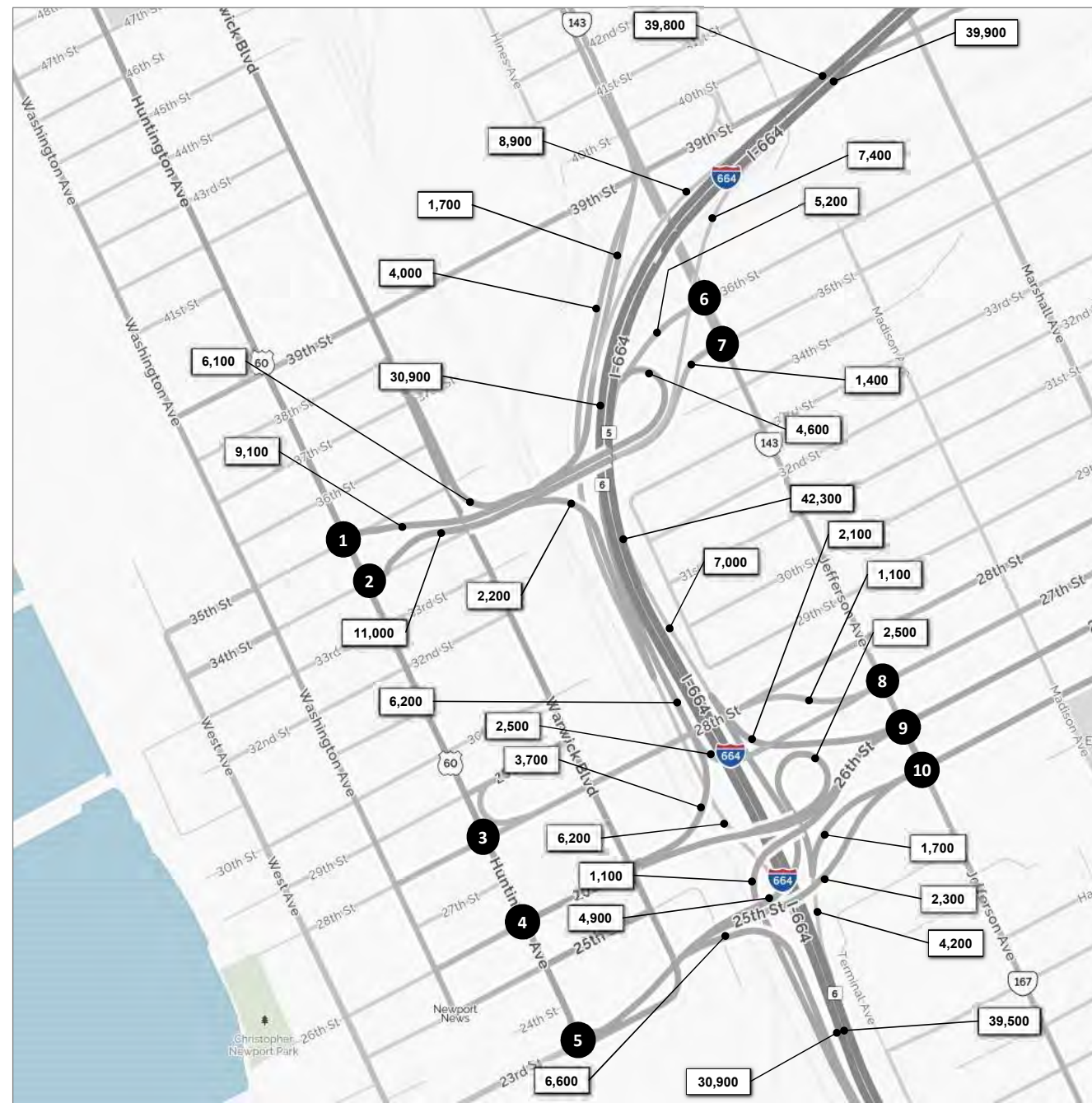


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-6



<b>1</b>					
400	9,800	T	3,900	35th Street	
R	T	L	6,300		
		Huntington Ave			

<b>6</b>					
4,500	400	R	700	36th Street	
T	L	L	200		
		Jefferson Ave		T	R
4,300	700	L	4,600	300	
200		T			

<b>2</b>					
7,200	8,900			34th Street	
T	L				
		Huntington Ave			
4,800	300	T			
		R			

<b>7</b>					
4,700	200			35th Street	
T	L			T	R
		Jefferson Ave		4,200	200
700	400	L			
300		T			

<b>3</b>					
500	9,500	600	R	500	
T	L	T	600	L	300
		Huntington Ave		28th Street	
500	400	T			
		R			

<b>8</b>					
4,200	700			27th Street	
T	L			T	R
		Jefferson Ave		2,800	
1,700	800	L			
1,100		T			

<b>4</b>					
1,100	9,400	T	4,800	26th Street	
R	T	L	2,800		
		Huntington Ave			

<b>9</b>					
1,200	4,100	R	400	26th Street	
T	L	T	1,900	L	700
		Jefferson Ave		L	T
			1,500	2,400	

<b>5</b>					
1,400	100	9,000			23rd Street
R	T	L			
		Huntington Ave			
4,800	400	T			
		R			

<b>10</b>					
3,700	1,100			25th Street	
R	T	L			
		Jefferson Ave		T	R
900	2,100	L	3,000	300	
1,000		T			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-7



1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-8



<b>1</b>			R	200	
			T	10,300	
			L	400	
R	T	L			
	1,400	L	L	T	R
	19,700	T	300	400	1,000
	900	R			

<b>2</b>					
			T	10,900	
			L	5,900	
US 17					
			10,400	T	
			10,300	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



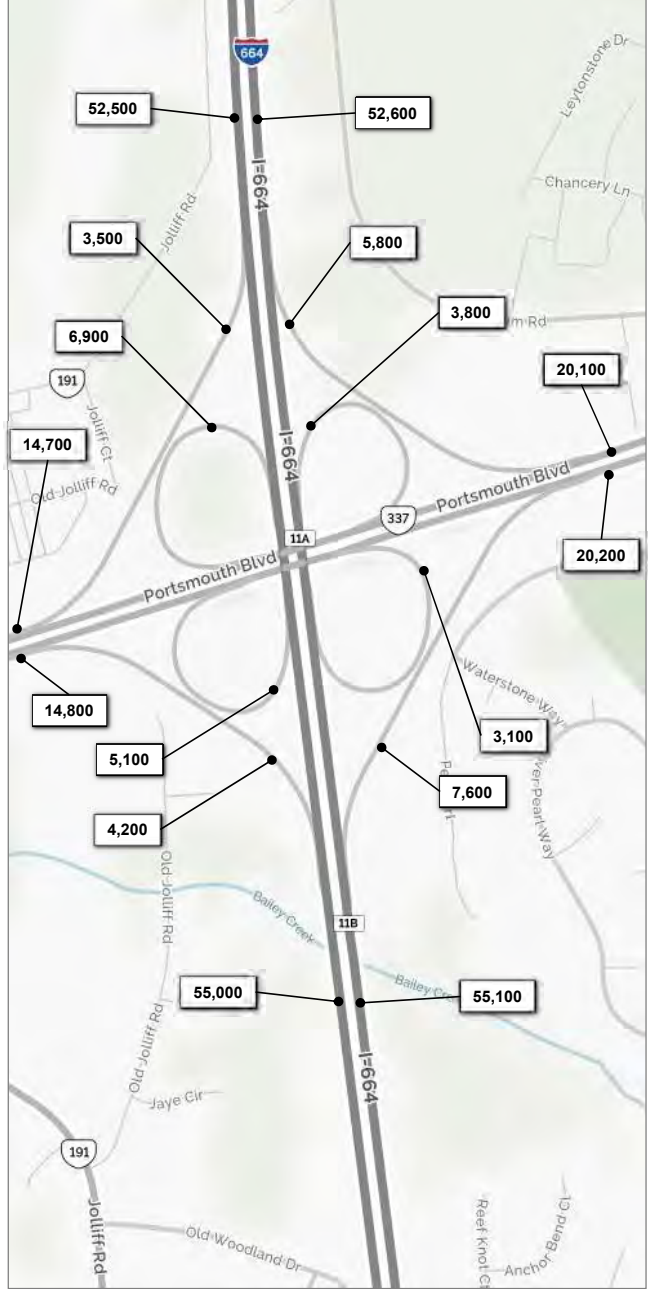
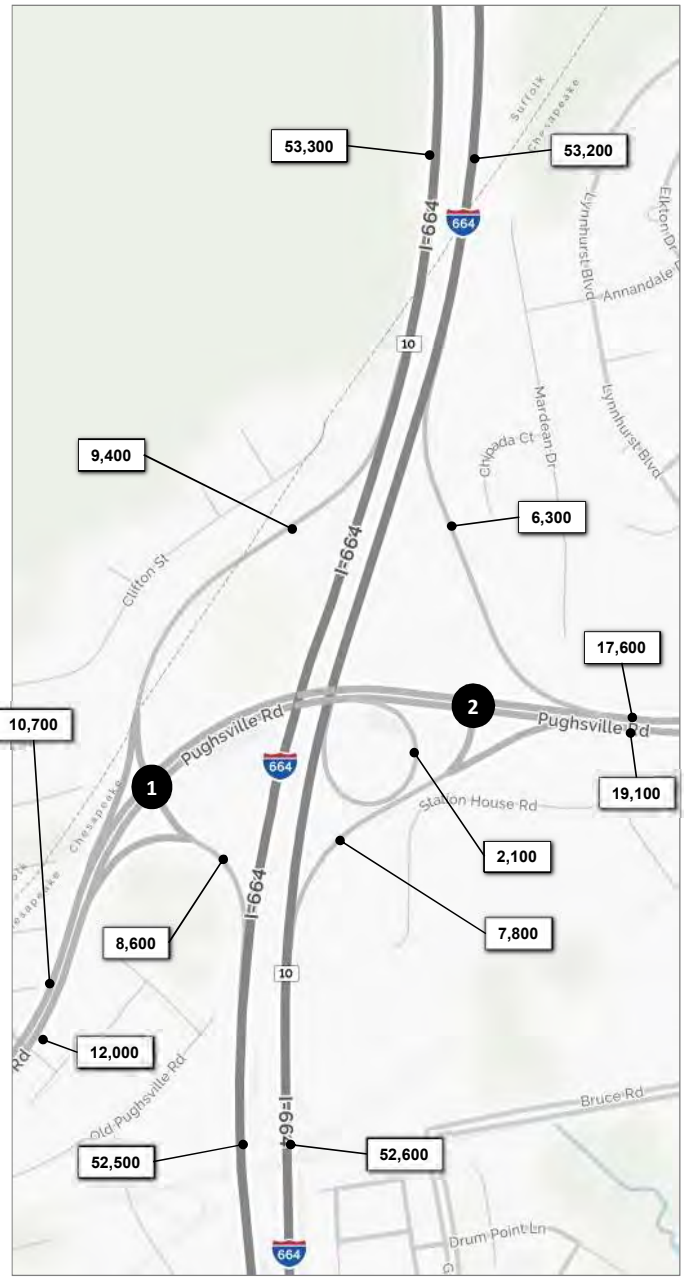
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-9





1	2,600	6,800	T 8,100	
	R	L	L 5,600	
				Pughsville Road
	9,000	T		
	3,000	R		

2			R 6,300	
			T 11,300	
	Pughsville Road	L	R	
	13,700	T	2,400	5,400
	2,100	R		

3	2,500	1,600	T 3,600	
	R	L	L 2,100	
				Dock Landing Road
	3,200	T		
	2,800	R		

4			R 1,800	
			T 4,000	
	Dock Landing Road	L	R	
	1,600	L	1,700	2,600
	3,200	T		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure G.1-10



<b>1</b>			
100	1,800	R 500	
		T 2,600	
R	L		
W. Military Hwy			
100	L		
	4,400	T	

<b>2</b>			
		T 2,300	
		L 3,400	
W. Military Hwy		L	R
	6,000	T	
	200	R	3,100
		800	

<b>3</b>			
100	5,300	T 3,800	
R	L		
S. Military Hwy			
	3,600	T	

<b>4</b>					
1,100	2,500	1,300	R 900		
			T 3,800		
			L 900		
			L	T	R
	2,300	L			
	3,500	T	6,200	1,800	1,100
	2,300	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure G.1-11



<b>1</b>			<b>R00</b>		
			T	10,300	
			L	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	19,700	T	300	400	1,000
	900	R			

<b>2</b>			<b>T 10,900</b>		
<b>L 5,900</b>					
<b>US 17</b>					
10,400			T		
10,300			R		

<b>3</b>			<b>R 5,600</b>		
<b>L 1,400</b>			<b>VA 164 Ramp</b>		
<b>T</b>					
18,000					
			12,200		

<b>4</b>			<b>VA 164 Ramp</b>		
14,000			T		
	5,400	L			
			T	12,200	
			R	1,700	

<b>5</b>			<b>R 7,200</b>		
<b>T 9,700</b>			<b>L 200</b>		
<b>R T L</b>					
7,000	100	6,900	L	T	R
			100	100	100
	6,600	L			
	10,000	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure G.1-12



<b>1</b>					
4,100	8,800	R	3,300		
		L	2,800		
R	T	L	T		
		L	2,800	T	10,100
				Towne Point Road	

<b>2</b>					
7,900	3,700				
T	L	L	T	R	
4,300	L	L	T	R	
3,000	R	L	T	R	2,900
				Towne Point Road	

<b>3</b>					
2,900	5,100	300	R	100	
			T	1,100	
R	T	L	L	800	
			L	T	R
	1,600	L	3,900	5,400	2,000
	500	T			
	1,400	R			

<b>4</b>					
4,900					
T					
4,200	L				
4,400	R				
					T
					9,100
					Cedar Lane

**Legend**

xx,xxx Weekday Daily Volume

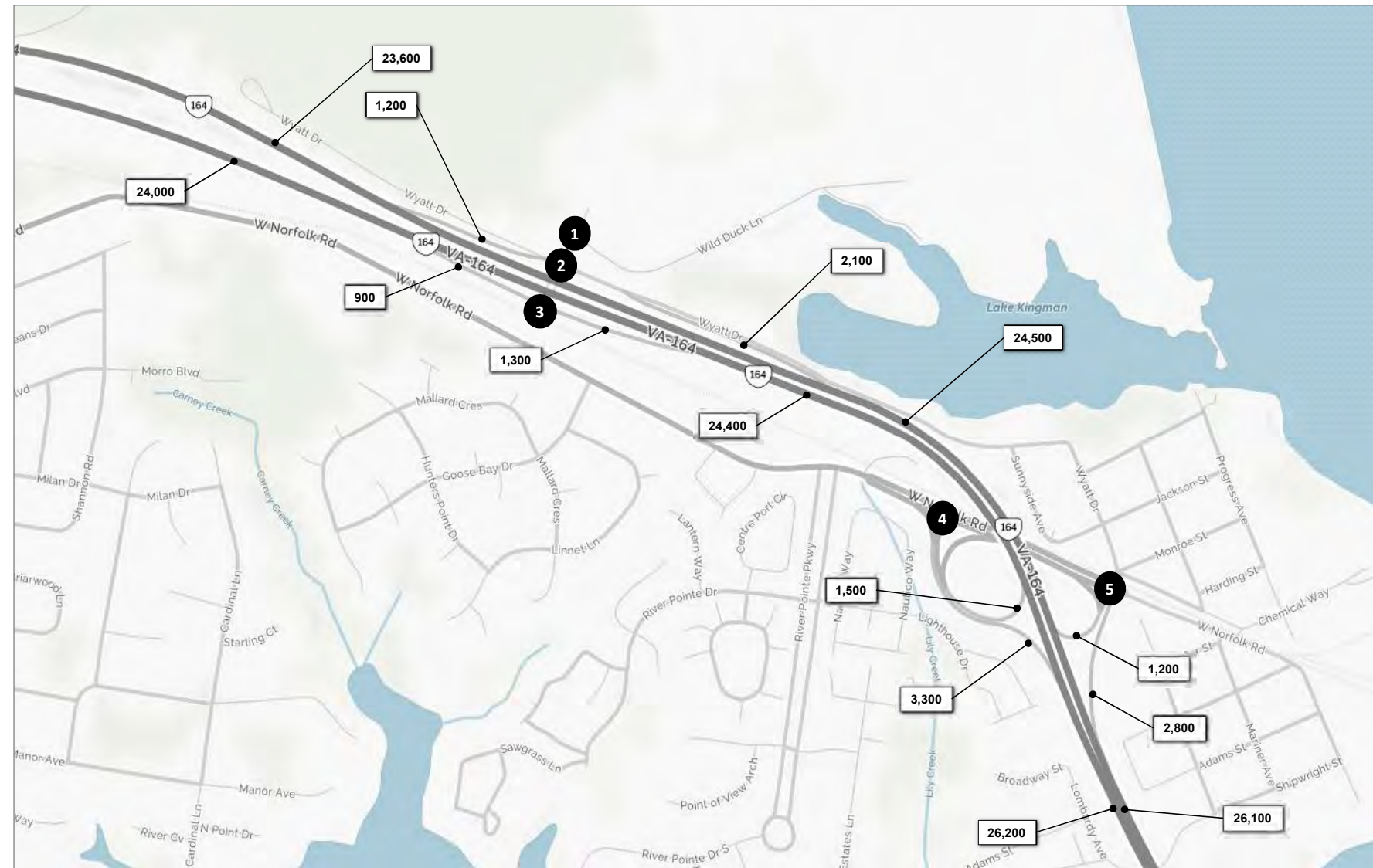
NOT TO SCALE



**2028 Alternative A  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure G.1-13



<b>1</b>					
100	1,900	100	R	100	
			T	100	
			L	300	
<hr/>					
	100	L	L	T	R
	100	T	100	2,600	300
	100	R			

<b>2</b>					
1,100	1,200	V/G Blvd	R	2,100	
			T	100	
			L	100	
<hr/>					
			L	T	R
				900	

<b>3</b>					
		1,300			
		L			VA 164 Ramp
<hr/>					
	900	L			
		T			
			V/G Blvd		

<b>4</b>					
			T	2,400	
			L	1,000	
<hr/>					
			L		R
	1,300	T	900		600
	2,300	R			

<b>5</b>					
300	200	200	R	200	
			T	1,100	
			L	400	
<hr/>					
			L	T	R
	300	L	2,000	100	700
	1,000	T			
	600	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure G.1-14



<b>1</b>					
300	400	600	R	1,000	
			T	2,100	
			L	2,000	
<b>R</b>			<b>T</b>		
Cleveland St			L	T	R
	400	L			
	2,900	T	100	100	800
	200	R			

<b>2</b>				
4,000		1,500	T	1,100
<b>R</b>			<b>L</b>	
Cleveland St				
	4,300	T		

<b>3</b>				
600		400	R	1,200
<b>R</b>			<b>L</b>	
Cleveland St				
	5,300	L		
	500	T		
		R		

<b>4</b>				
100	200	2,300	R	700
<b>R</b>			<b>T</b>	
Woodrow St			L	1,200
	300	L		
	1,500	T		
	200	R		
			L664 Ramp	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

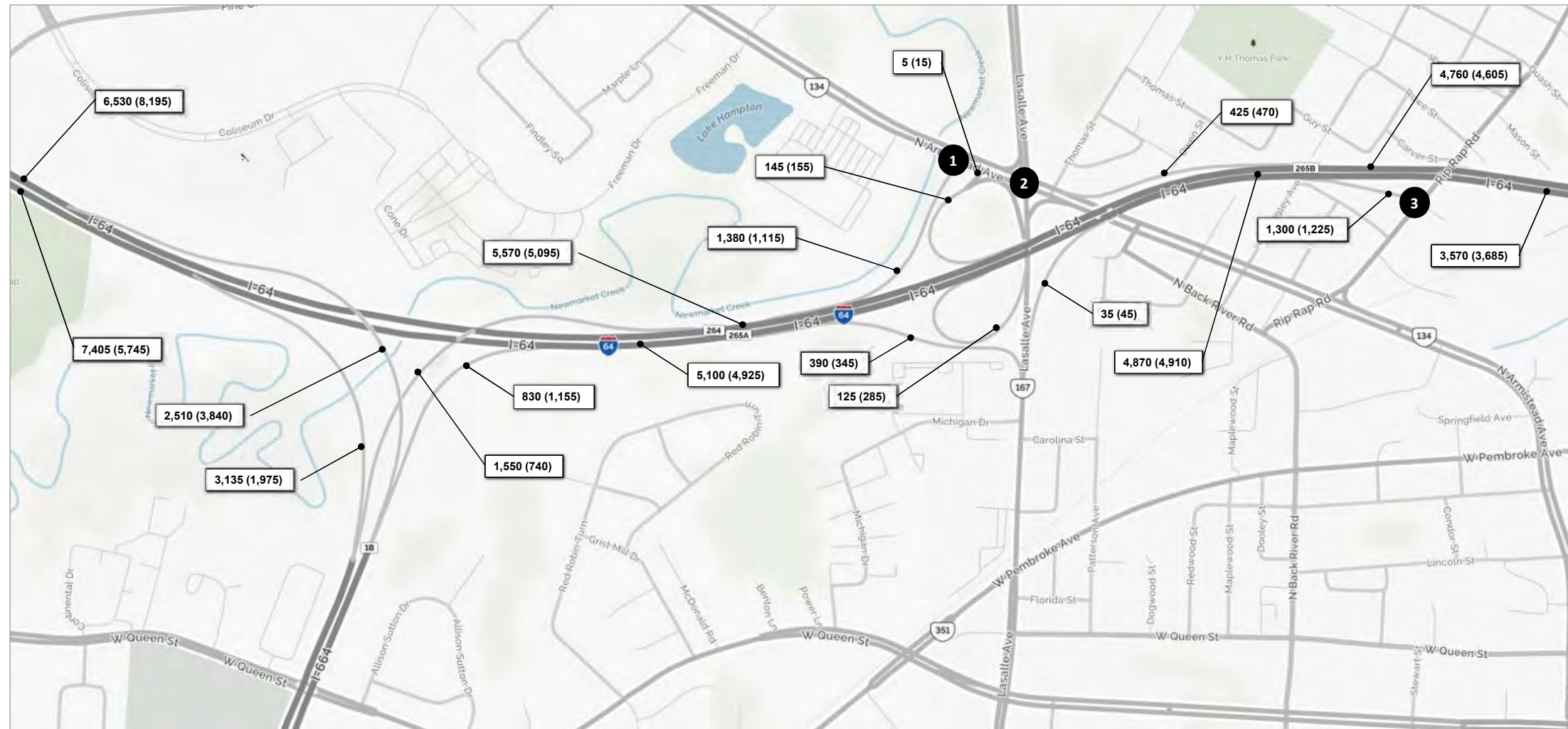


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure G.1-15



1					
	R		T	755 (1,115)	
	L		T	1,035 (875)	
R	T	L			
Armistead Ave		L	T	R	
		L			5 (15)
	830 (1,160)		T		
	345 (240)		R		

2					
	R		T	210 (130)	
	L		T	820 (1,105)	
	L		L	40 (60)	
R	T	L			
Armistead Ave		L	T	R	
	45 (70)		L		5 (40)
	540 (635)		T	160 (160)	
	245 (455)		R	545 (610)	

3			
	T		
I-64 Ramp	760 (855)	L	
	540 (370)	R	
		Rip Rap Rd	T
			110 (225)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

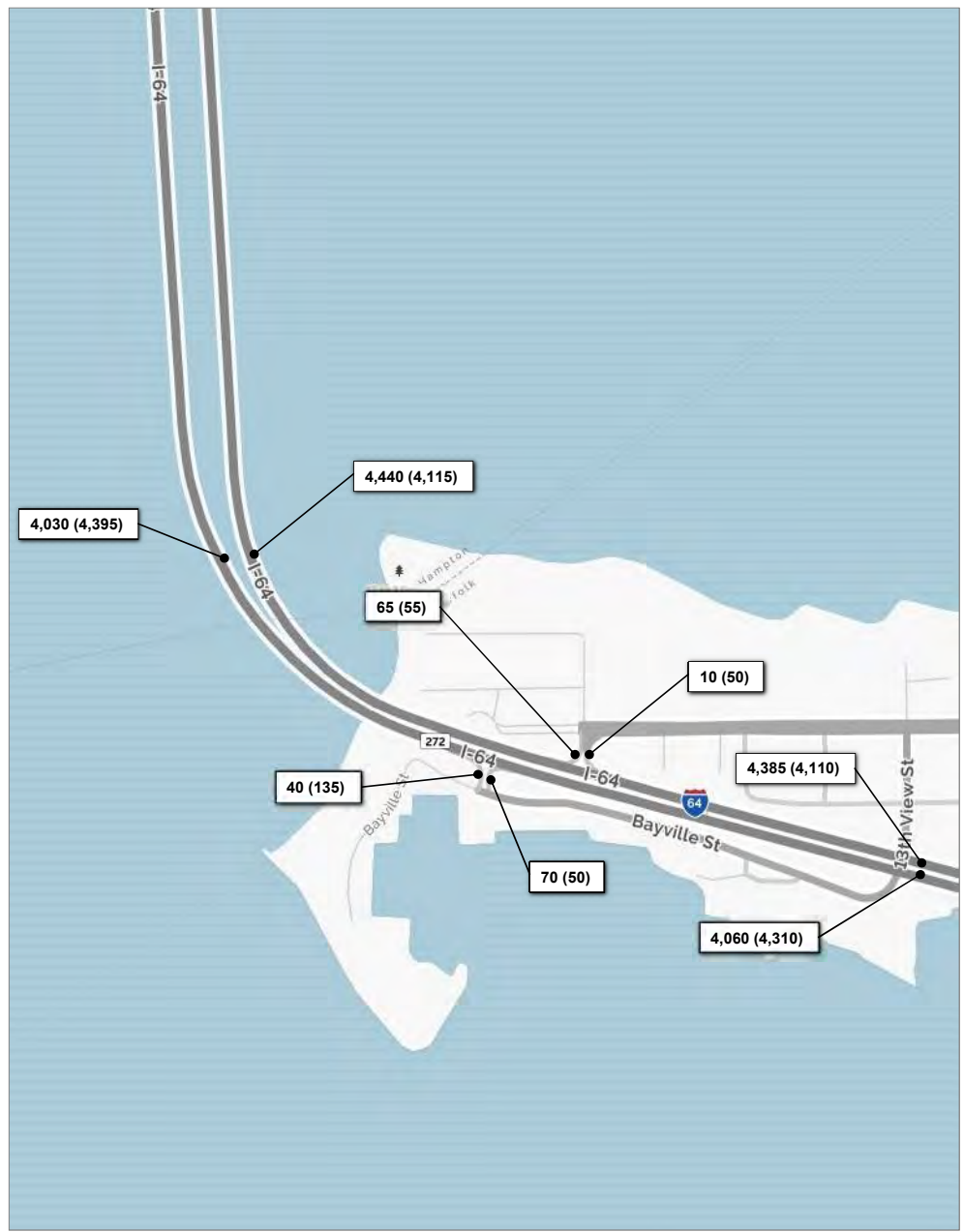


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure G.2-1



<b>1</b>	35 (55)	335 (225)	270 (315)	T	445 (510)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	1,030 (1,320)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>	560 (575)					
	L 290 (195)					
Settlers Landing Rd						
	610 (1,225)		T			
	780 (810)		R			

<b>3</b>	R 565 (280)					
	T 745 (475)					
Settlers Landing Rd						
	120 (605)		L	L	205 (295)	R
	490 (620)		T			215 (375)

<b>4</b>	100 (20)	5 (10)	35 (65)	T	235 (75)	
	R	T	L	L	20 (30)	
S. Mallory St						
	75 (355)		T			
	145 (345)		R			

<b>5</b>	165 (30)	0 (0)	165 (220)	R	290 (245)	
	R	T	L	L	75 (45)	
S. Mallory St						
	35 (245)		L	L	15 (30)	
	70 (155)		T		60 (35)	5 (5)
	5 (10)		R			

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A  
 Peak Hour Volumes  
 I-64 Corridor**





1	245 (70)	250 (475)	T	135 (135)
	R	L	L	295 (120)
4th View St				
	60 (545)	T		
	85 (95)	R		

2			R	410 (405)
			T	360 (205)
4th View St				
	30 (365)	L	L	R
	280 (655)	T	70 (50)	105 (105)

3	70 (55)	980 (685)	US 460	
	R	T	L	T
			L	160 (475)
			T	430 (550)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

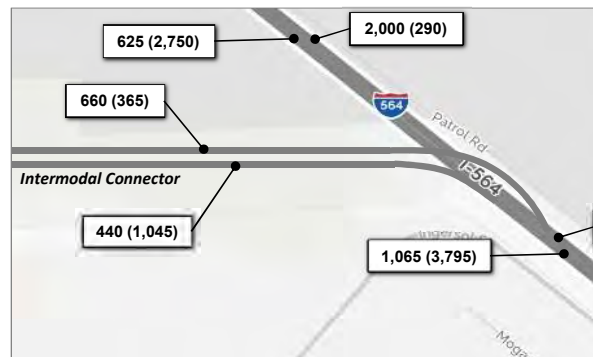


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

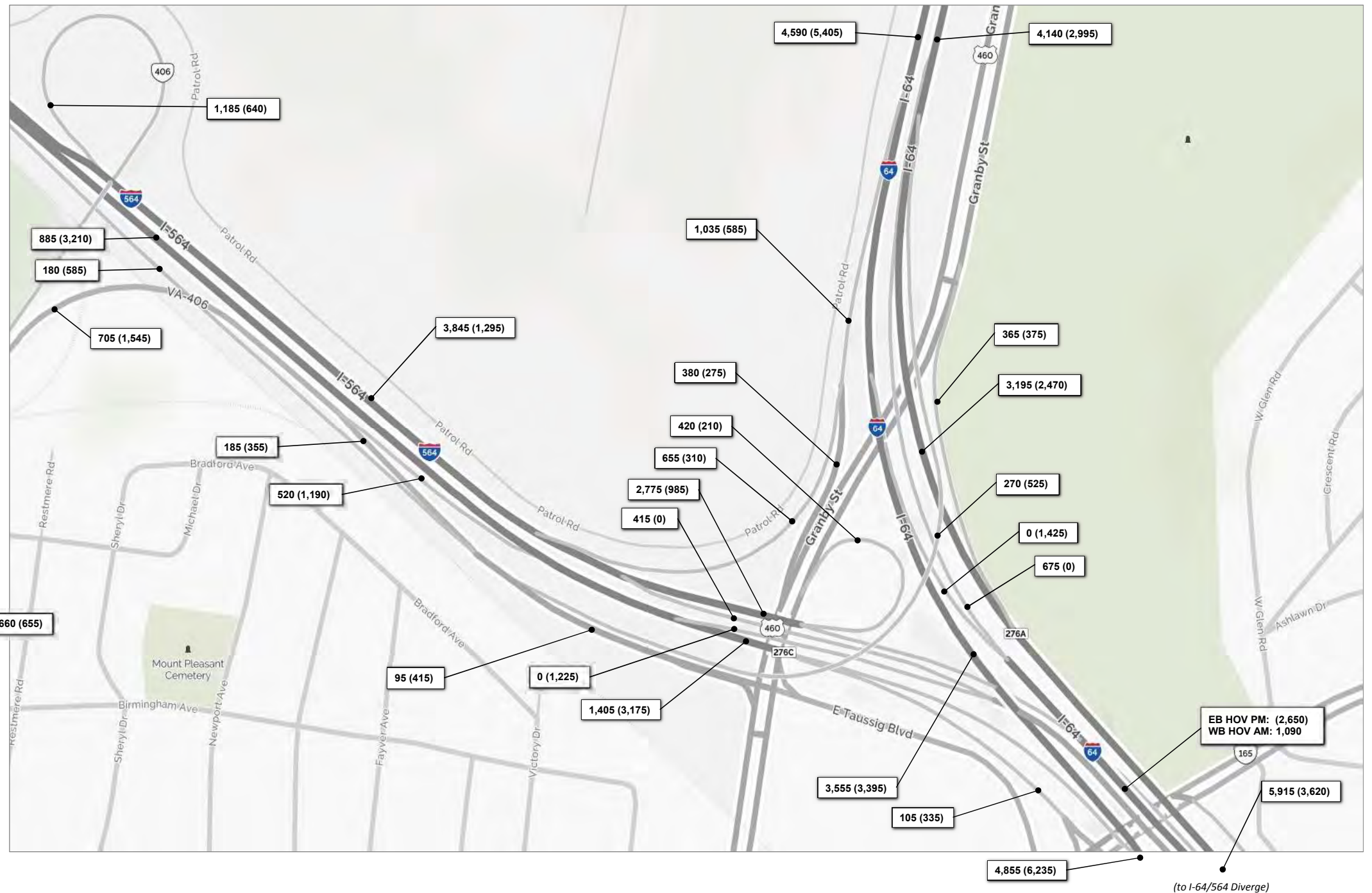
**2028 Alternative A**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure G.2-3



1					
135 (200)	145 (330)	Bainbridge Ave		R	T
		R	T	L	L
Bellinger Blvd				U	L
		0 (5)		U	L
		215 (85)		L	L
				5 (5)	5 (5)
					675 (135)



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

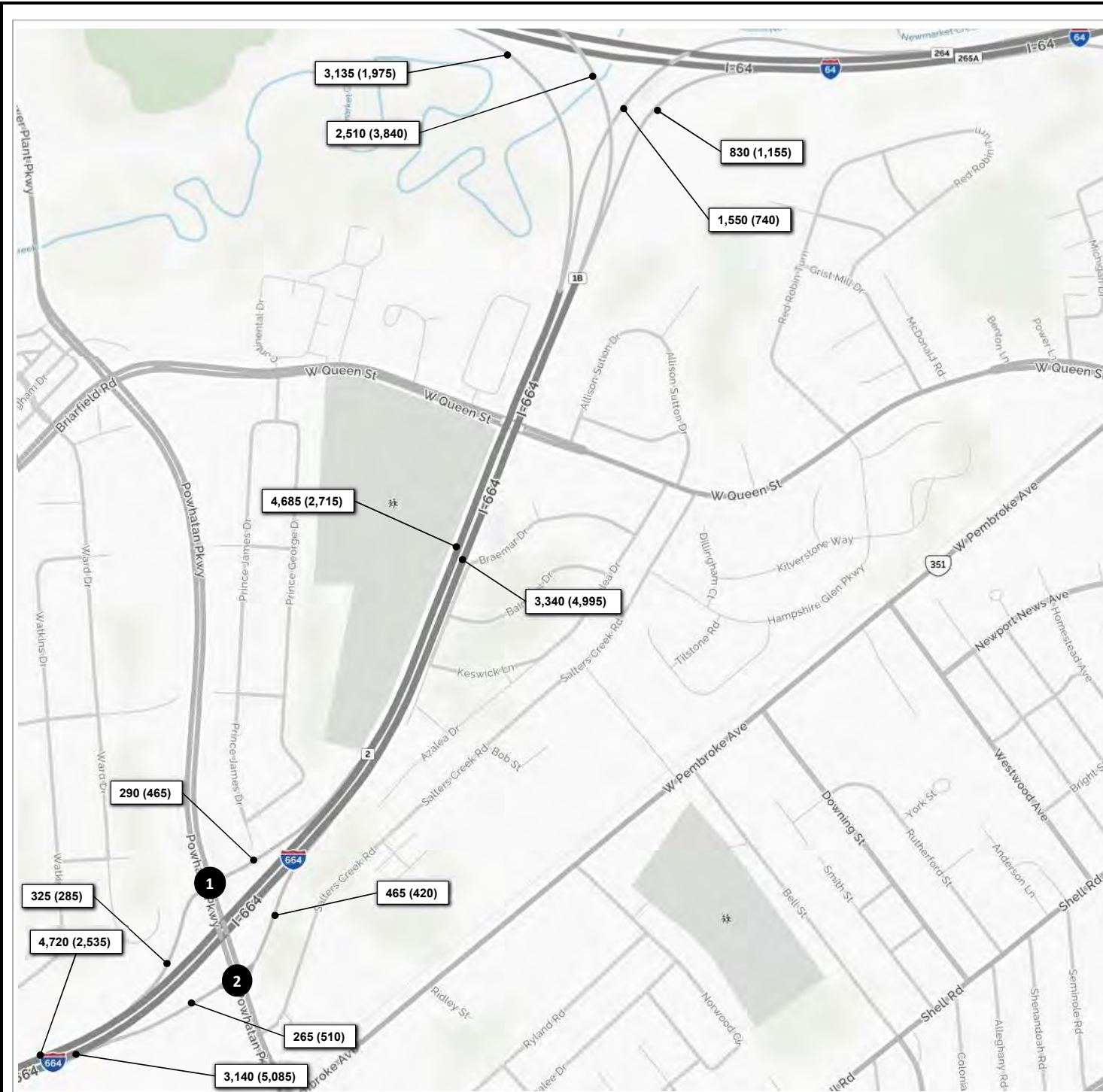


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure G.2-4



1	T	220 (380)	T	275 (545)
	R	L	L	200 (155)
			Powhatan Pkwy	
	235 (415)	T		
	125 (130)	R		
			I-664 Ramp	

2	I-664 Ramp		R	405 (375)
			T	415 (480)
	Powhatan Pkwy		L	
	60 (45)	L		
	395 (750)	T		
			L	60 (220)
			R	205 (290)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

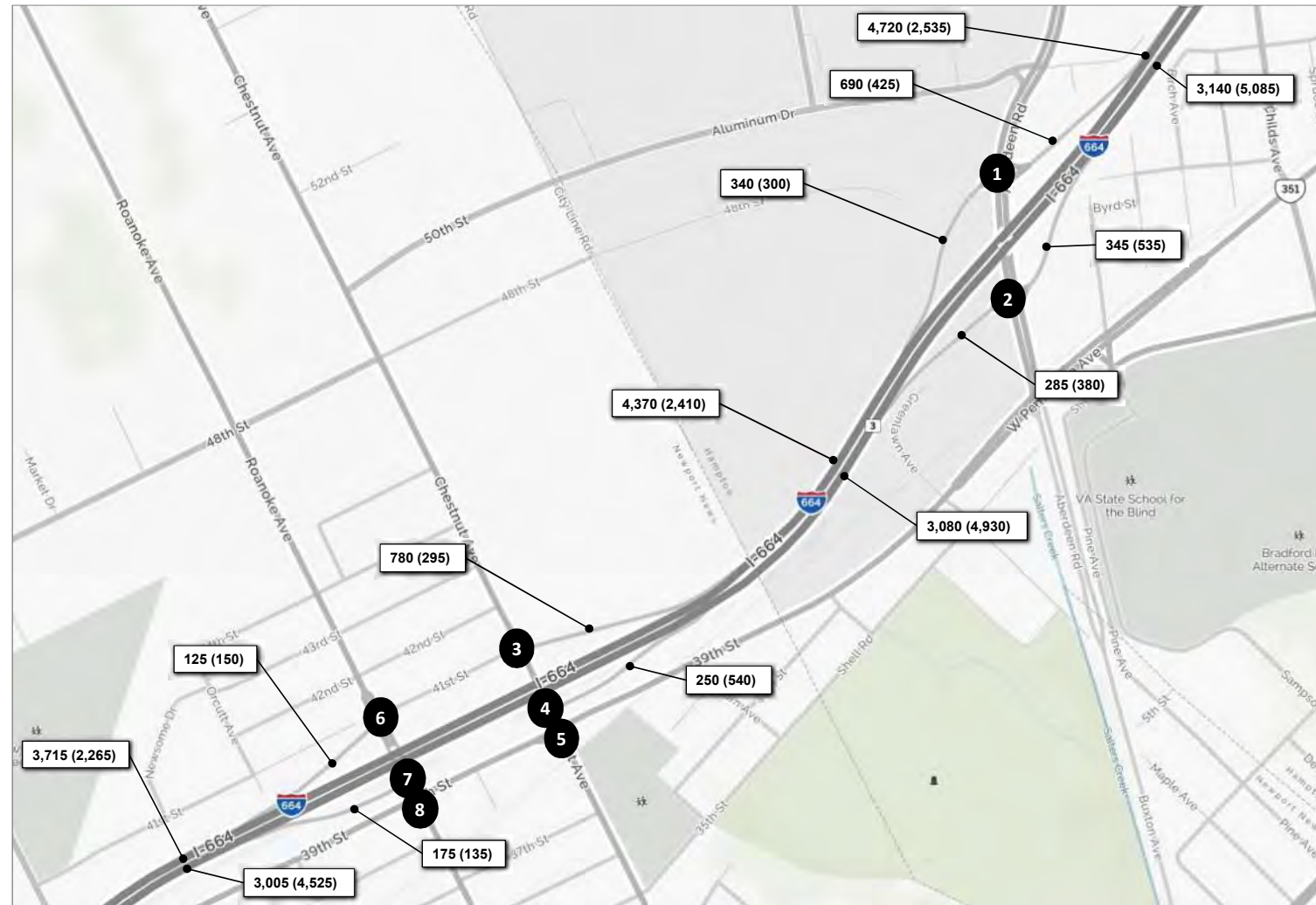


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-5



1	545 (270)		145 (155)		T	530 (765)	
	R	T	L		L	90 (85)	
				Aberdeen Road			
		475 (975)		T			
		250 (215)		R			
				I-664 Ramp			

2				I-64 Ramp		
				R	160 (155)	
			Aberdeen Road			
			L	220 (285)		
			R	65 (95)		
			L	185 (380)		
			T	435 (750)		

3	285 (120)		495 (175)		R	110 (220)	
	R	T	L		T		
				Aberdeen Road			
				L	T	R	
		265 (365)		T			
		40 (20)		R			
				Chestnut Avenue			
				L	T	R	
						10 (15)	

4				R		
				T	185 (430)	
			Chestnut Avenue			
			L	110 (220)		
			L	R		
			L	65 (110)		
			T	705 (445)		
			R			

5	50 (60)		250 (185)		R	30 (50)	
	R	T	L		T	155 (275)	
				Aberdeen Road			
				L	T	R	
		30 (75)		L			
		230 (275)		T			
		445 (95)		R			
				Chestnut Avenue			
				L	T	R	
						20 (35)	

7				R		
				T	55 (140)	
			Roanoke Avenue			
			L	80 (95)		
			L	R		
			L	60 (50)		
			T	95 (40)		
			R			

6	5 (10)		25 (5)		R	5 (5)	
	R	T	L		T	115 (150)	
				Aberdeen Road			
				L	T	R	
		5 (10)		L			
		50 (45)		T			
		85 (65)		R			
				Roanoke Avenue			
				L	T	R	
						20 (25)	

8	20 (25)		680 (280)		R	10 (35)	
	R	T	L		T	25 (90)	
				Roanoke Avenue			
				L	T	R	
		15 (25)		L			
		50 (50)		T			
		90 (15)		R			
				Roanoke Avenue			
				L	T	R	
						20 (25)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

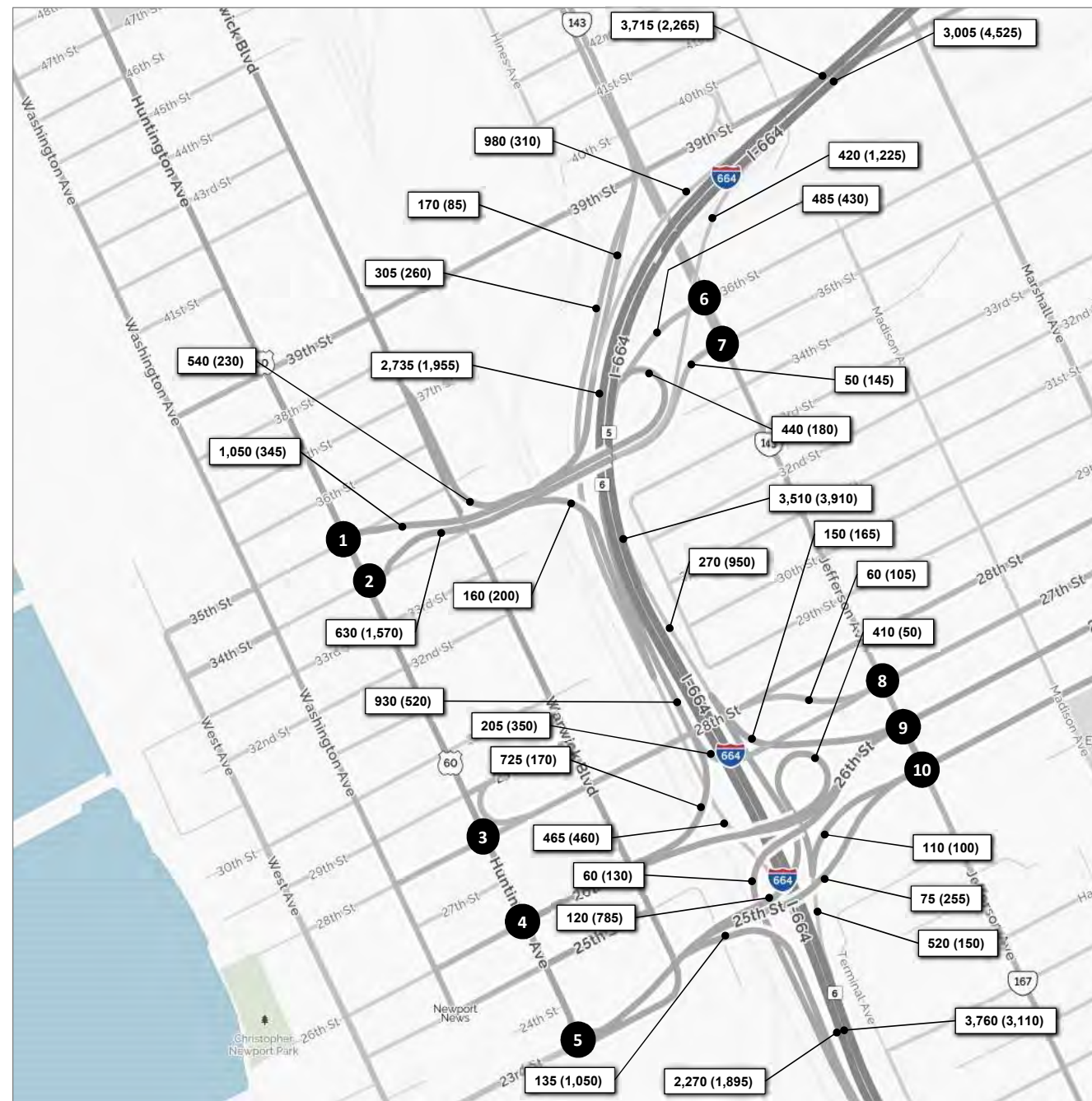
NOT TO SCALE



**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-6



1	875 (1,235)		T	395 (110)	
	55 (20)		R	655 (235)	35th Street
		Huntington Ave			

6	295 (440)	25 (45)		R	45 (40)
				L	15 (10)
		Jefferson Ave		36th Street	
		280 (375)	L	T	R
		195 (45)	T		205 (455)
		10 (10)	R		5 (30)

2	1,000 (385)	530 (1,085)			
			T		34th Street
		Huntington Ave			
		220 (720)	T		
		35 (20)	R		

7	300 (445)	20 (15)			
			T		35th Street
		Jefferson Ave			
		20 (70)	L	T	R
		10 (40)	T		190 (415)
		20 (35)	R		10 (15)

3	55 (10)	815 (965)	35 (55)	R	55 (20)
				T	35 (30)
		Huntington Ave		28th Street	
		25 (50)	T		
		20 (35)	R		

8	240 (435)	40 (75)			
			T		27th Street
		Jefferson Ave			
		105 (125)	L	T	R
		75 (155)	T		140 (265)
		85 (175)	R		0 (0)

4	80 (55)	575 (1,265)		T	730 (275)
				L	500 (80)
		Huntington Ave		26th Street	

9	95 (125)	230 (485)		R	30 (40)
				T	120 (150)
		Jefferson Ave		26th Street	
			L	T	
					90 (155)
					110 (225)

5	320 (30)	5 (10)	225 (1,375)		
				T	
		Huntington Ave		23rd Street	
		105 (715)	T		
		15 (75)	R		

10	170 (400)	70 (120)			
			T		25th Street
		Jefferson Ave			
		20 (60)	L	T	R
		125 (165)	T		180 (320)
		40 (130)	R		15 (25)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

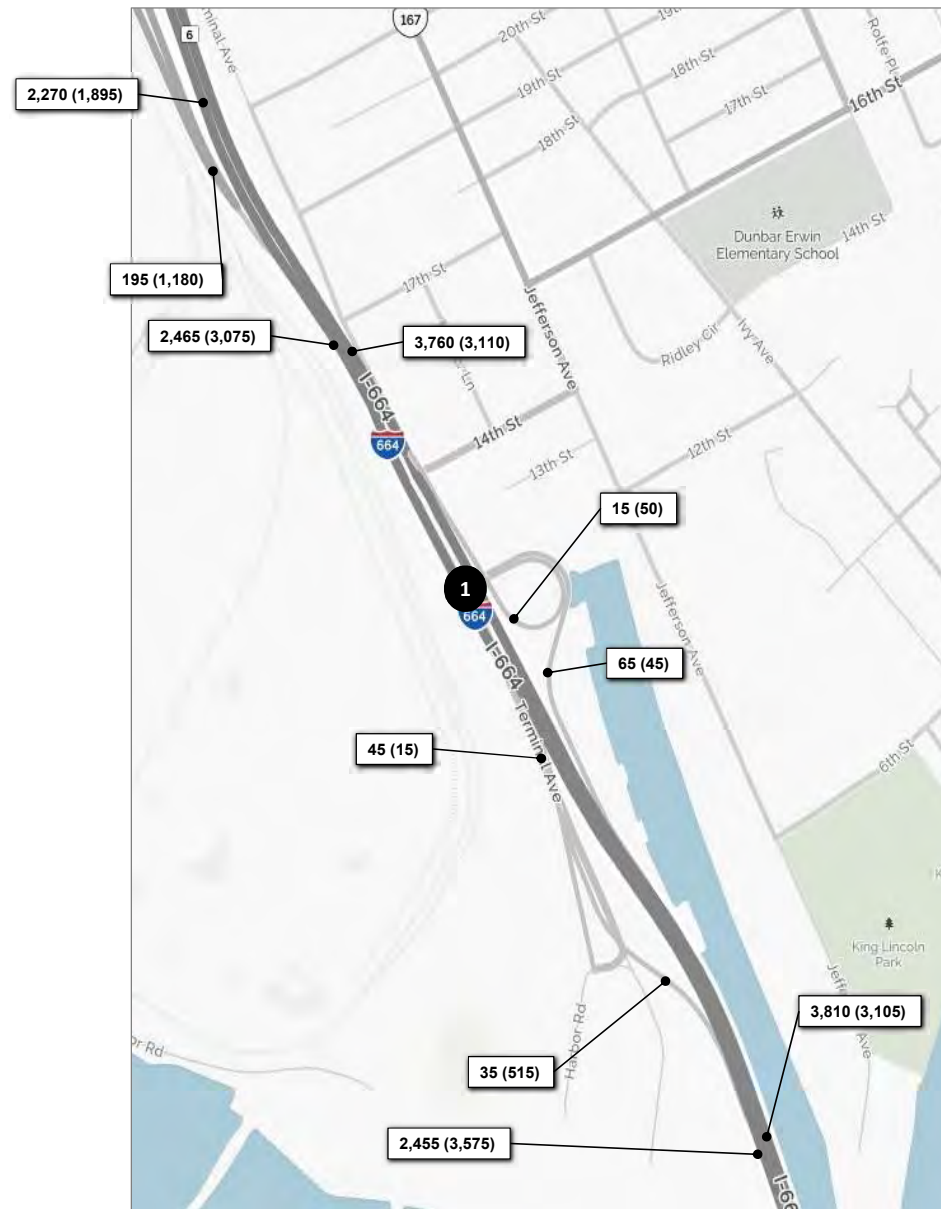


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-7



1	110 (610)	10 (40)	R 30 (30)	
	T	L	L 35 (15)	
		Terminal Ave	T 35 (25)	R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

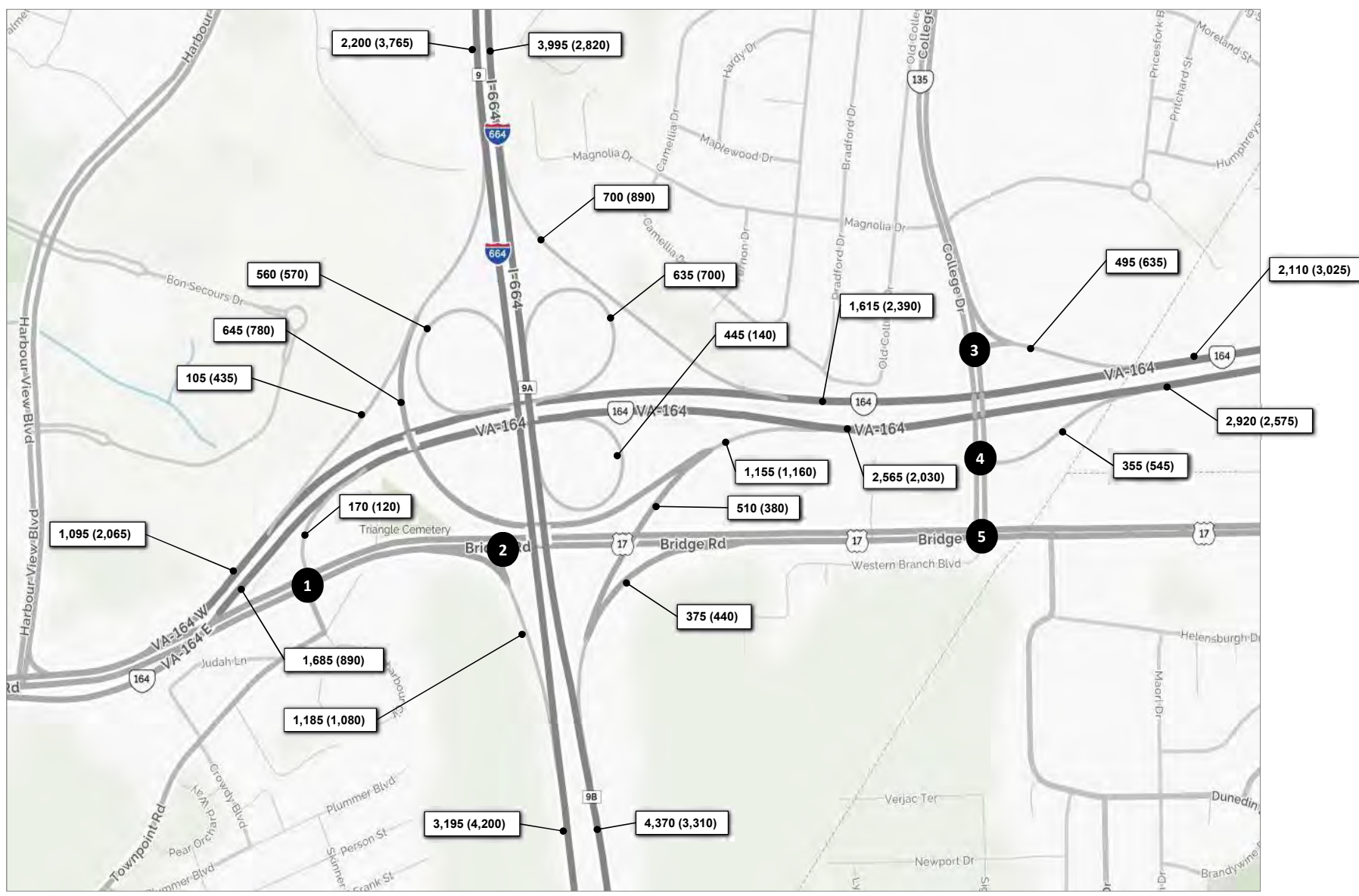


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-8



<b>1</b>				R	25 (15)	
				T	395 (965)	
				L	35 (50)	
US 17						
	90 (85)	L		L	T	R
	1,480 (1,345)	T		35 (35)	55 (20)	105 (90)
	50 (130)	R				

<b>2</b>				T	455 (1,030)
				L	400 (425)
US 17					
	800 (780)	T			
	785 (655)	R			

<b>3</b>	845 (1,500)			R	395 (480)
				L	100 (155)
				VA 164 Ramp	
T					
			T		
			660 (1,010)		

<b>4</b>	700 (1,300)				
				VA 164 Ramp	
	T				
	245 (455)	L			
			T		
			660 (1,010)		
			R		
			110 (90)		

<b>5</b>	390 (640)			R	345 (625)
				T	460 (805)
				L	10 (15)
US 17					
	420 (465)	L	L	T	R
	745 (740)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

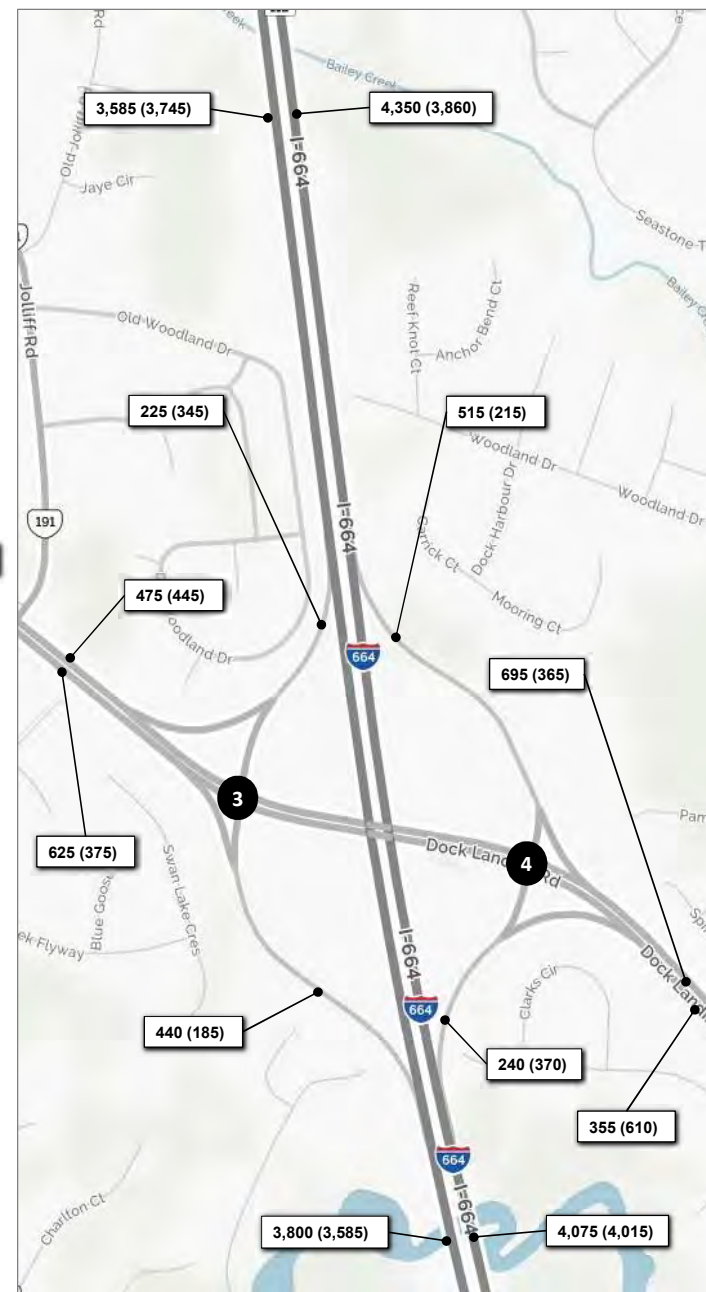
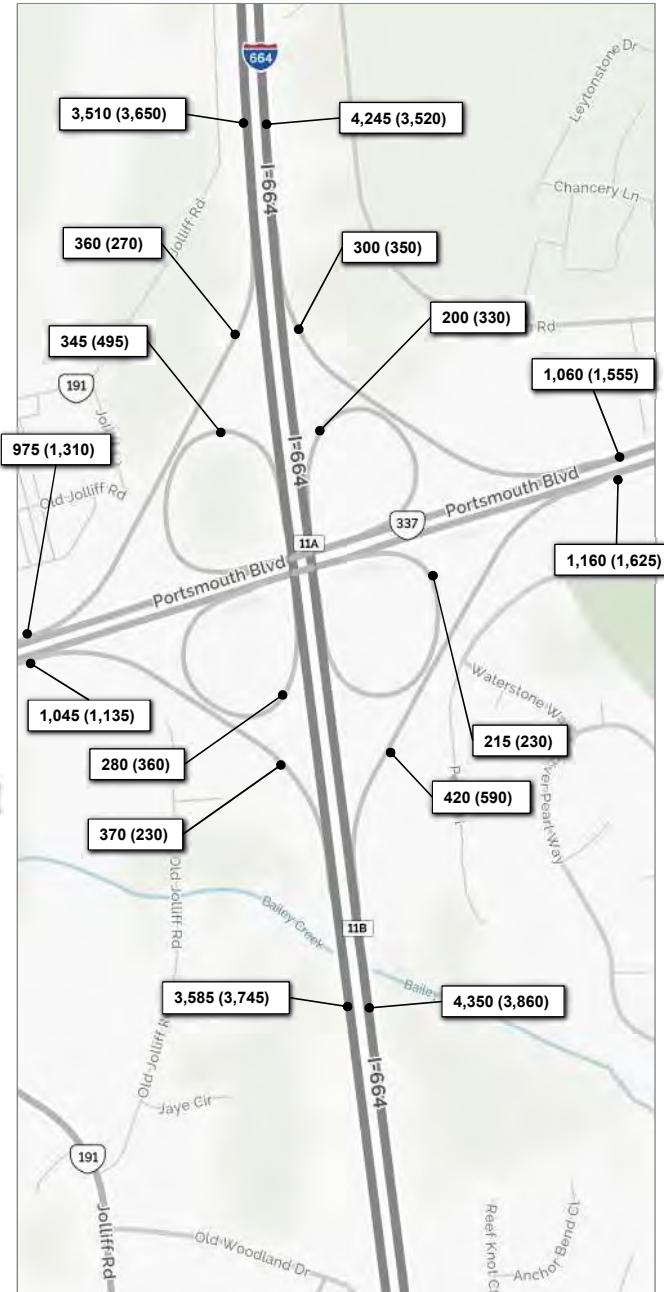
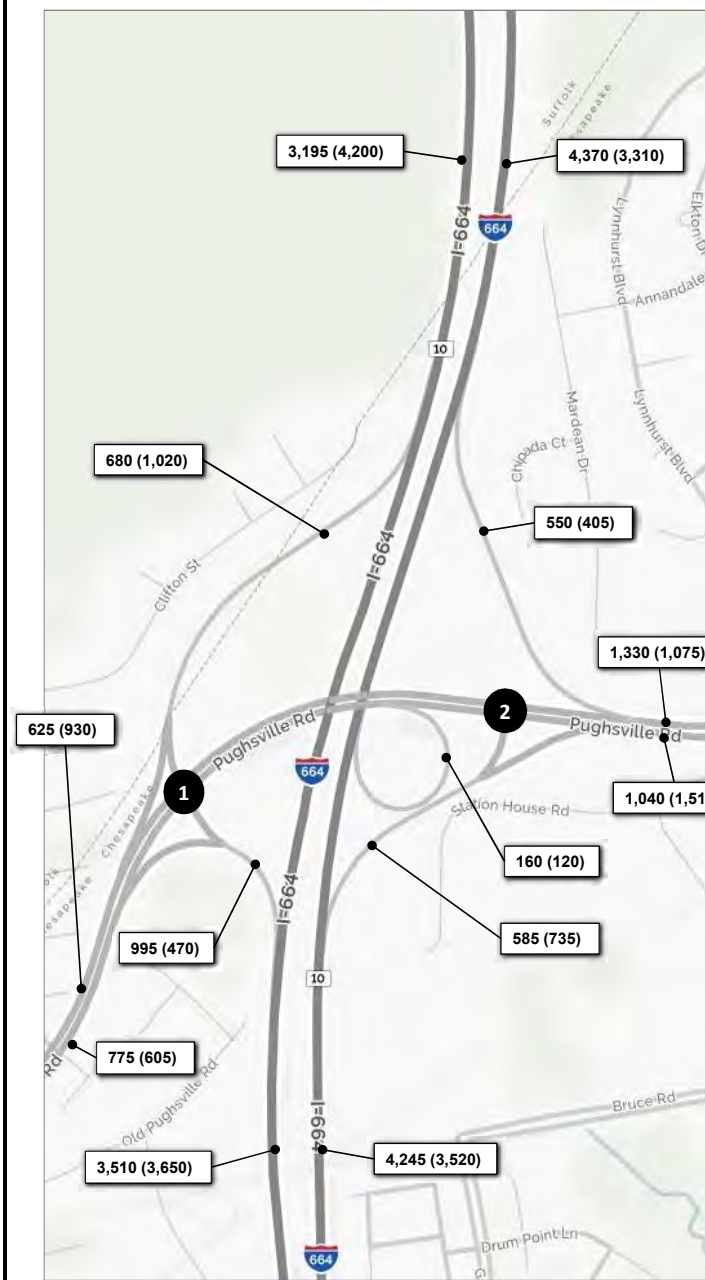


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure G.2-9



1	330 (345)	350 (675)	T 295 (585)	
	R	L	L 590 (325)	
Pughsville Road				
	370 (460)	T		
	405 (145)	R		

2			R 550 (405)	
			T 780 (670)	
Pughsville Road				
	560 (1,015)	T	L 105 (240)	R 480 (495)
	160 (120)	R		

3	160 (190)	65 (155)	T 315 (255)	
	R	L	L 240 (115)	
Dock Landing Road				
	425 (305)	T		
	200 (70)	R		

4			R 245 (95)	
			T 450 (270)	
Dock Landing Road				
	270 (120)	L	L 105 (100)	R 135 (270)
	220 (340)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



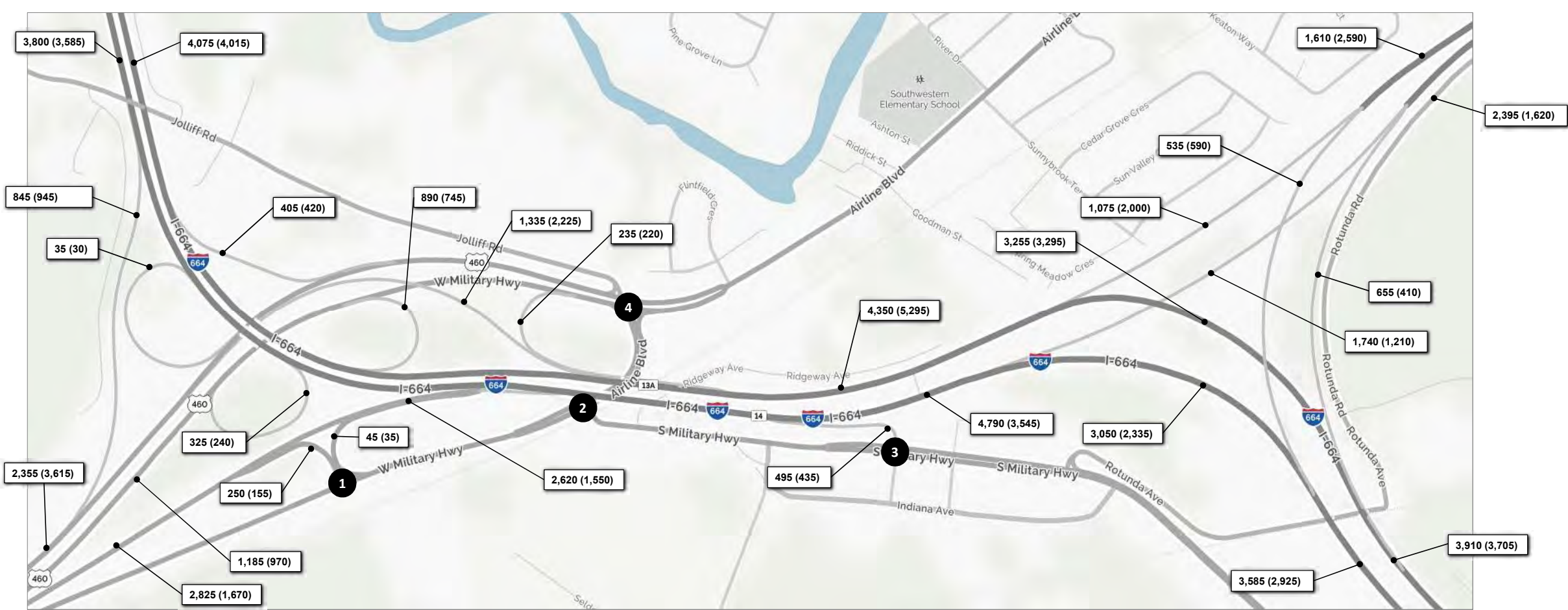
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-10





<b>1</b>				
	5 (5)	245 (150)	R 40 (30)	T 185 (195)
	R	L		
	W. Military Hwy			
	5 (5)	L		
		75 (345)	T	

<b>2</b>				
			T 195 (145)	L 445 (325)
			L	R
	W. Military Hwy			
	290 (480)	T	30 (80)	165 (415)
		30 (15)	R	

<b>3</b>				
	10 (15)	485 (420)		T 185 (480)
	R	L		
	S. Military Hwy			
		475 (340)	T	

<b>4</b>					
	75 (35)	300 (120)	110 (45)	R 95 (65)	T 275 (250)
				L 105 (80)	
			L	T	R
		330 (175)	L	266 (610)	65 (80)
		290 (240)	T	125 (205)	
		235 (270)	R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure G.2-11



<b>1</b>				<b>R5 (15)</b>		
				<b>T</b>	395 (965)	
				<b>L</b>	35 (50)	
	<b>US 17</b>					
	90 (85)	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	1,480 (1,345)	<b>T</b>		35 (35)	55 (20)	105 (90)
	50 (130)	<b>R</b>				

<b>2</b>				<b>T 455 (1,030)</b>		
				<b>L 400 (425)</b>		
	<b>US 17</b>					
	800 (780)	<b>T</b>				
	785 (655)	<b>R</b>				

<b>3</b>				<b>R 395 (480)</b>		
				<b>L 100 (155)</b>		
	<b>845 (1,500)</b>			<b>T VA 164 Ramp</b>		
				<b>T 660 (1,010)</b>		

<b>4</b>						
				<b>VA 164 Ramp</b>		
	<b>700 (1,300)</b>	<b>245 (455)</b>				
	<b>T</b>	<b>L</b>		<b>T</b>	<b>R</b>	
				660 (1,010)	110 (90)	

<b>5</b>				<b>R 345 (625)</b>		
				<b>T 460 (805)</b>		
				<b>L 10 (15)</b>		
	<b>390 (640)</b>					
	420 (465)	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	745 (740)	<b>T</b>		5 (10)	5 (10)	5 (15)
	10 (15)	<b>R</b>		5 (10)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure G.2-12



1	
450 (210)	790 (565)
R	T
	Towne Point Road
R	T
95 (340)	300 (1,025)
L	T
140 (295)	175 (205)

2	
535 (700)	395 (160)
T	L
	Towne Point Road
L	T
135 (335)	340 (895)
L	T
185 (365)	185 (190)

3	
300 (195)	615 (410)
R	T
	Towne Point Road
L	T
60 (175)	310 (280)
L	T
80 (10)	545 (485)
L	T
150 (145)	365 (40)

4	
520 (475)	
T	
	Cedar Lane
L	T
600 (220)	755 (690)
L	T
425 (440)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

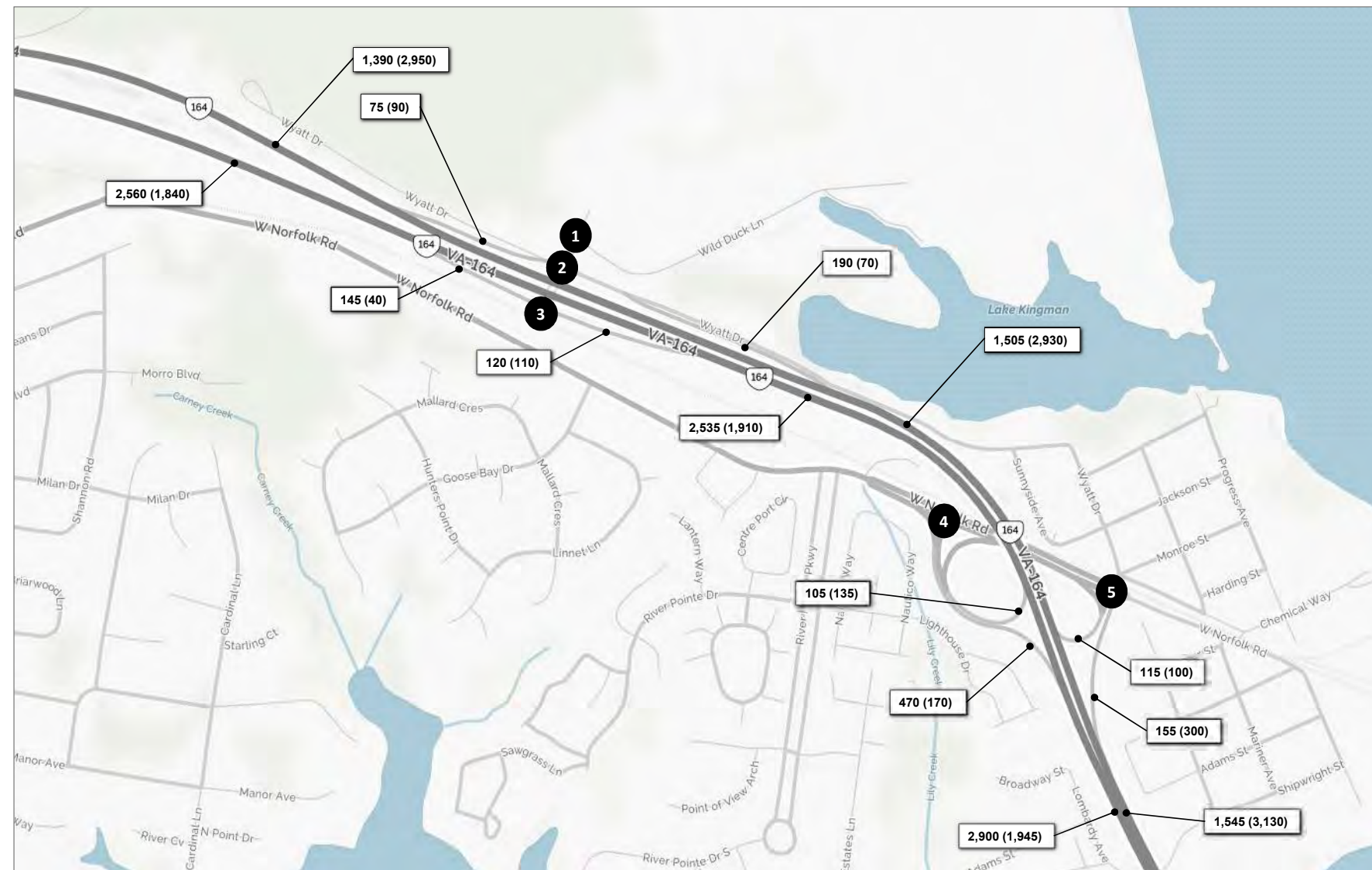


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure G.2-13



1	5 (5)	175 (170)	5 (0)	R	5 (5)		
				T	5 (0)		
	R			L	5 (15)		
	5 (5)		L	L		T	R
	5 (5)		T		310 (95)		30 (15)
	5 (5)		R	5 (5)			

2	70 (85)	115 (105)	V/G Blvd	R	200 (75)		
				T	5 (5)		
	R			L	5 (5)	Wyatt Dr	
			L			R	
			0 (0)		145 (40)		

3		120 (110)					
			L			VA 164 Ramp	
	145 (40)		L				
	0 (0)		T	V/G Blvd			

4				T	100 (265)		
				L	50 (85)		
			L			R	
	160 (85)		T	35 (95)			70 (40)
	420 (85)		R				

5	30 (15)	15 (15)	10 (10)	R	10 (10)		
				T	45 (80)		
	R			L	20 (45)		
			L			T	R
	15 (35)		L		75 (255)		75 (35)
	135 (50)		T		5 (10)		
	80 (40)		R				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure G.2-14



<b>1</b>						
	5 (20)	35 (95)	65 (65)		R	120 (60)
					T	130 (195)
					L	150 (85)
	<b>R</b>	<b>T</b>	<b>L</b>			
	Cleveland St			L	T	R
		25 (15)	L			
		275 (285)	T		5 (5)	55 (90)
		10 (10)	R			

<b>2</b>						
	320 (260)		255 (10)		T	80 (80)
	<b>R</b>		<b>L</b>			
	Cleveland St					
		395 (440)	T			

<b>3</b>						
	35 (25)		35 (5)		R	65 (110)
					T	45 (55)
					L	
	<b>R</b>		<b>L</b>			
	Cleveland St			L		
		590 (430)	L			
		60 (20)	T			
			R			

<b>4</b>						
	5 (5)	35 (30)	155 (95)		R	40 (70)
					T	25 (35)
					L	45 (100)
	<b>R</b>	<b>T</b>	<b>L</b>			
	Woodrow St			L		
		25 (30)	L			
		100 (50)	T			
		10 (15)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

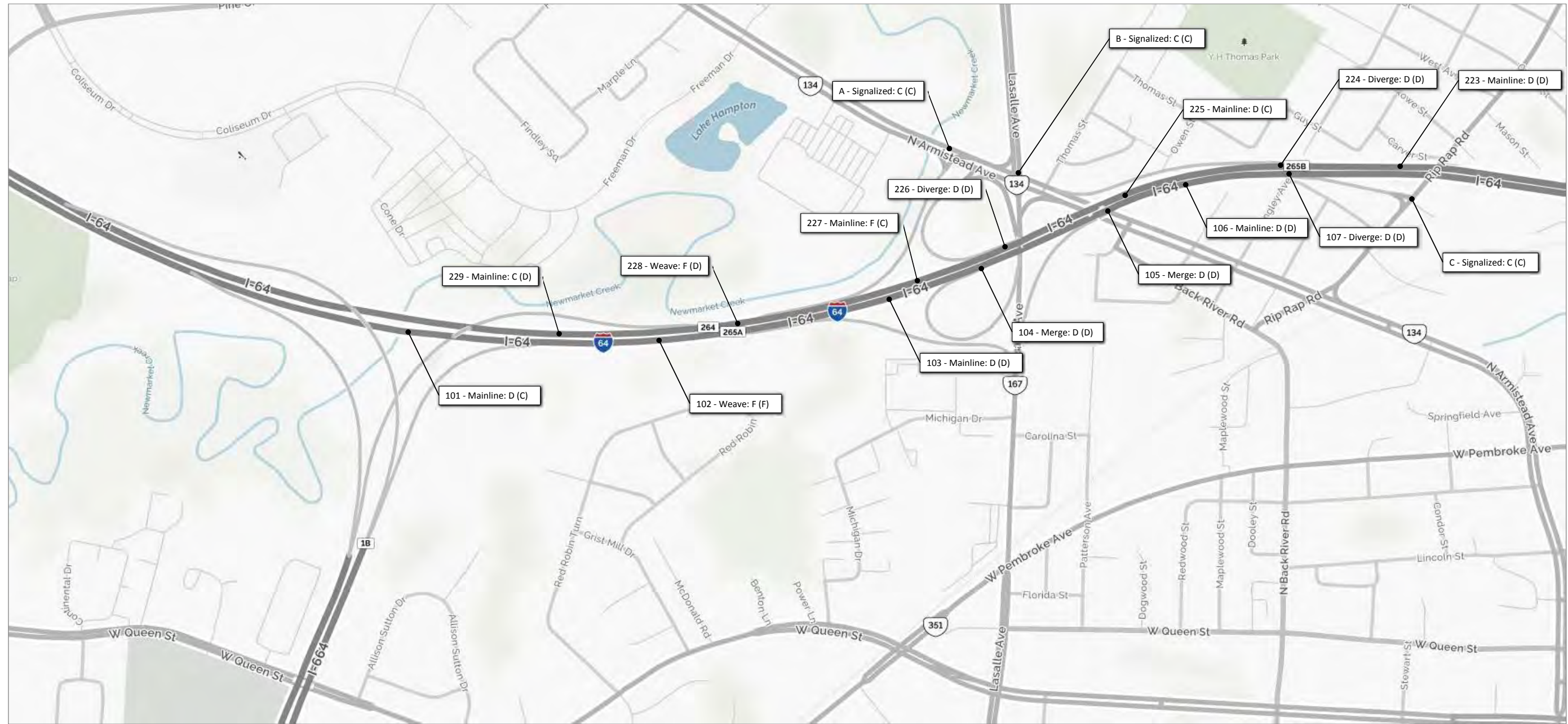


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure G.2-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

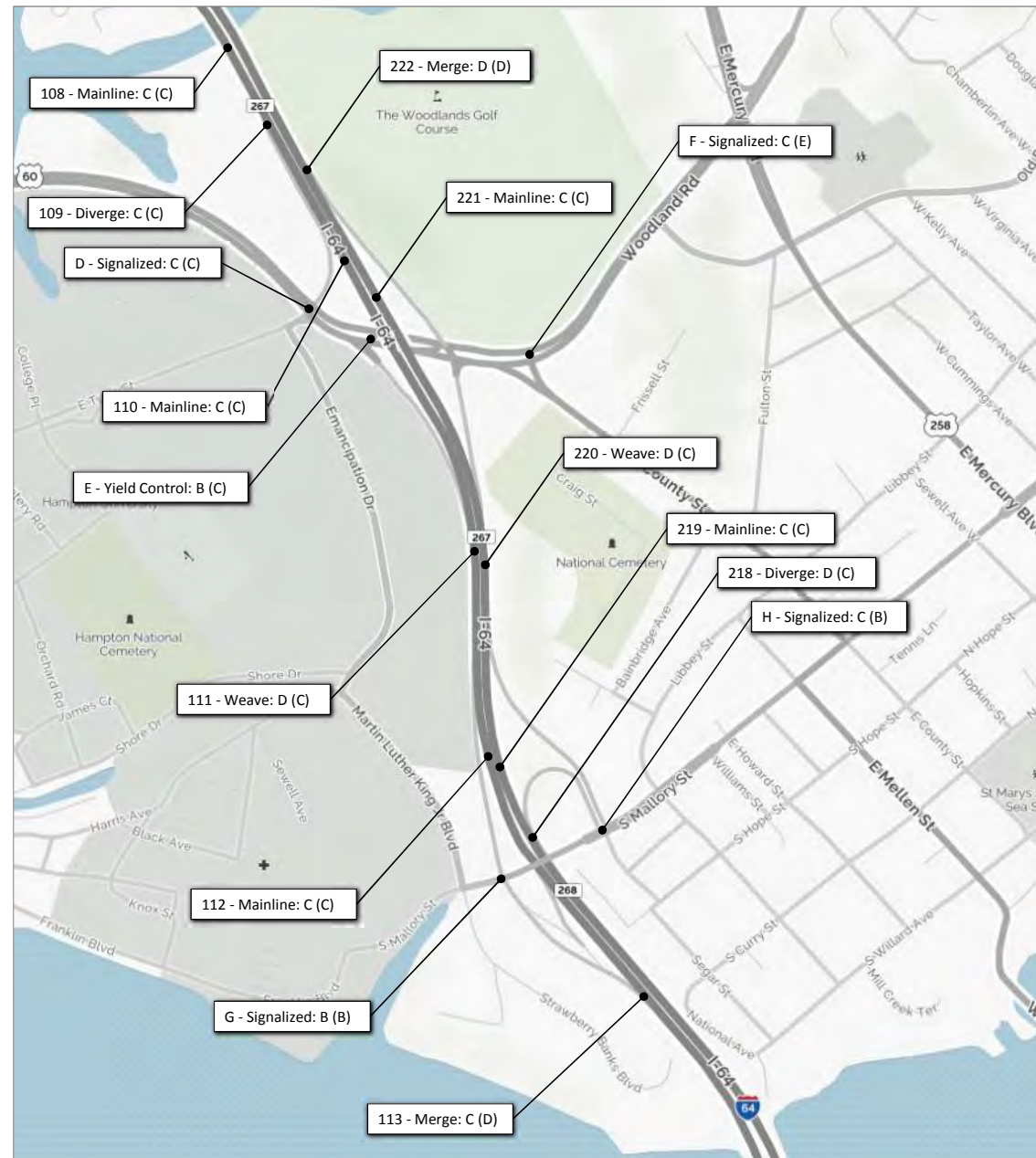


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure G.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure G.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure G.3-3





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

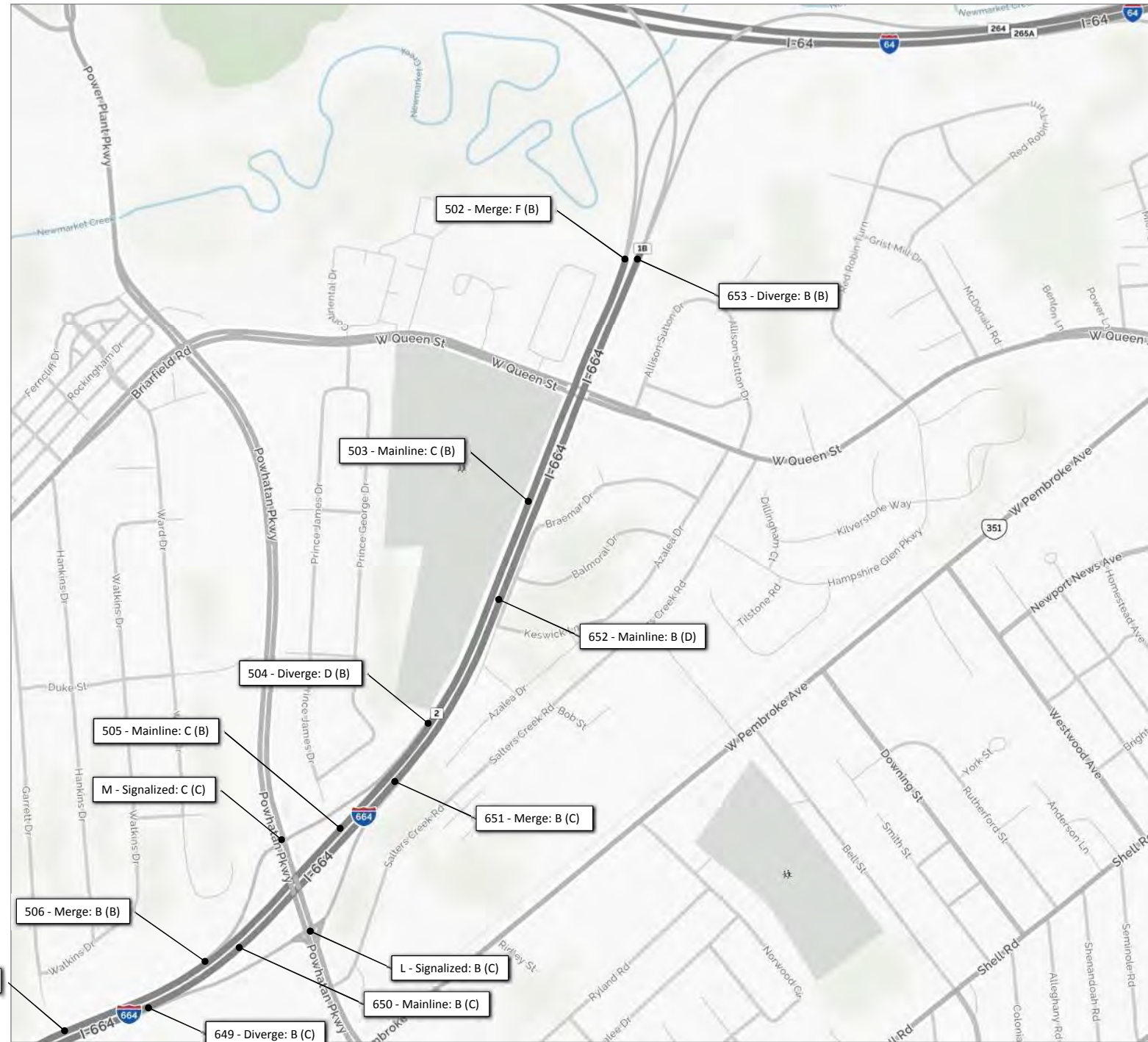


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure G.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

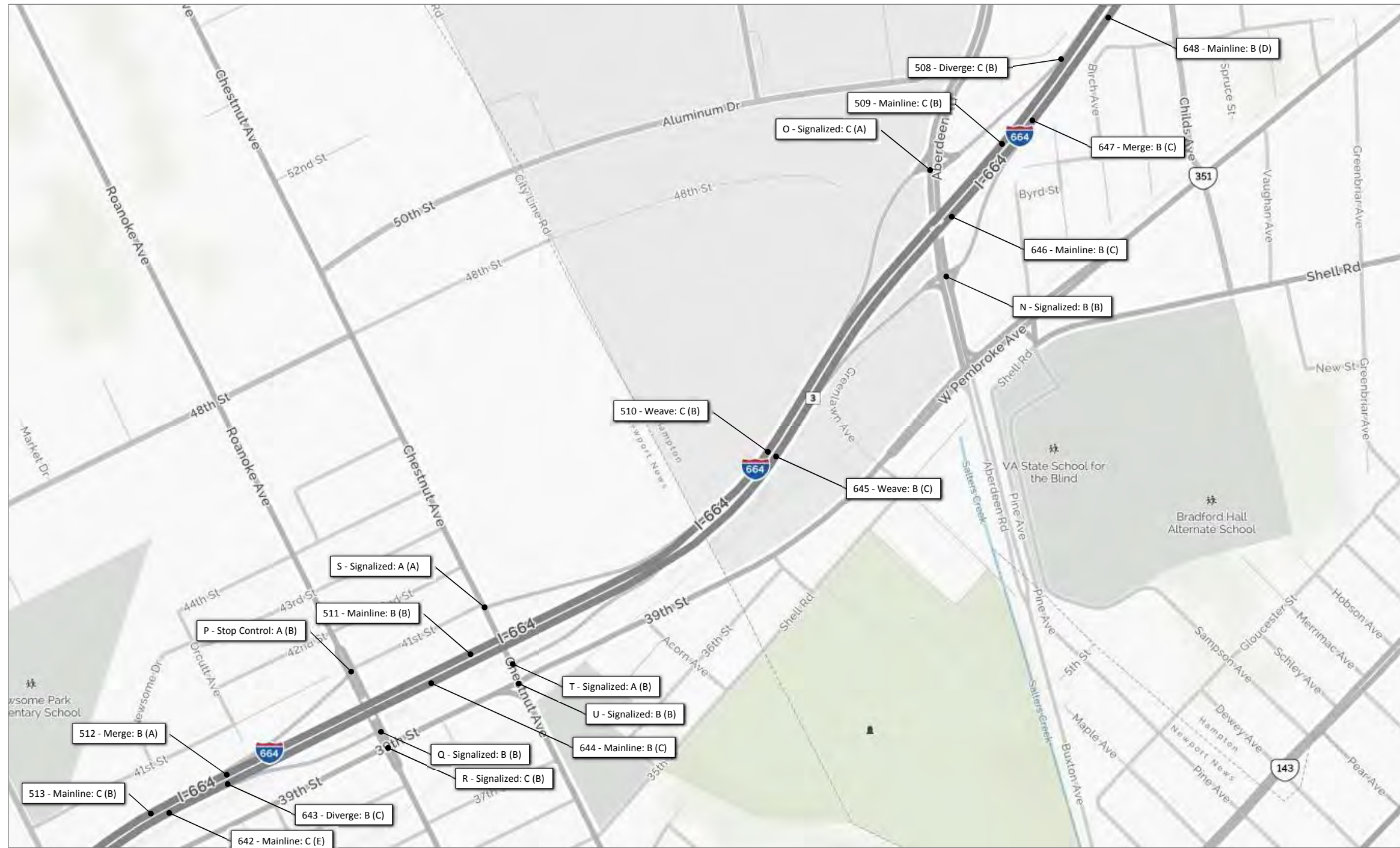


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

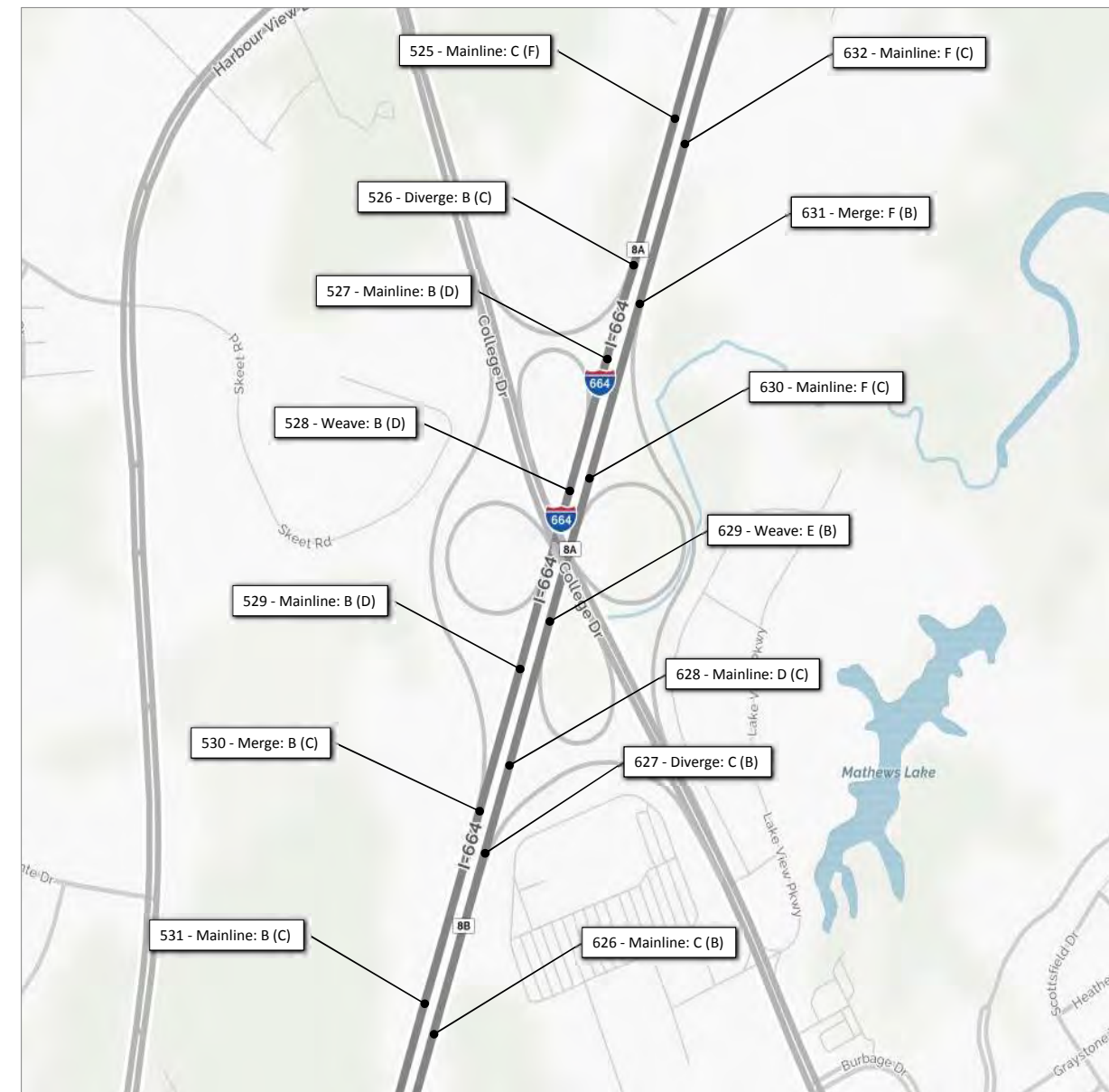


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

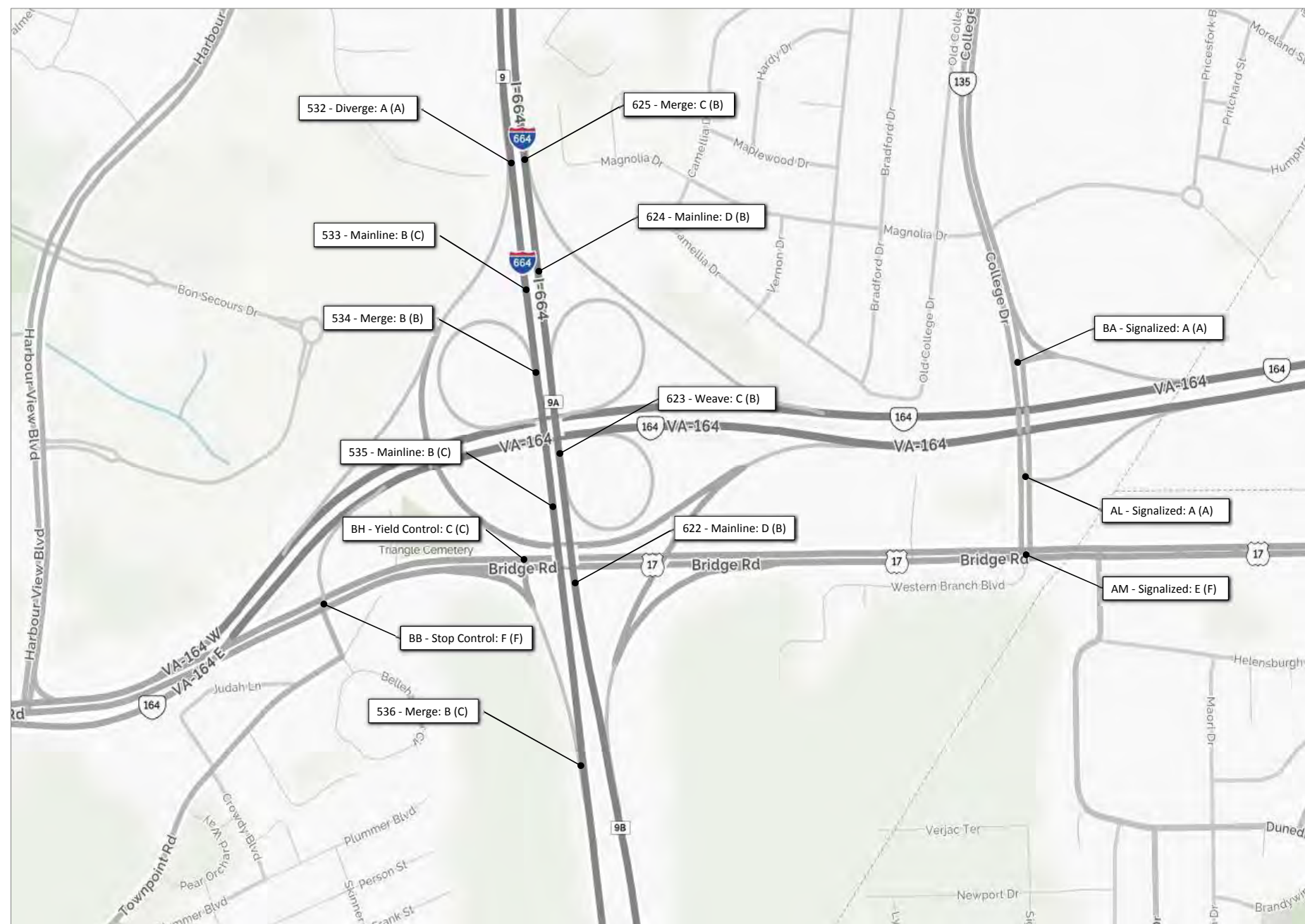


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

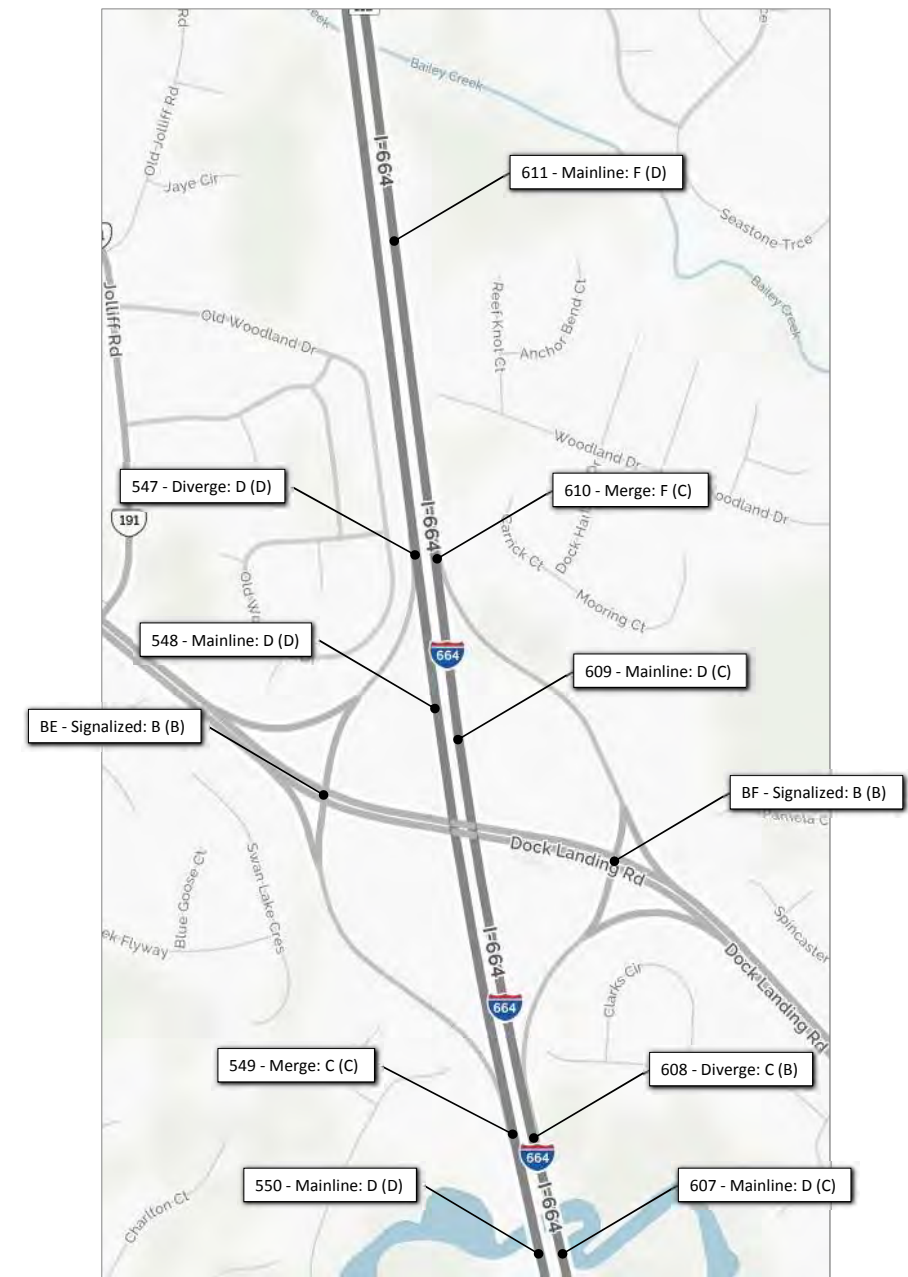
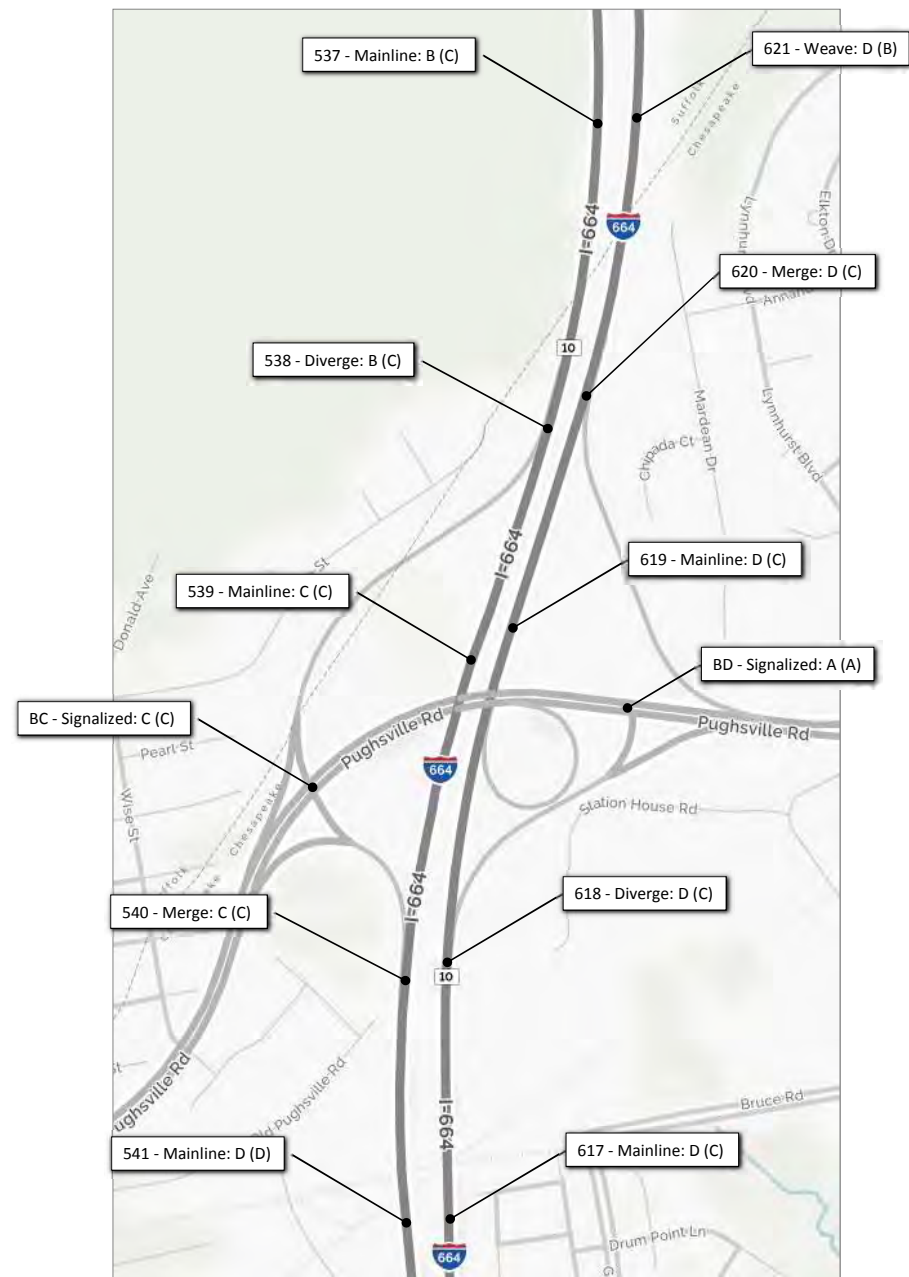


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



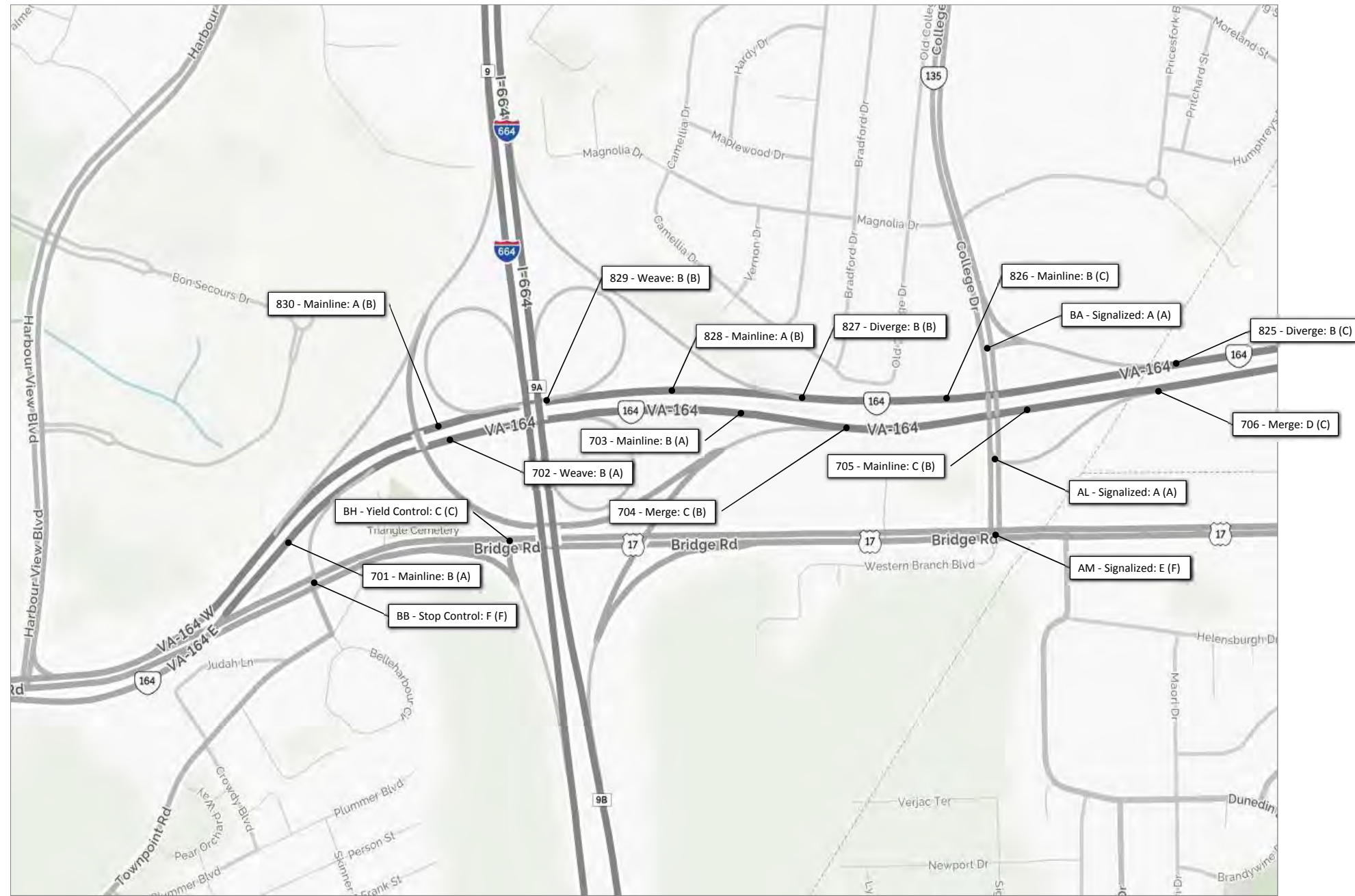
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure G.3-11





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure G.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

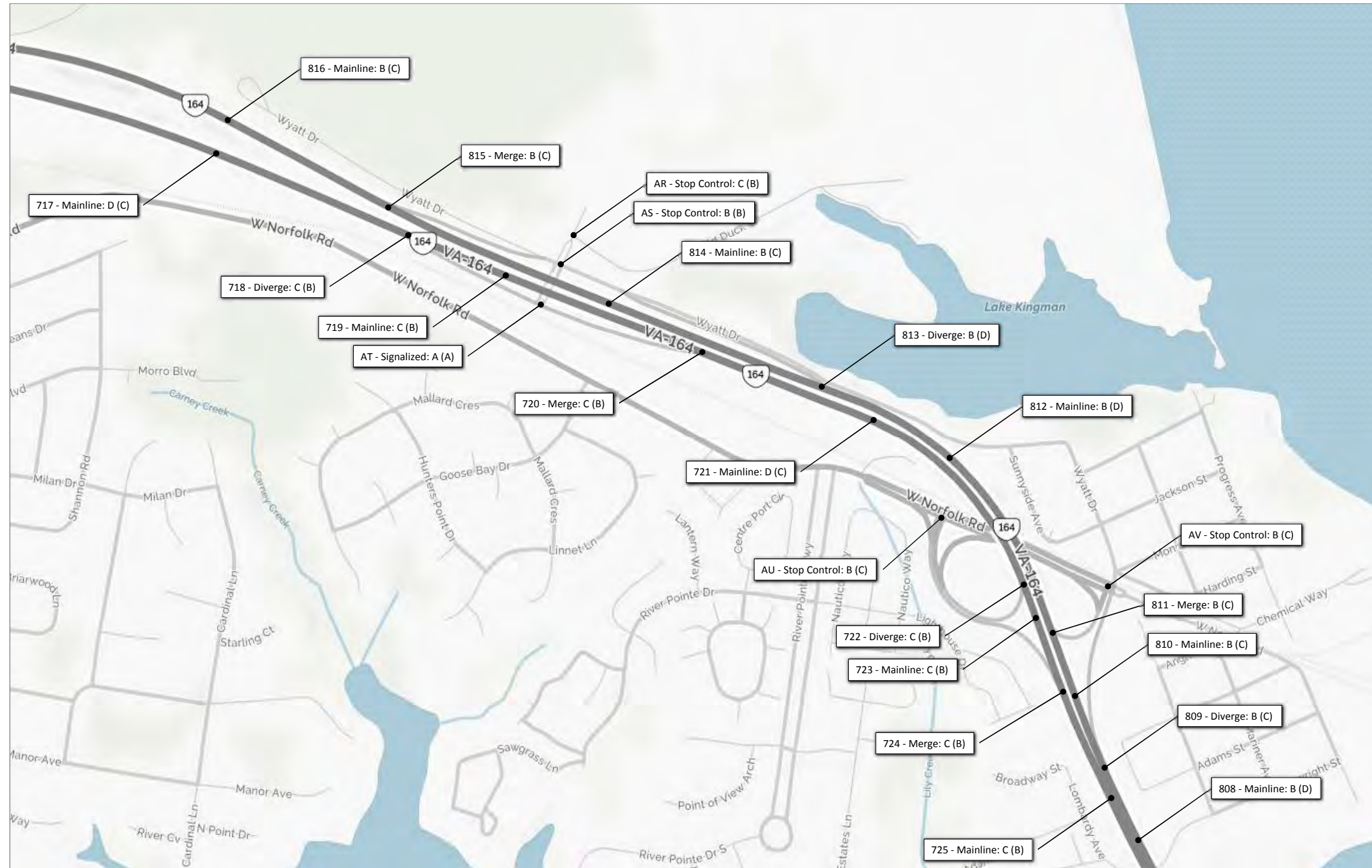


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure G.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A  
Level of Service  
VA 164 Corridor**

April 2017

Figure G.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



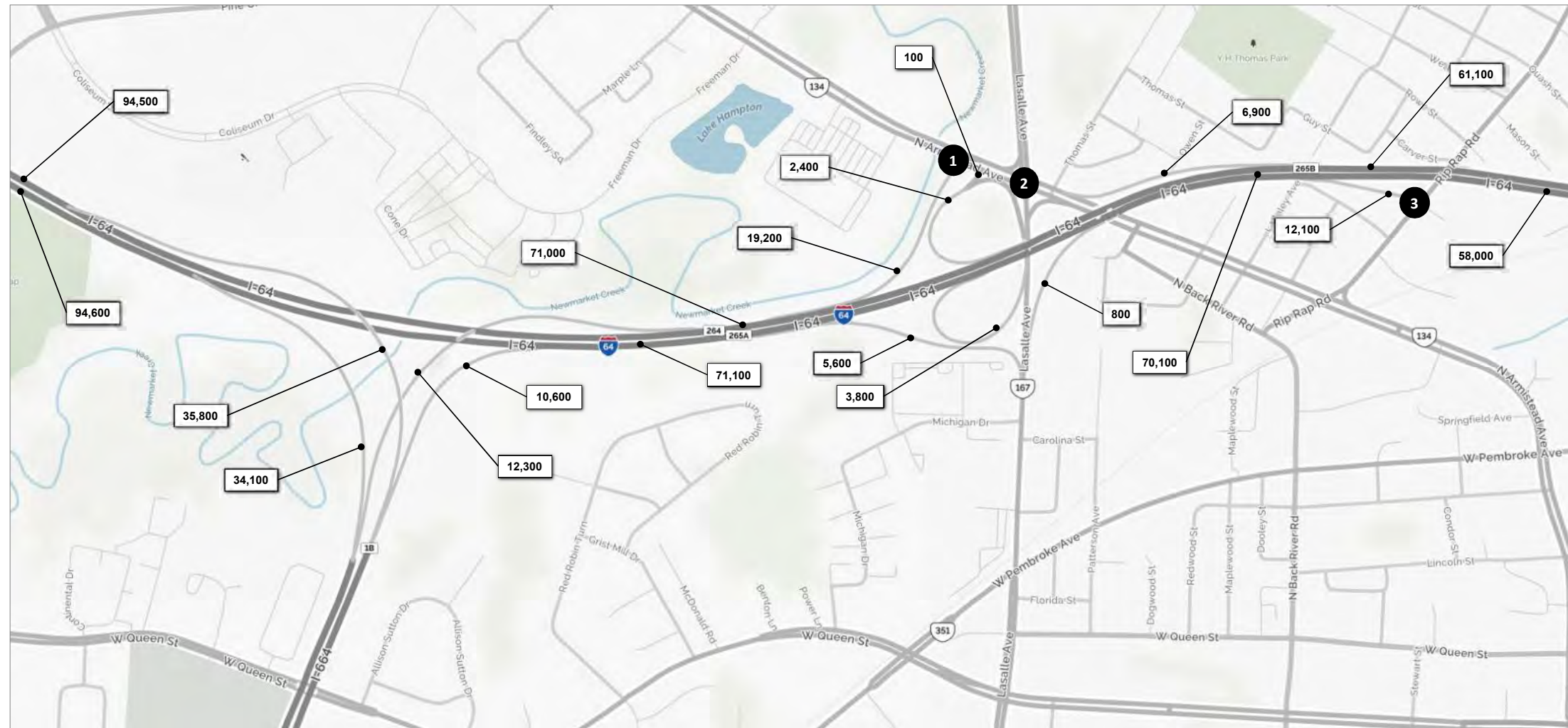
**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative A**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure G.3-15

**APPENDIX H:  
2028 ALTERNATIVE B  
TRAFFIC VOLUMES AND ANALYSIS**



1					
	R	T	L	R	
		10,800			
				15,100	
Armistead Ave	L				R
		14,300	T		
		4,100	R		100

2					
	R	T	L	R	
		2,200			
				12,900	
					700
Armistead Ave	L				R
		1,000	L		
		7,700	T		8,500
		5,700	R		200

3			
	T		
	3,100		
I-64 Ramp	L		T
	8,300		
		R	Rip Rap Rd
	3,800		2,100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

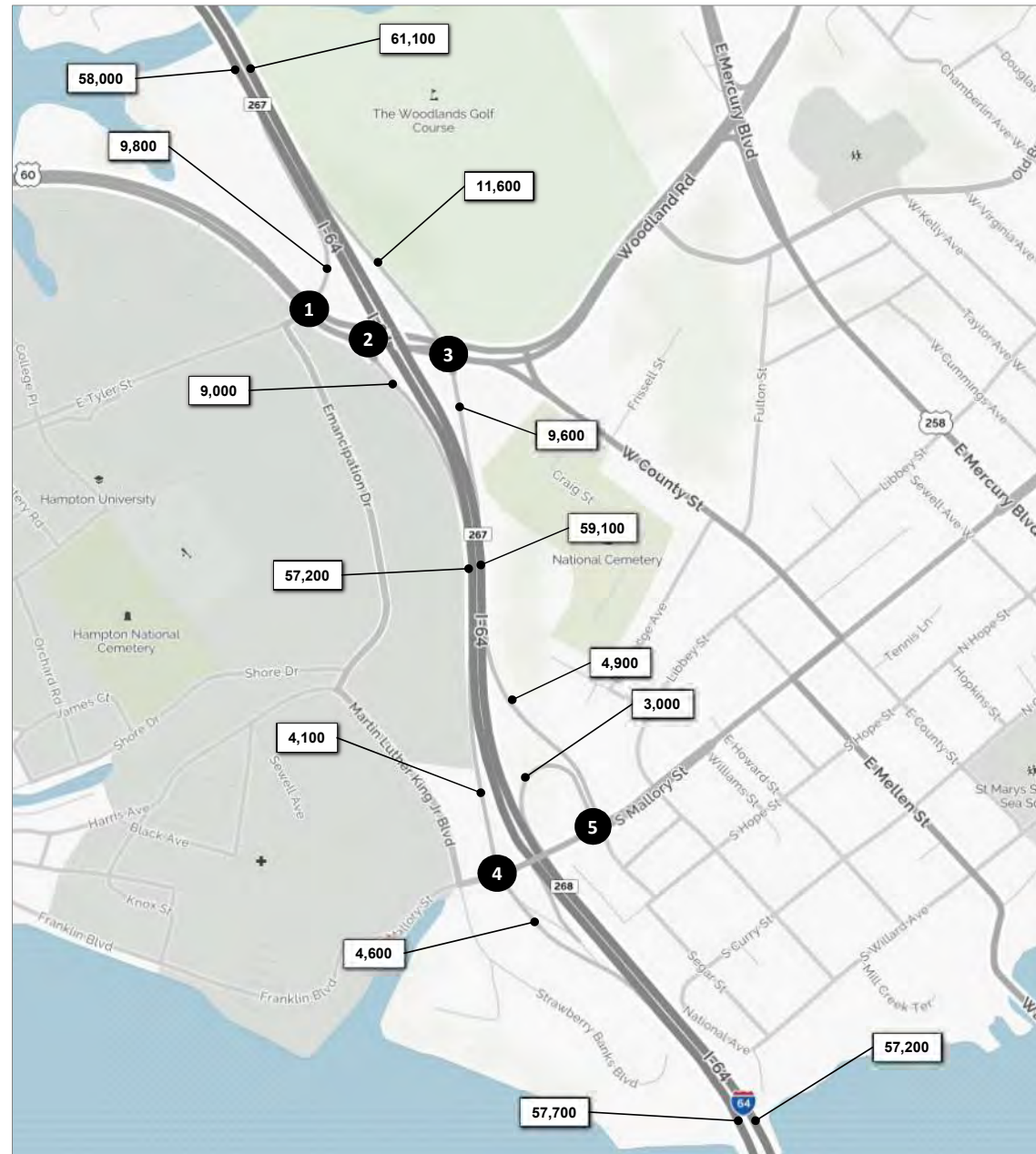


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure H.1-1



<b>1</b>	1,700	3,400	4,700	T	5,000	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		8,300	T			3,200
		2,000	R	900		

<b>2</b>					5,500	
				L	4,700	
Settlers Land ing Rd						
		11,900	T			
		4,300	R			

<b>3</b>				R	6,700	
				T	7,000	
Settlers Land ing Rd				L		R
		4,900	L			5,400
		7,000	T	4,200		

<b>4</b>	2,200	100	1,800	T	1,600	
	R	T	L	L	3,000	
S. Mallery St						
		2,000	T			
		1,500	R			

<b>5</b>	1,000	100	1,900	R	3,100	
	R	T	L	T	3,300	
S. Mallery St				L		R
		1,300	L			100
		2,400	T	300	500	
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure H.1-2



1	2,100	4,500	T 1,900	
	R	L	L 2,800	
4th View St				
	2,800	T		
	1,200	R		

2			R 4,700	
			T 3,700	
4th View St				
	1,800	L	L	R
	5,500	T	1,000	3,400

3	600	9,700	US 460	
	R	T	L	T
			5,800	4,900

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

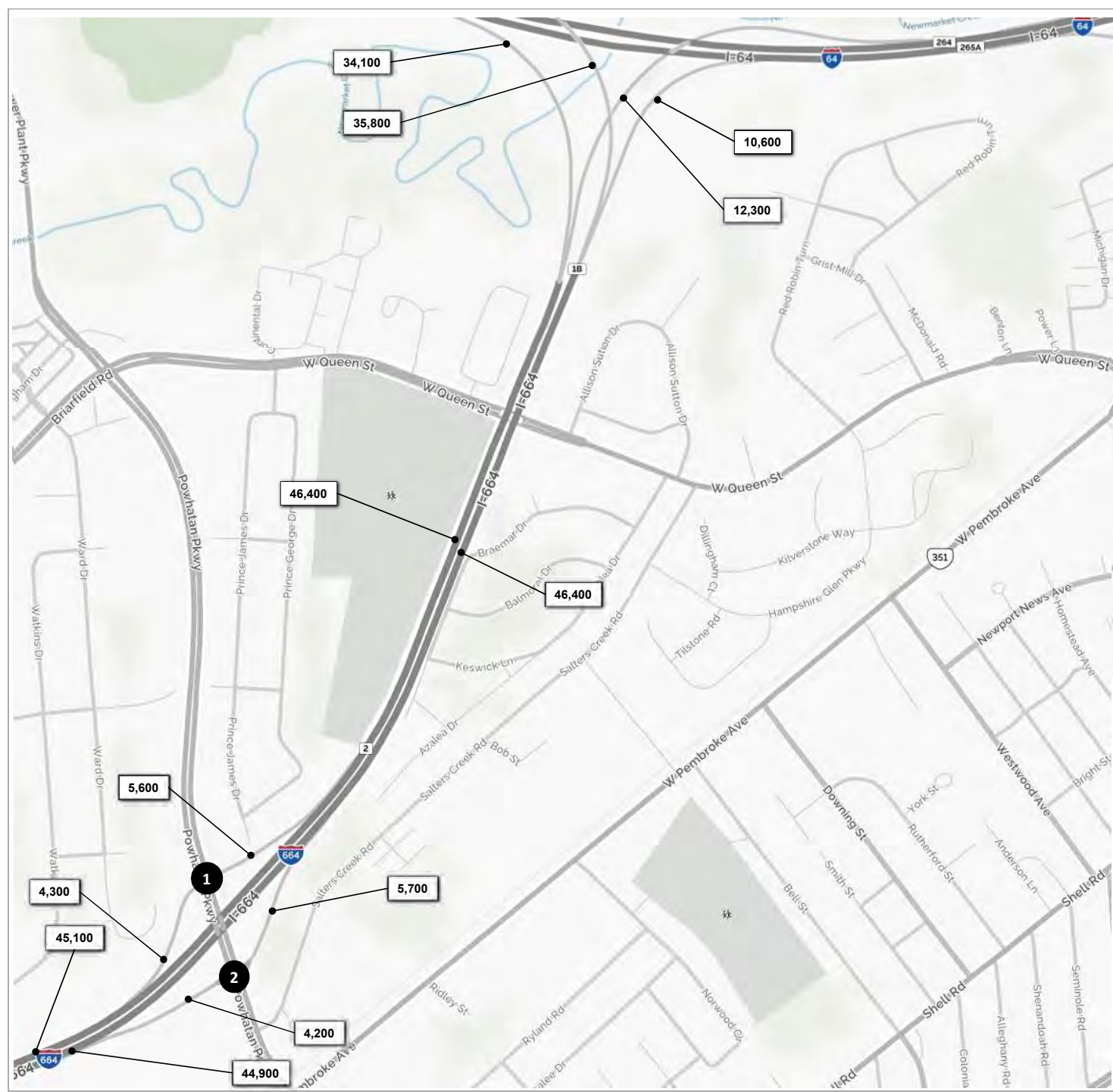
**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure H.1-3







<b>1</b>			
R	1,200	L	4,400
		L	2,500
		T	5,500
		R	1,800
		Powhatan Pkwy	
		I-664 Ramp	

<b>2</b>			
		L	700
		T	8,500
		L	1,900
		R	2,300
		Powhatan Pkwy	
		I-664 Ramp	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

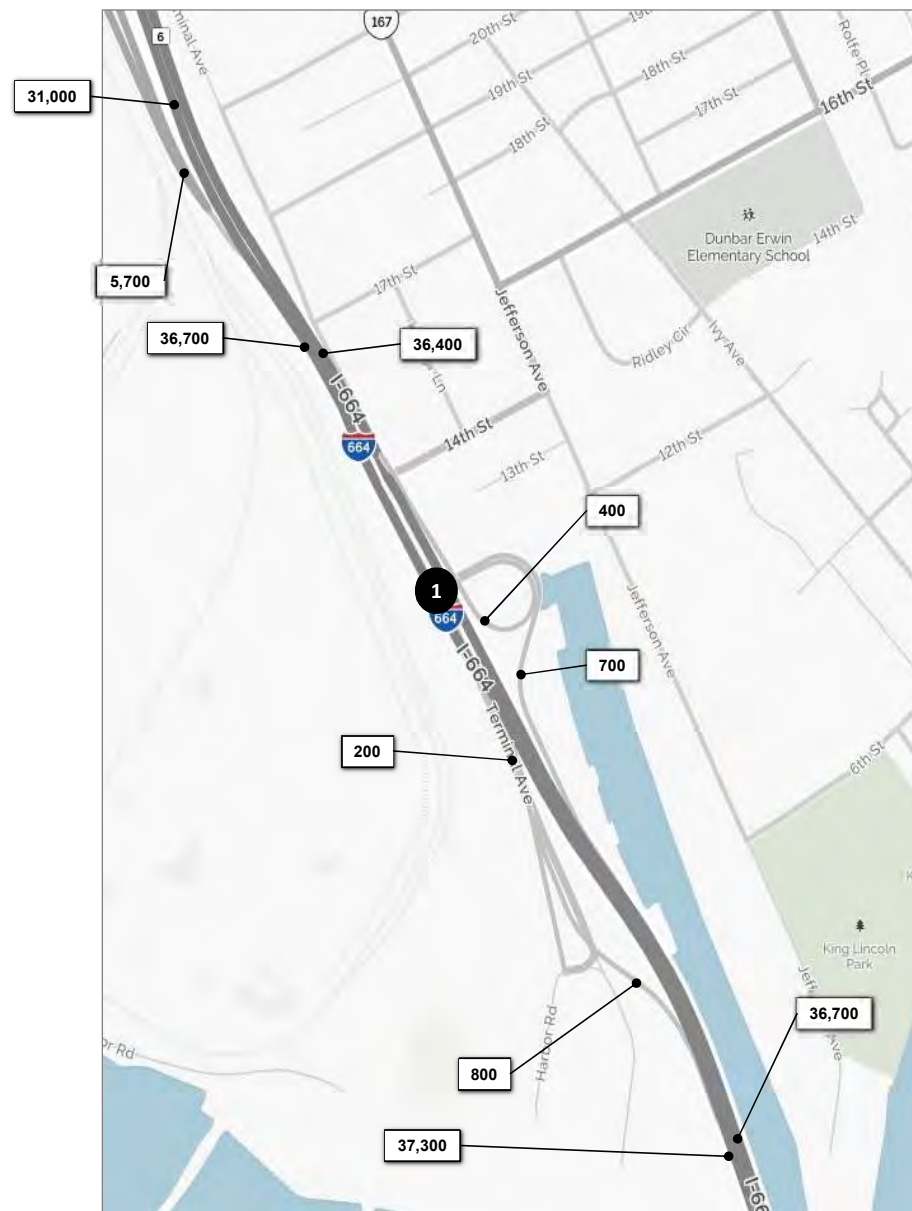
**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure H.1-5







1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure H.1-8



<b>1</b>			R	200		
			T	10,200		
			L	400		
R	T	L				
	1,400	L				
	19,900	T				
	900	R				
			L	300	T	400
					R	1,000

<b>2</b>			T	10,800		
			L	6,400		
US 17						
	10,300	T				
	10,600	R				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

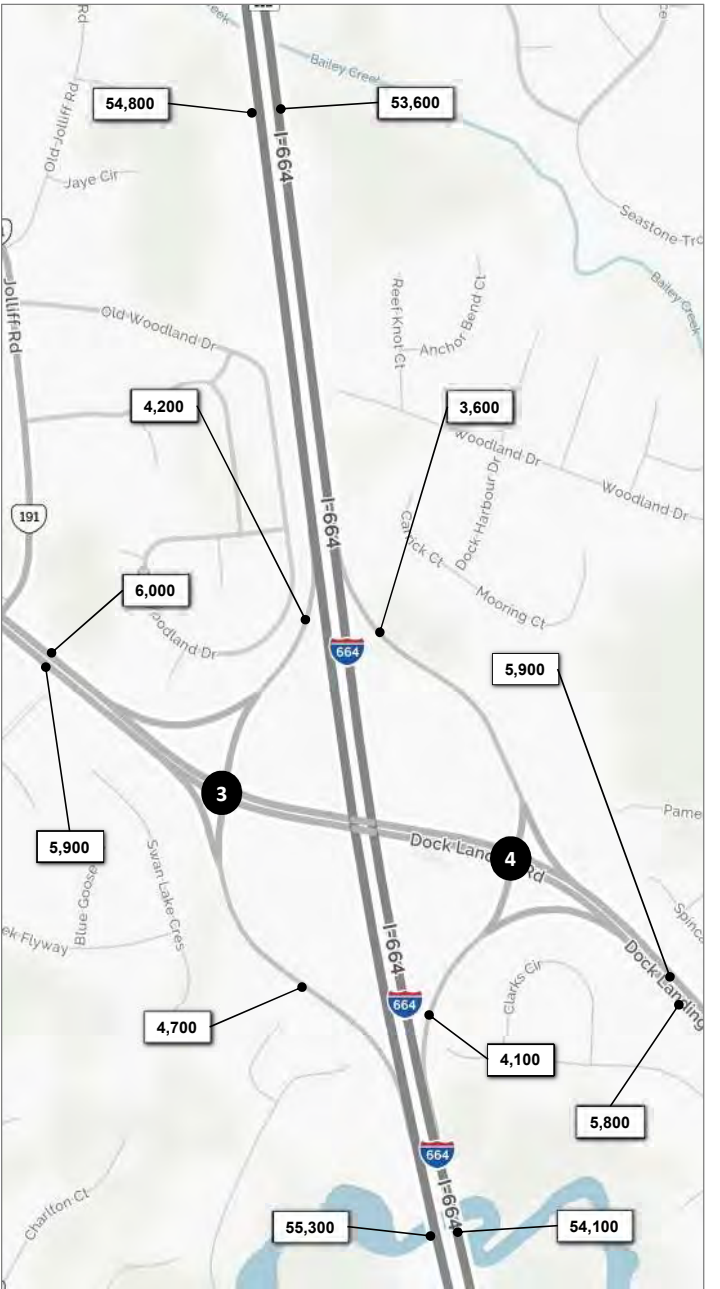
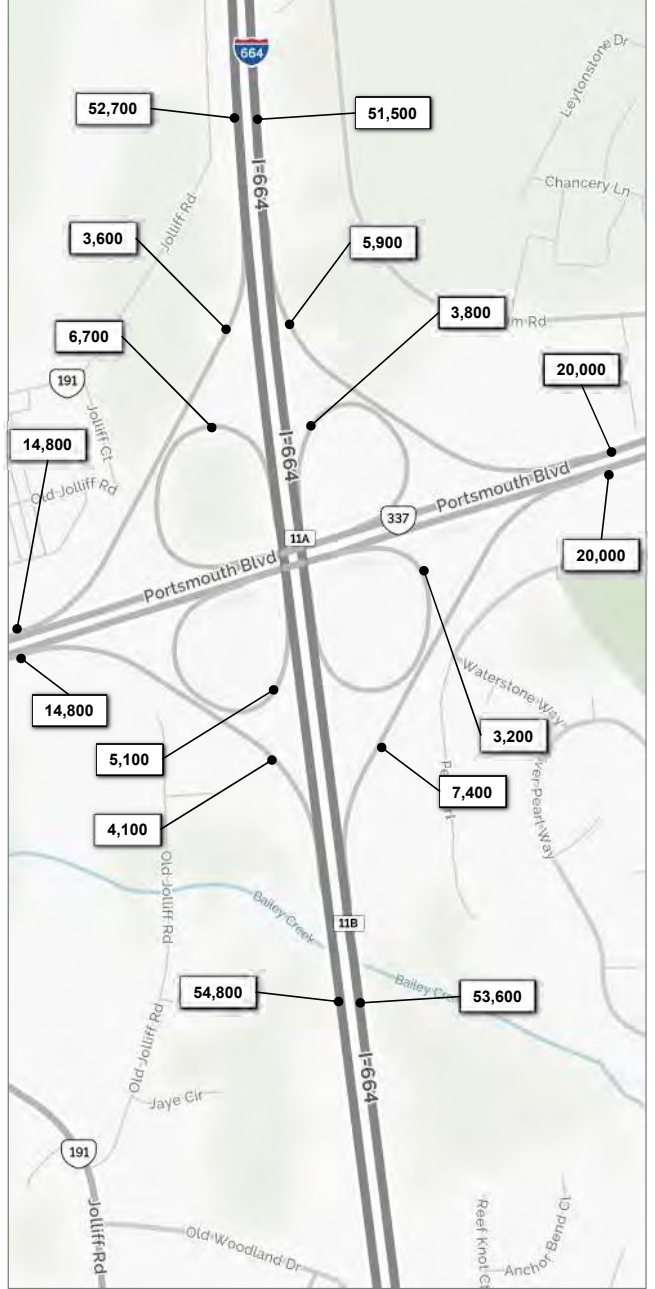
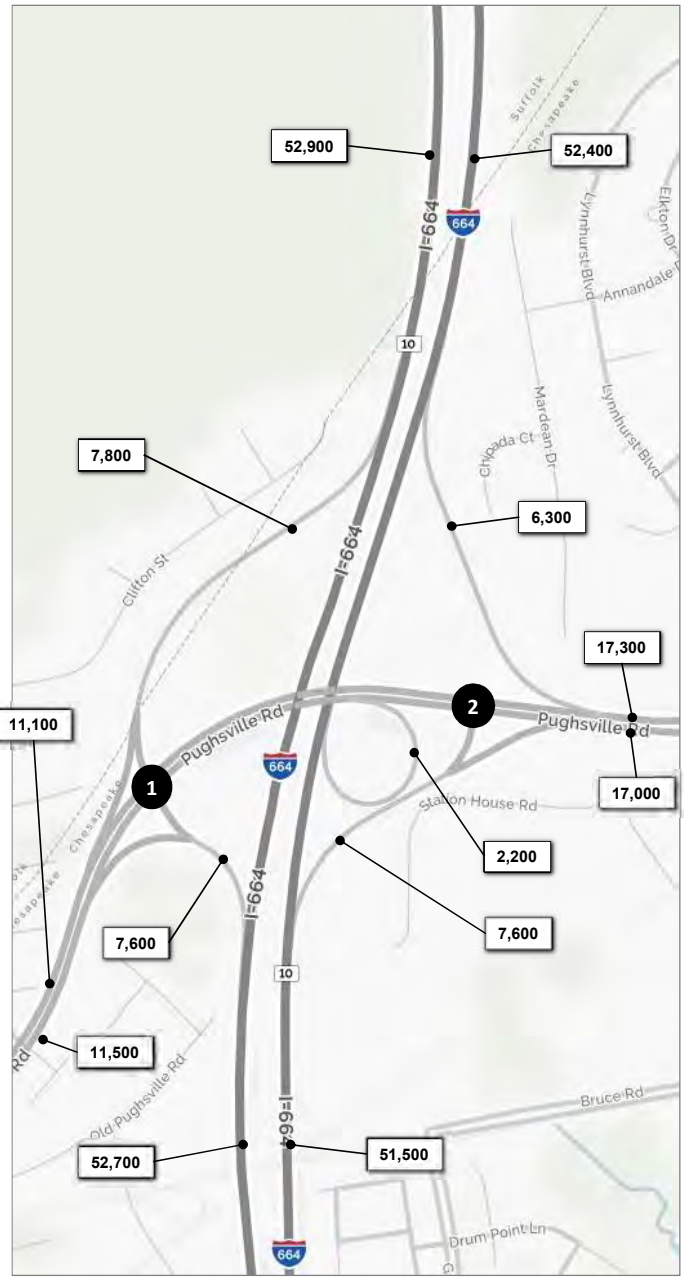


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure H.1-9



<b>1</b>	2,700	5,100	T 8,400	
	R	L	L 5,000	
				Pughsville Road
		8,900	T	
		2,600	R	

<b>2</b>			R 6,300	
			T 11,000	
	Pughsville Road		L	R
		11,800	T	5,200
		2,200	R	2,400

<b>3</b>	2,500	1,700	T 3,500	
	R	L	L 2,100	
				Dock Landing Road
		3,300	T	
		2,600	R	

<b>4</b>			R 1,900	
			T 4,000	
	Dock Landing Road		L	
		1,700	L	2,500
		3,300	T	1,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure H.1-10



<b>1</b>			
100	1,800	R 500	
		T 1,900	
R	L		
W. Military Hwy			
100	L		
	3,400	T	

<b>2</b>			
		T 1,600	
		L 3,400	
W. Military Hwy		L	R
	5,000	T	3,800
	200	R	800

<b>3</b>			
100	5,100	T 4,500	
R	L		
S. Military Hwy			
	3,600	T	

<b>4</b>					
1,100	2,300	1,400	R 1,000		
			T 4,100		
			L 900		
			L	T	R
	2,100	L			
	3,300	T			
	1,800	R	5,800	1,800	1,200

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure H.1-11





<b>1</b>			<b>R00</b>		
			<b>T</b>	10,200	
			<b>L</b>	400	
<b>R</b>	<b>T</b>	<b>L</b>			
	1,400	L			
	19,900	T	300	400	1,000
	900	R			

<b>2</b>			<b>T</b>		
US 17			10,800		
			L		
			6,400		
10,300	T				
10,600	R				

<b>3</b>			<b>R</b>		
18,100			6,100		
			L		
			1,700		
			VA 164 Ramp		
			T		
			12,000		

<b>4</b>			<b>T</b>		
14,000			5,800		
			L		
			VA 164 Ramp		
			T		
			12,000		
			R		
			1,900		

<b>5</b>			<b>R</b>		
7,200			7,000		
			T		
			9,900		
			L		
			200		
<b>R</b>	<b>T</b>	<b>L</b>			
6,800	L		L	T	R
10,200	T		100	100	100
200	R				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

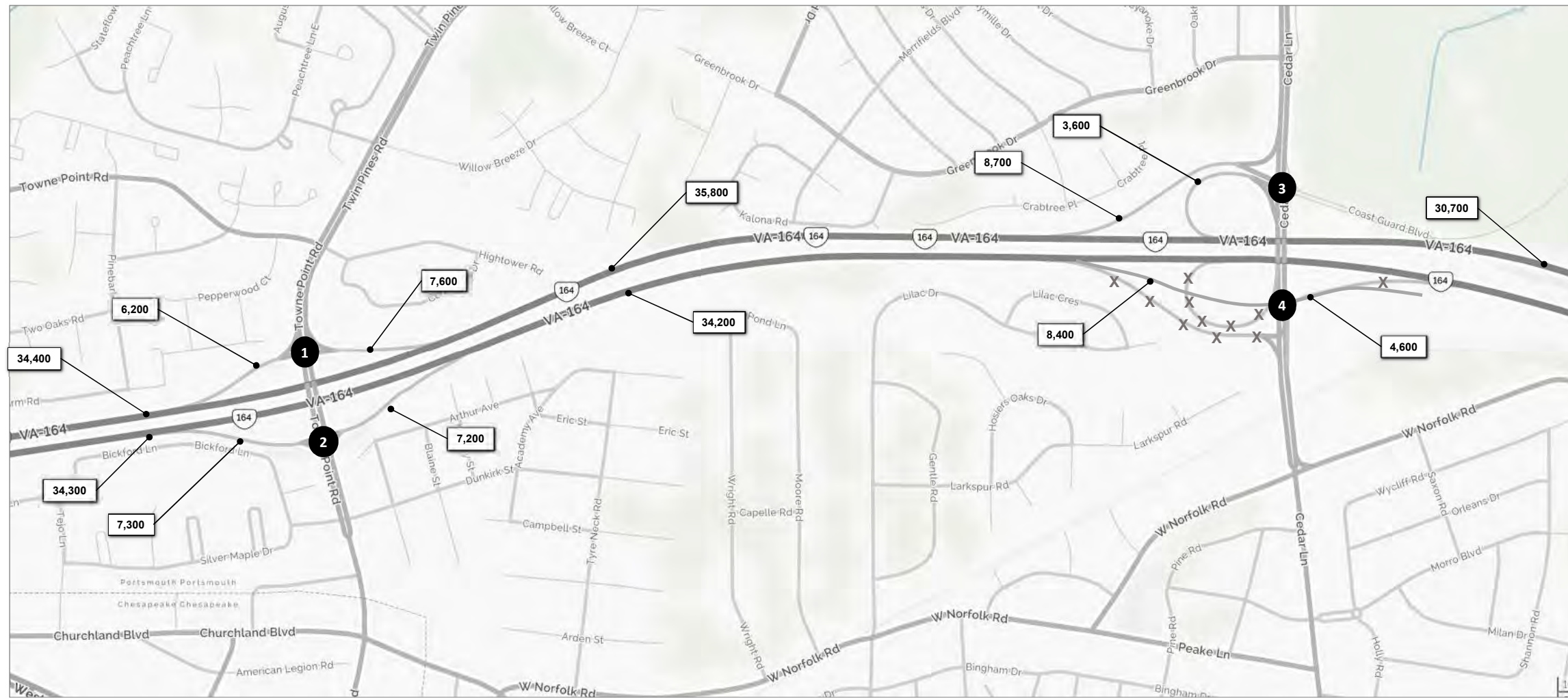


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure H.1-12



<b>1</b>					
	3,800		R	3,900	
	9,200		L	3,700	
R	T		L	T	
			L	T	
			2,400	10,300	
			Towne Point Road		

<b>2</b>					
	8,600		4,300		
			T	L	
			L	T	R
			4,100	L	8,600
			3,200	R	2,900
			Towne Point Road		

<b>3</b>					
	2,600		300		
			R	100	
			T	1,200	
			L	800	
R	T	L	L	T	R
			1,300	L	2,000
			500	T	4,200
			1,800	R	4,900

<b>4</b>					
	3,100		2,500		
			T	L	
			L	T	R
			2,900	L	8,200
			5,500	R	2,100
			Cedar Lane		

**Legend**

xx,xxx Weekday Daily Volume

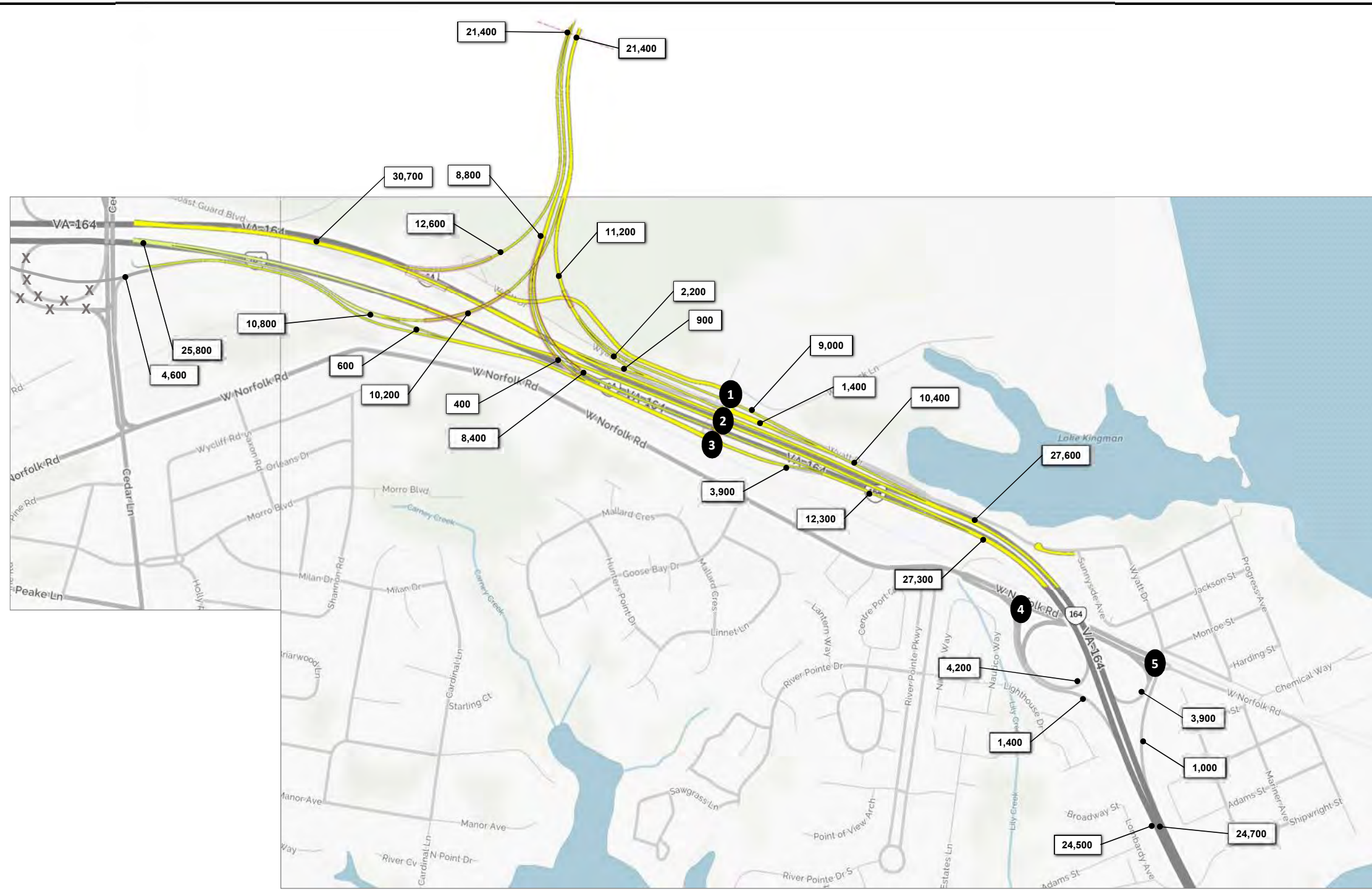
NOT TO SCALE



**2028 Alternative B  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure H.1-13



<b>1</b>			R	100	
100	2,100	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L	100	2,100	300
	100	T			
	100	R			

<b>2</b>			R	1,400	
1,300	1,200	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,800	1,100	

<b>3</b>					
		1,200			
			L		VA 164 Ramp
<hr/>					
	2,900	L			
	2,700	T	V/G Blvd		

<b>4</b>					
			T	1,200	
			L	300	
<hr/>			L		R
	2,800	T	3,100		1,100
	1,100	R			

<b>5</b>			R	200	
300	200	200	T	400	
			L	1,000	
<hr/>			L	T	R
	300	L	800	100	100
	900	T			
	2,700	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

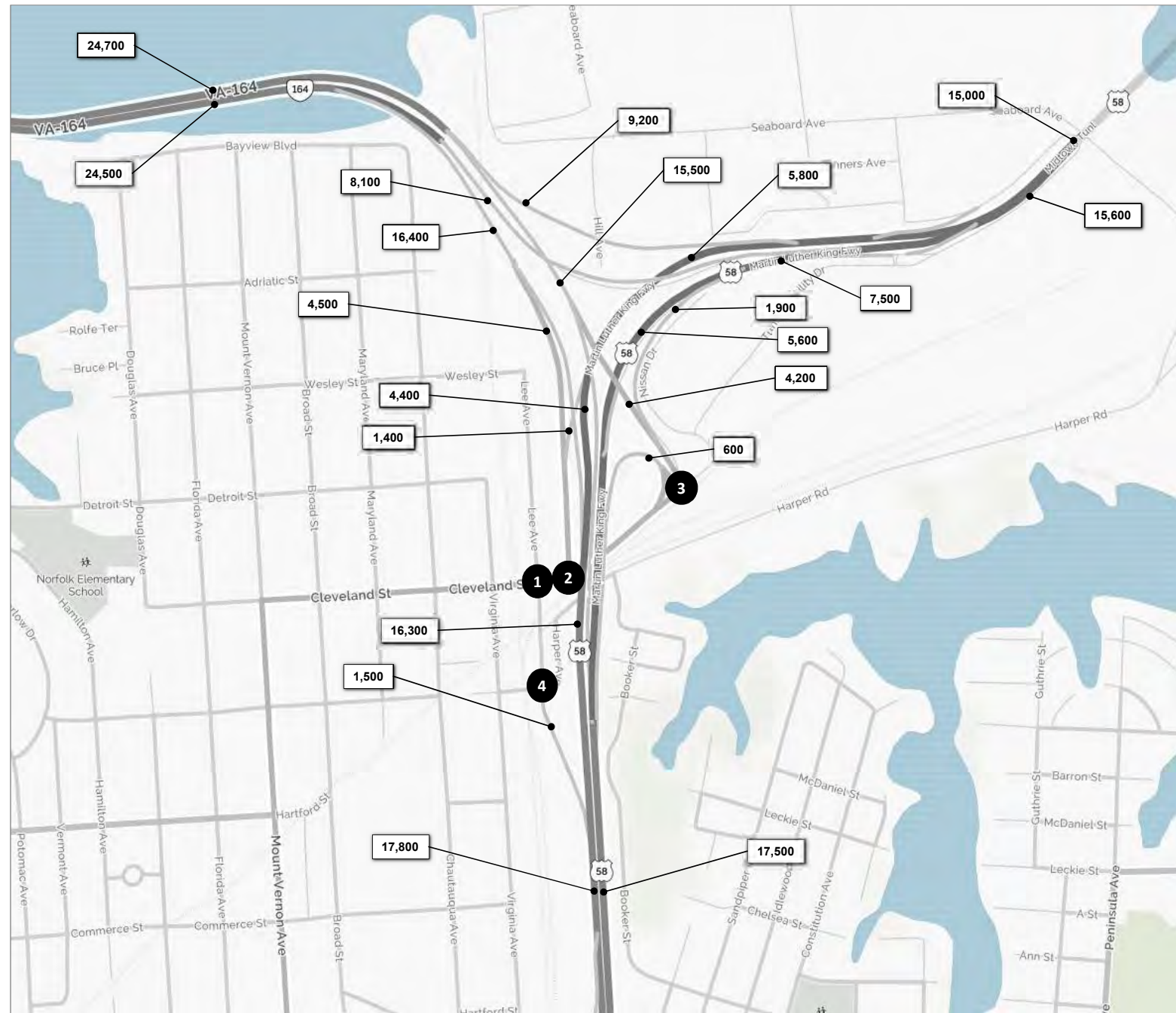


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure H.1-14



<b>1</b>					
200	500	600	R	800	
			T	2,500	
			L	2,200	
R	T	L			
Cleveland St			L	T	R
	300	L			
	2,700	T	100	100	800
	200	R			

<b>2</b>					
4,500		1,400	T	1,000	
R		L			
Cleveland St					
	4,100	T			

<b>3</b>					
400		200	R	1,100	
			T	600	
R		L			
Cleveland St					
	5,000	L			
	500	T			
		R			

<b>4</b>					
100	300	2,500	R	700	
			T	600	
			L	1,000	
R	T	L			
Woodrow St					
	300	L	1,664	Ramp	
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure H.1-15



1	7,300	3,900	R	3,700	L	2,900
			T	9,500		
			L	2,900		
			R		T	R
	7,300	L		L	5,100	
	9,700	T				2,500
	4,900	R				

2	1,700	20,200				
			R	T	L	T
					L	20,100
			R	L		
	1,800	L		1,300		
	1,200	R				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Crany Island Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crany Island Connector Southern Terminus.



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Weekday Daily Volumes**  
**Elizabeth River Connectors**

April 2017

Figure H.1-16



1					
	R			T	L
	T	700 (1,055)			
	L	1,160 (985)			
Armistead Ave			L	T	R
					5 (15)
	825 (1,150)		L		
	340 (235)		T		
			R		

2					
	R			T	L
	T	210 (130)			
	L	820 (1,105)			
Armistead Ave			L	T	R
					5 (40)
	45 (70)		L		
	540 (635)		T		
	240 (445)		R		

3			
	T		T
	255 (225)		
I-64 Ramp		L	R
	715 (820)		105 (215)
	500 (355)	R	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

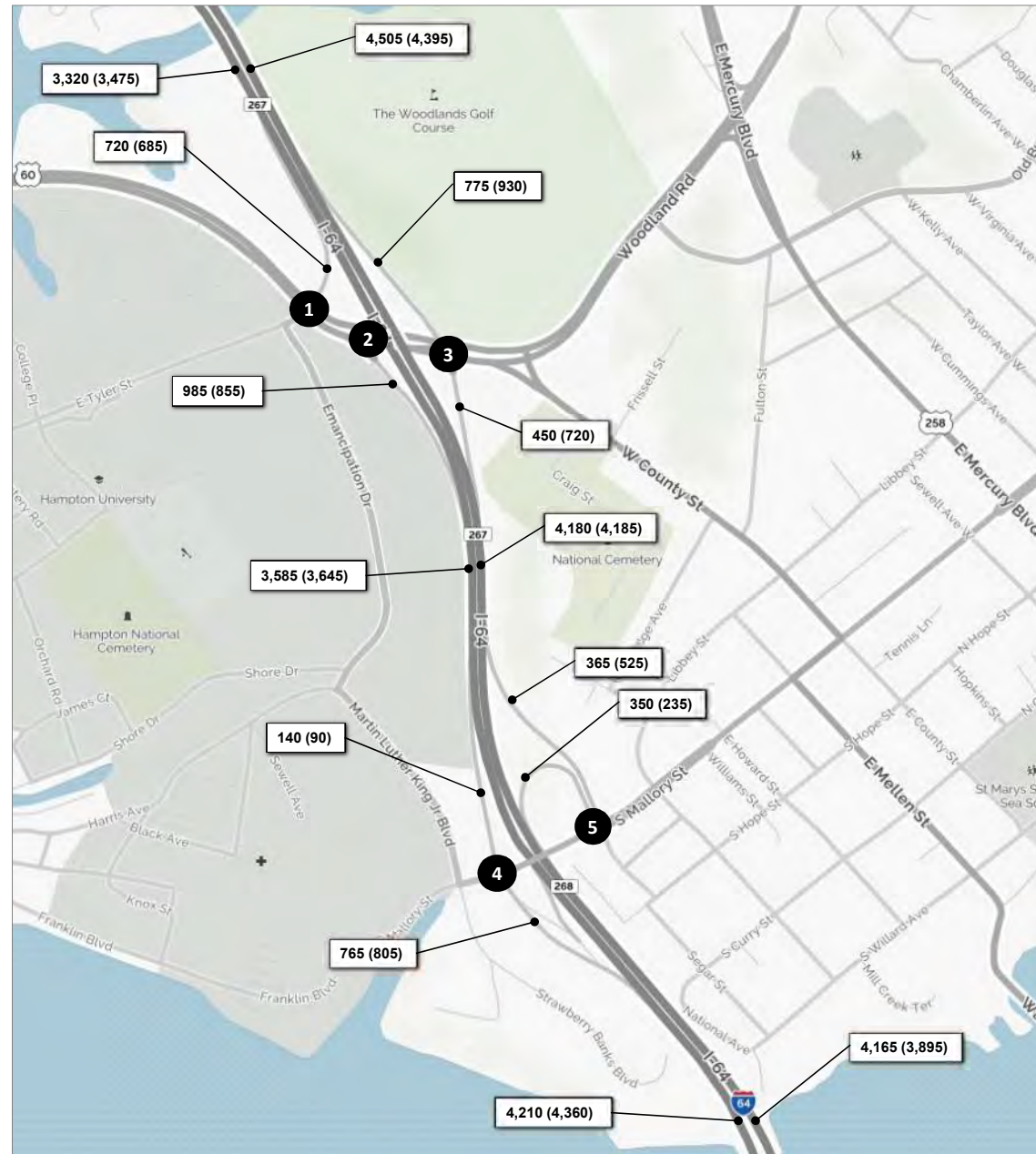


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure H.2-1



<b>1</b>	35 (55)	335 (225)	350 (405)	T	395 (520)
	R	T	L	L	215 (65)
Settlers Landing Rd				L	R
	830 (1,090)	T		30 (125)	90 (400)
	310 (115)	R			

<b>2</b>				T	510 (585)
				L	320 (175)
Settlers Landing Rd					
	605 (1,215)	T			
	665 (680)	R			

<b>3</b>				R	650 (320)
				T	715 (455)
Settlers Landing Rd				L	R
	125 (610)	L		215 (305)	235 (415)
	480 (605)	T			

<b>4</b>	100 (20)	5 (10)	35 (60)	T	315 (75)
	R	T	L	L	580 (385)
S. Mallory St					
	85 (360)	T			
	180 (410)	R			

<b>5</b>	200 (40)	0 (0)	150 (195)	R	265 (225)	
	R	T	L	L	680 (390)	
S. Mallory St				L	T	R
	40 (265)	L		15 (30)	60 (35)	5 (5)
	75 (145)	T				
	5 (10)	R				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure H.2-2



1	235 (65)	240 (450)	T 145 (140)	L 300 (120)
	R	L		
4th View St				
	60 (545)	T		
	90 (105)	R		

2			R 430 (405)	
			T 365 (205)	
4th View St				
	35 (425)	L	L 80 (55)	R 110 (120)
	265 (570)	T		

3	70 (55)	980 (680)	US 460	
	R	T		
			L 395 (505)	T 355 (1,070)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



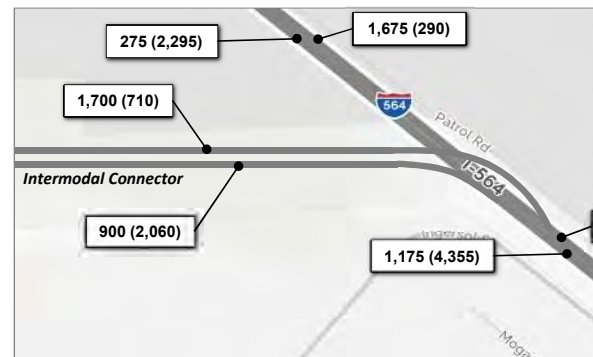
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure H.2-3





1		Bainbridge Ave		R T L	
R	T	U	L	T	
155 (235)	135 (775)	5 (5)	0 (0)	5 (5)	645 (130)
275 (2,295)	1,675 (290)	255 (100)			



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

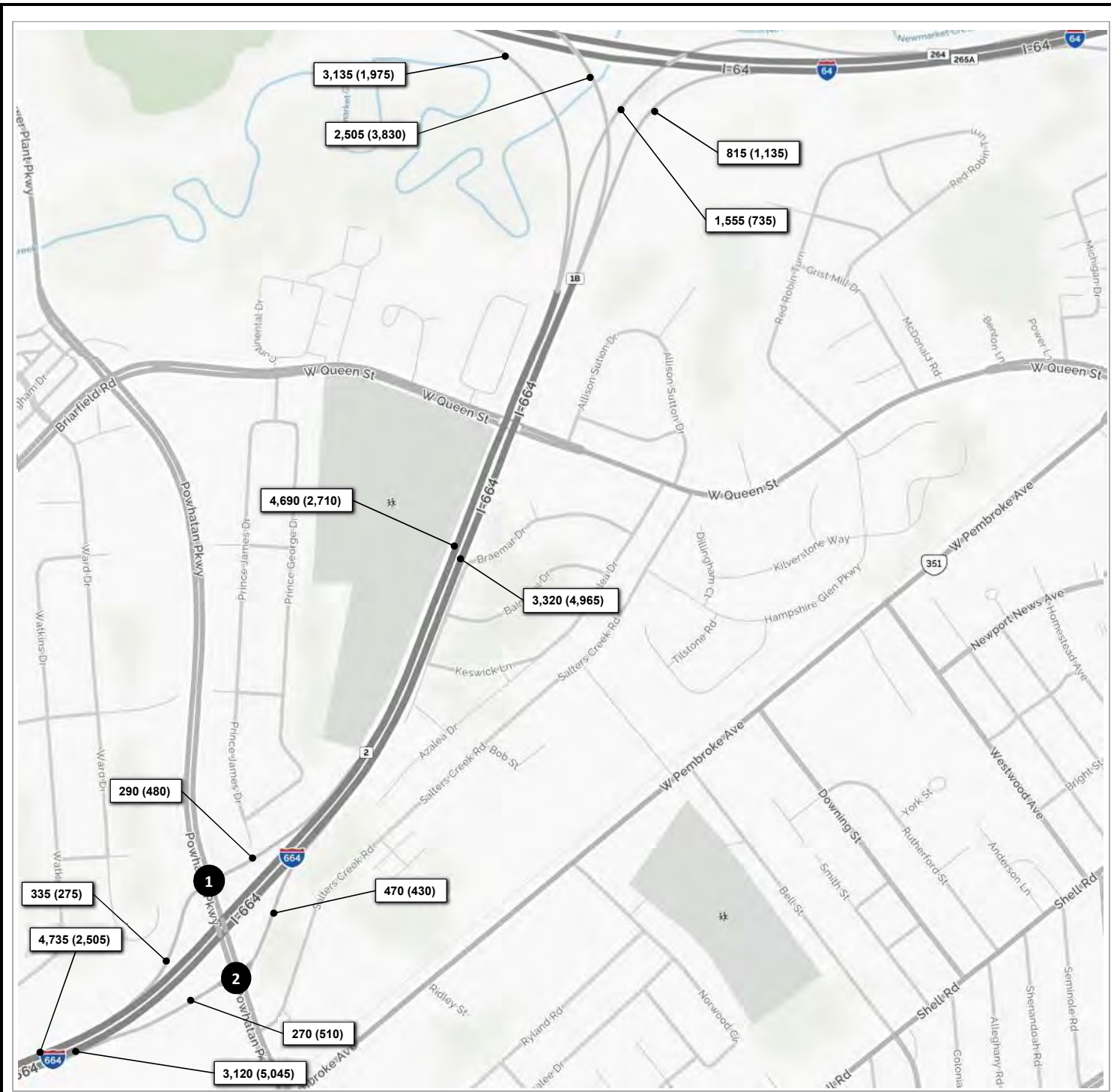


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure H.2-4



1	75 (95)	215 (385)	T 270 (550)	Powhatan Pkwy
	R	L	L 205 (150)	
	250 (410)	T		
	130 (125)	R		

2		I-664 Ramp	R 415 (385)	
		Powhatan Pkwy	T 415 (480)	
	55 (45)	L	L 60 (220)	R
	410 (750)	T		210 (290)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure H.2-5



1	520 (255)		155 (160)		T	525 (760)	
	R	T	L		L	90 (85)	
				Aberdeen Road			
				I-664 Ramp			
	470 (975)			T			
	240 (210)			R			

2					I-64 Ramp	R	160 (155)
					Aberdeen Road		
				L			
				R			
	175 (365)			L		215 (280)	
	450 (770)			T			70 (95)

3	360 (150)		465 (160)		R		
	R	T	L		T	95 (205)	
				Chestnut Avenue			
				L			
				R			
	245 (340)			L			
	35 (15)			T			20 (25)
				R			

4					R	185 (410)	
					Chestnut Avenue		
				L			
				R			
	75 (140)			L			
	655 (385)			T			
				R			

5	50 (60)		260 (175)		20 (55)		
	R	T	L		R	30 (50)	
				Chestnut Avenue			
				L			
				R			
	30 (75)			L			
	180 (215)			T			120 (285)
	445 (95)			R			20 (35)
							90 (315)

6	5 (5)		20 (5)		10 (5)		
	R	T	L		R	5 (5)	
				Roanoke Avenue			
				L			
				R			
	15 (20)			L			
	95 (75)			T			
	85 (65)			R			

7					R	65 (165)	
					Roanoke Avenue		
				L			
				R			
				L			
	105 (80)			T			75 (90)
				R			90 (40)

8	20 (25)		665 (260)		30 (30)		
	R	T	L		R	10 (35)	
				Roanoke Avenue			
				L			
				R			
	20 (35)			L			
	85 (70)			T			200 (565)
	90 (15)			R			20 (25)
							15 (35)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



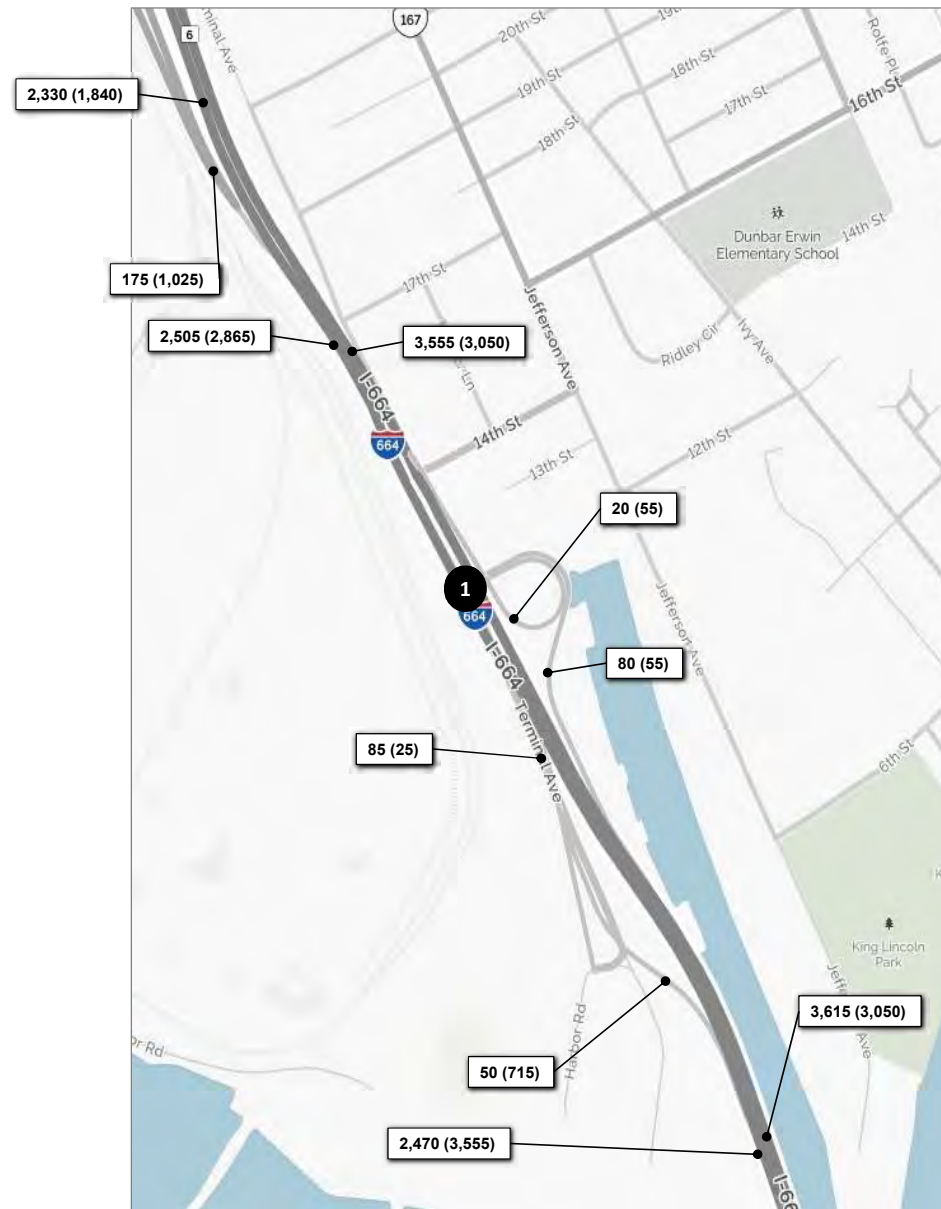
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure H.2-6





1	155 (840)	10 (40)	R 50 (45)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 10 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure H.2-8



<b>1</b>				R	25 (15)
				T	390 (945)
				L	35 (50)
US 17					
		L	T	R	
90 (85)		L	35 (35)	55 (20)	105 (90)
1,475 (1,340)		T			
50 (130)		R			

<b>2</b>				T	450 (1,010)
				L	435 (460)
	US 17				
780 (765)		T			
800 (665)		R			

<b>3</b>	885 (1,880)			R	450 (560)
	T			L	110 (180)
				VA 164 Ramp	
			T	670 (1,040)	

<b>4</b>	730 (1,365)		285 (495)			
	T		L		VA 164 Ramp	
			College Dr		T	R
				670 (1,040)	115 (95)	

<b>5</b>	395 (650)			R	350 (650)
	S (5)			T	540 (900)
				L	10 (15)
			US 17		
		L	T	R	
430 (475)		L	5 (10)	5 (10)	5 (15)
745 (765)		T			
10 (15)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

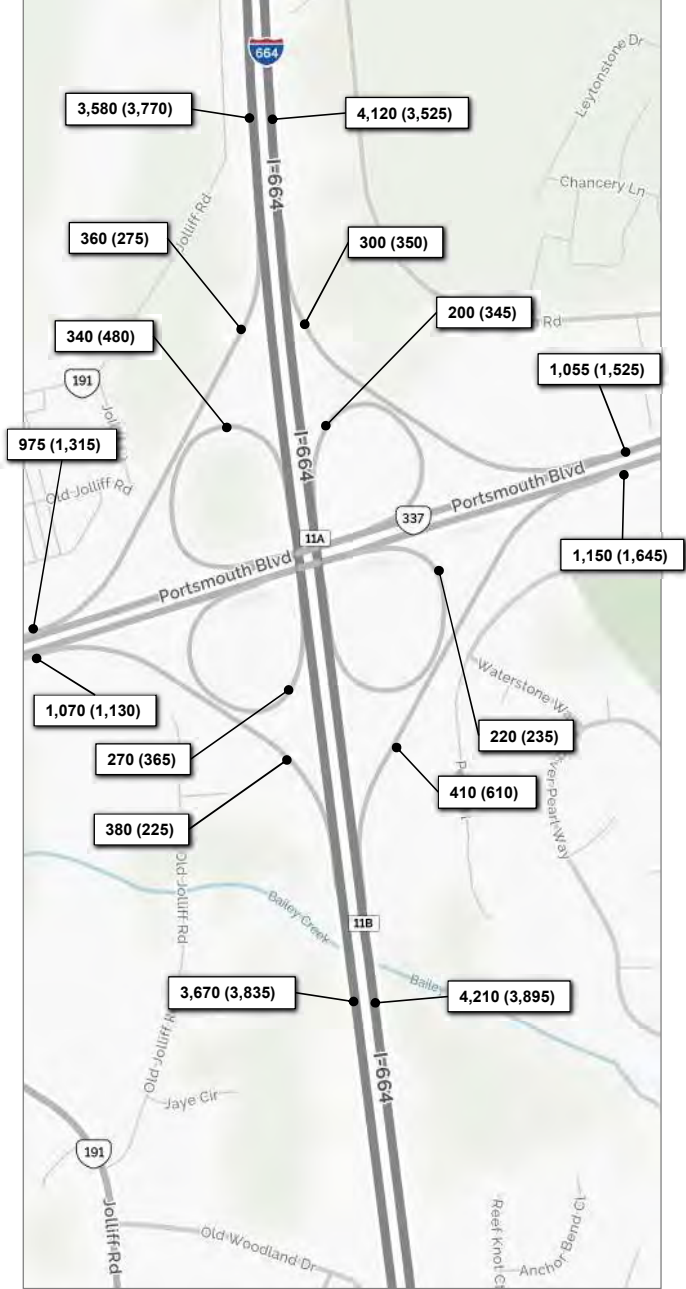
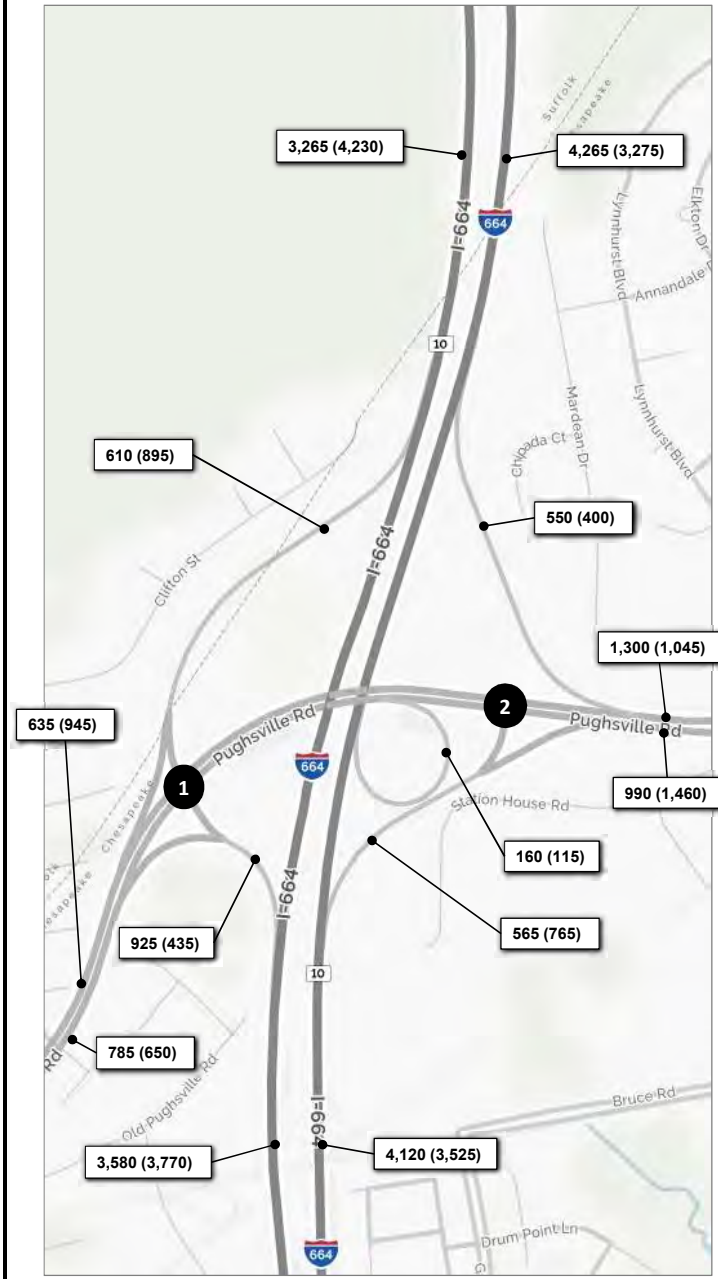


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure H.2-9



<b>1</b>	330 (345) R	280 (550) L	T L	305 (600) 550 (300)
	410 (515) 375 (135)	T R	Pughsville Road	

<b>2</b>			R T	550 (400) 750 (645)
	Pughsville Road	L 530 (950) 160 (115)	T R	R 460 (510) 105 (255)

<b>3</b>	155 (185) R	60 (155) L	T L	305 (245) 245 (115)
	445 (315) 200 (70)	T R	Dock Landing Road	

<b>4</b>			R T	255 (95) 450 (250)
	Dock Landing Road	L 280 (125) 225 (345)	T	R 135 (280) 100 (110)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure H.2-10







<b>1</b>				<b>R5 (15)</b>		
				<b>T</b>	<b>390 (945)</b>	
				<b>L</b>	<b>35 (50)</b>	
<b>US 17</b>						
			<b>L</b>	<b>T</b>	<b>R</b>	
90 (85)				35 (35)	55 (20)	105 (90)
1,475 (1,340)						
50 (130)						

<b>2</b>				<b>T 450 (1,010)</b>		
				<b>L 435 (460)</b>		
	<b>US 17</b>					
780 (765)			<b>T</b>			
800 (665)			<b>R</b>			

<b>3</b>				<b>R 425 (525)</b>		
				<b>L 115 (195)</b>		
	<b>835 (1,575)</b>			<b>T VA 164 Ramp</b>		
<b>VA 164</b>						
			<b>T</b>			<b>620 (960)</b>

<b>4</b>						
	<b>695 (1,295)</b>			<b>255 (475)</b>		
	<b>T</b>			<b>L</b>		
<b>VA 164 Ramp</b>						
			<b>T</b>			<b>620 (960)</b>
			<b>R</b>			<b>120 (100)</b>

<b>5</b>				<b>R 310 (580)</b>		
				<b>T 485 (810)</b>		
				<b>L 10 (15)</b>		
<b>VA 164</b>						
<b>395 (650)</b>			<b>295 (640)</b>			
<b>R</b>			<b>L</b>			
425 (470)			5 (5)			5 (15)
745 (750)			5 (10)			5 (10)
10 (15)			5 (10)			5 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure H.2-12



1					
420 (195)	810 (580)	R	105 (415)		
		L	165 (355)		
R	T	L	T		
		L	T		
		150 (175)	305 (1,040)		
		Towne Point Road			

2							
510 (740)	465 (195)						
T	L	L	T	R			
		L	T	R			
125 (320)	L	330 (895)					
195 (390)	R	Towne Point Road					

3							
295 (180)	580 (350)	30 (15)	R	5 (15)			
		L	T	10 (160)			
		L	T	L	25 (90)		
		L	T	L	T	R	
		55 (170)	L	360 (310)	480 (445)	365 (40)	
		80 (10)	T				
		190 (190)	R				

4							
465 (425)	330 (205)						
T	L	L	T	R			
		L	T	R			
430 (160)	L	775 (635)					
490 (510)	R	Cedar Lane					
				210 (160)			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

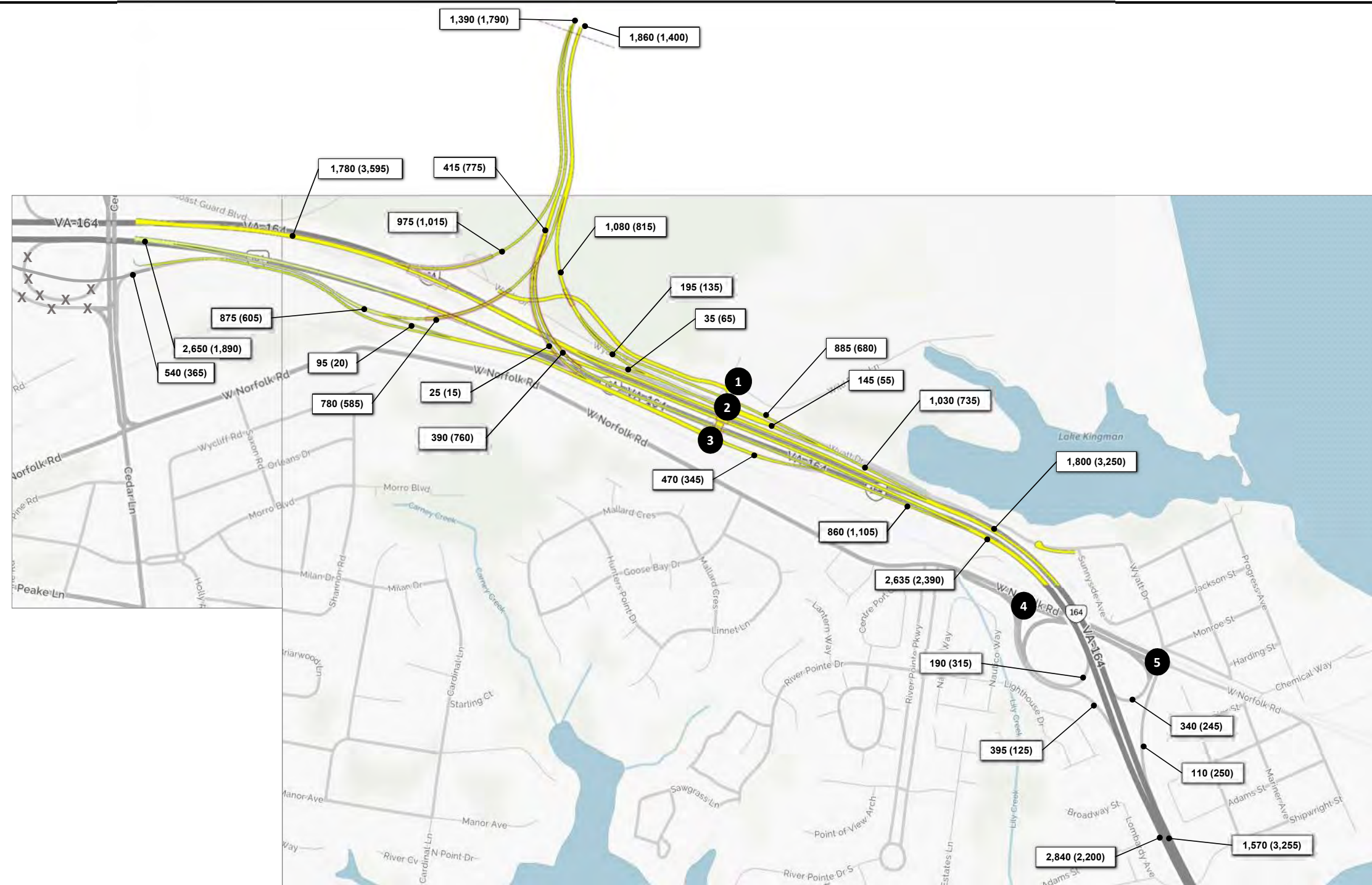


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure H.2-13



<b>1</b>	R	5 (5)	R	5 (5)
	T	5 (0)	T	5 (0)
	L	5 (15)	L	5 (15)
<hr/>			L	T
	5 (5)	L	5 (5)	255 (75)
	5 (5)	T		30 (15)
	5 (5)	R		

<b>2</b>	R	145 (55)		
	T	0 (0)		
	L	0 (0)		
<hr/>			L	T
	70 (85)	V/G Blvd	160 (115)	145 (40)

<b>3</b>			L	VA 164 Ramp
<hr/>			L	T
	305 (155)	V/G Blvd		
	355 (245)			

<b>4</b>			T	80 (225)
			L	40 (55)
<hr/>			L	R
	285 (150)	T	90 (255)	
	355 (70)	R		100 (60)

<b>5</b>	R	10 (10)		
	T	30 (55)		
	L	40 (90)		
<hr/>			L	T
	30 (15)	V/G Blvd	60 (210)	45 (30)
	15 (35)			
	85 (35)			
	285 (140)			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure H.2-14



<b>1</b>					
5 (15)	40 (35)	65 (65)	R	110 (55)	
			T	135 (220)	
			L	160 (90)	
<b>Cleveland St</b>					
	20 (15)	L	L	T	R
	225 (285)	T	5 (5)	5 (5)	55 (90)
	10 (10)	R			

<b>2</b>					
335 (295)		310 (20)	T	70 (70)	
<b>Cleveland St</b>					
	345 (440)	T			

<b>3</b>					
25 (15)		25 (5)	R	60 (100)	
			T	45 (55)	
			L		
<b>Cleveland St</b>					
	595 (440)	L			
	60 (20)	T			
		R			

<b>4</b>					
5 (5)	35 (30)	170 (100)	R	40 (70)	
			T	25 (35)	
			L	40 (95)	
<b>Woodrow St</b>					
	25 (30)	L	1,464 Ramp		
	100 (50)	T			
	10 (15)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure H.2-15



1	155 (620)	85 (675)	R	545 (120)
	50 (50)		T	870 (500)
			L	285 (90)
	675 (205)	L	L	T
	630 (860)	T	300 (630)	50 (50)
	460 (305)	R		185 (525)

2	25 (55)			
	1,300 (1,695)			
	50 (25)	L	L	T
	90 (95)	R	145 (55)	1,715 (1,345)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

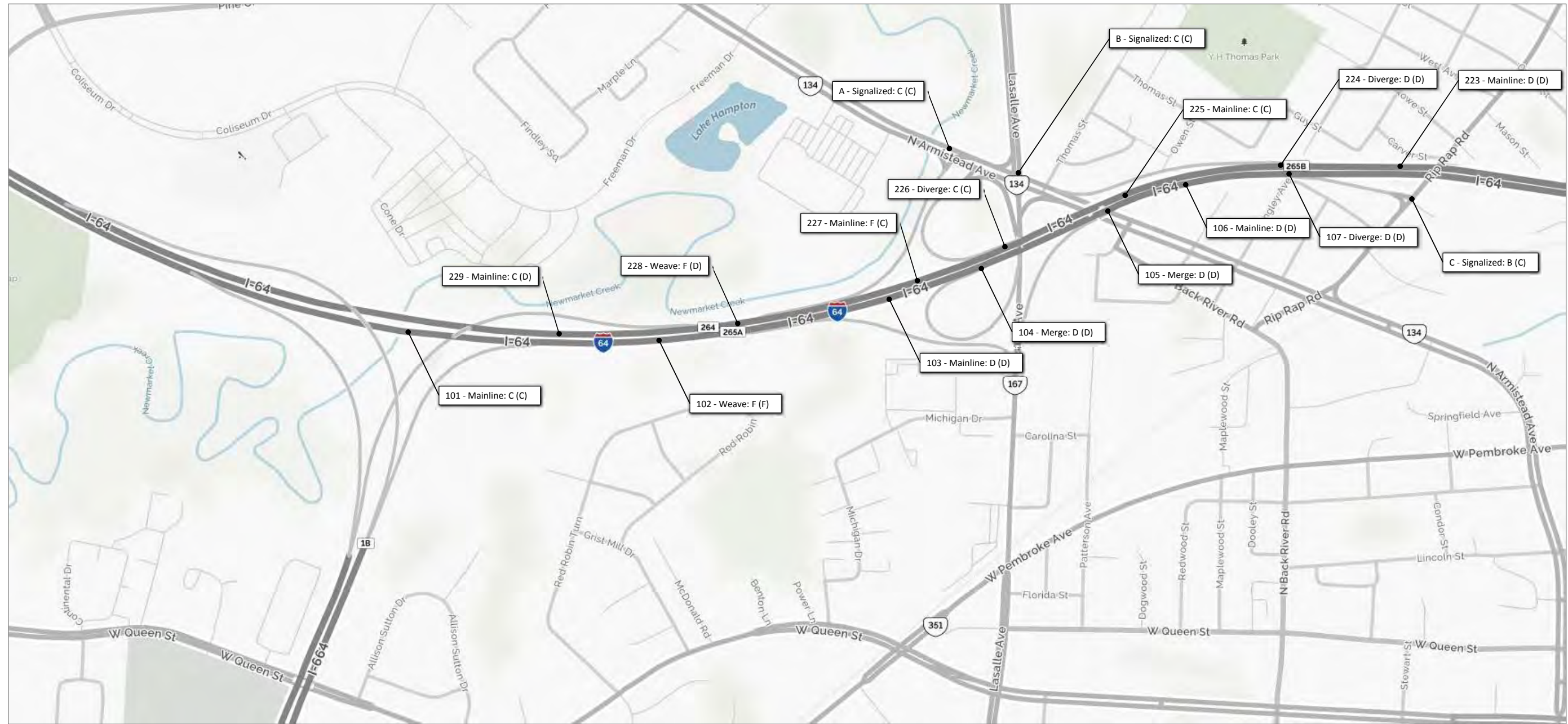


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Peak Hour Volumes**  
**Elizabeth River Connectors**

April 2017

Figure H.2-16



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

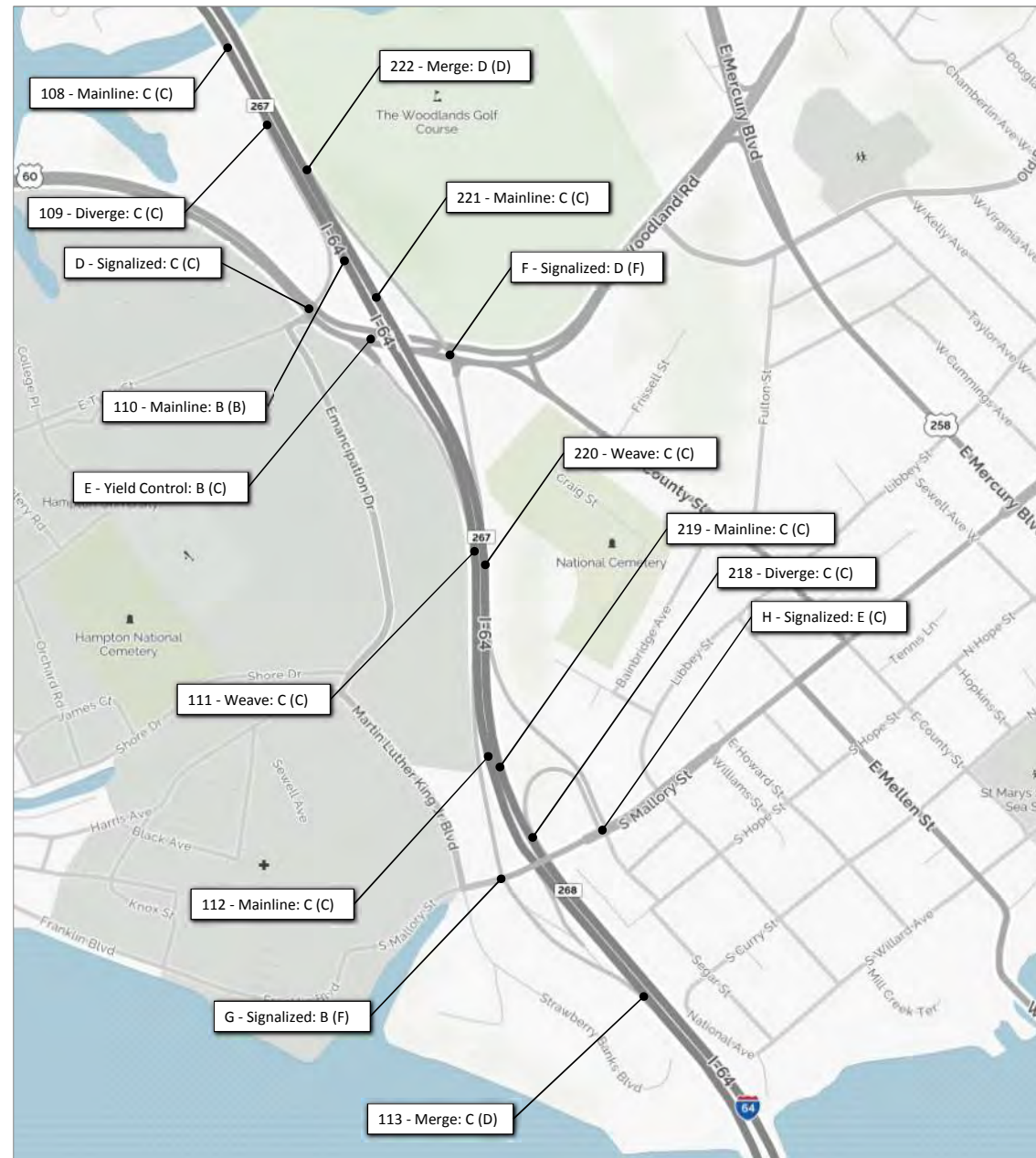


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure H.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

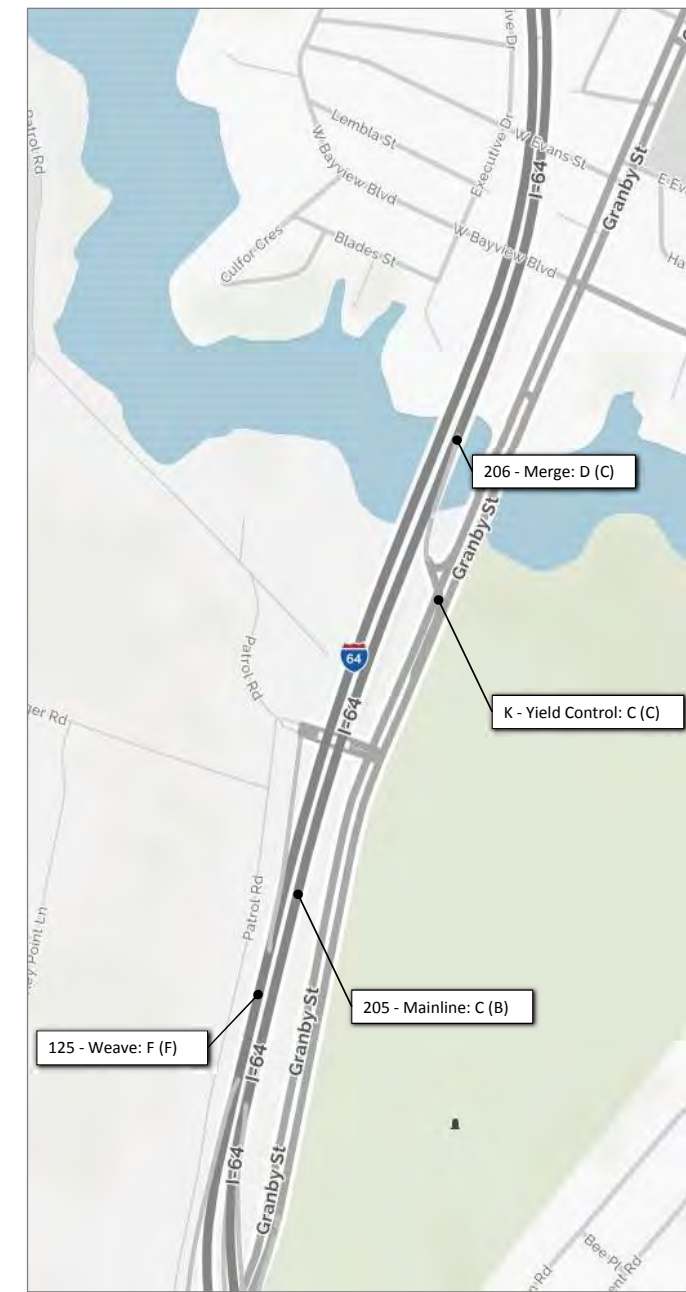


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure H.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure H.3-3





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

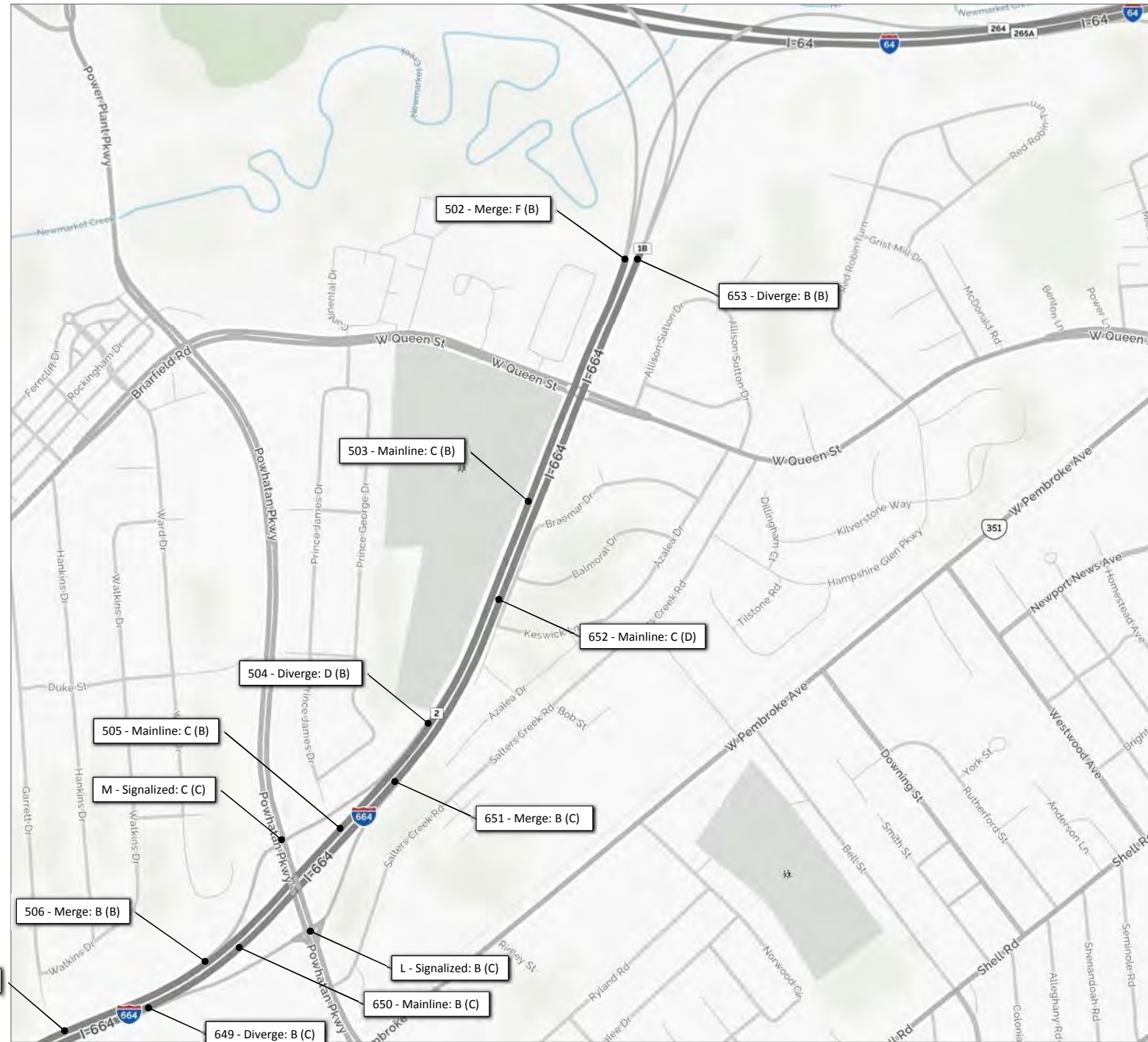


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure H.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**2028 Alternative B  
 Level of Service  
 I-664 Corridor**

April 2017

Figure H.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

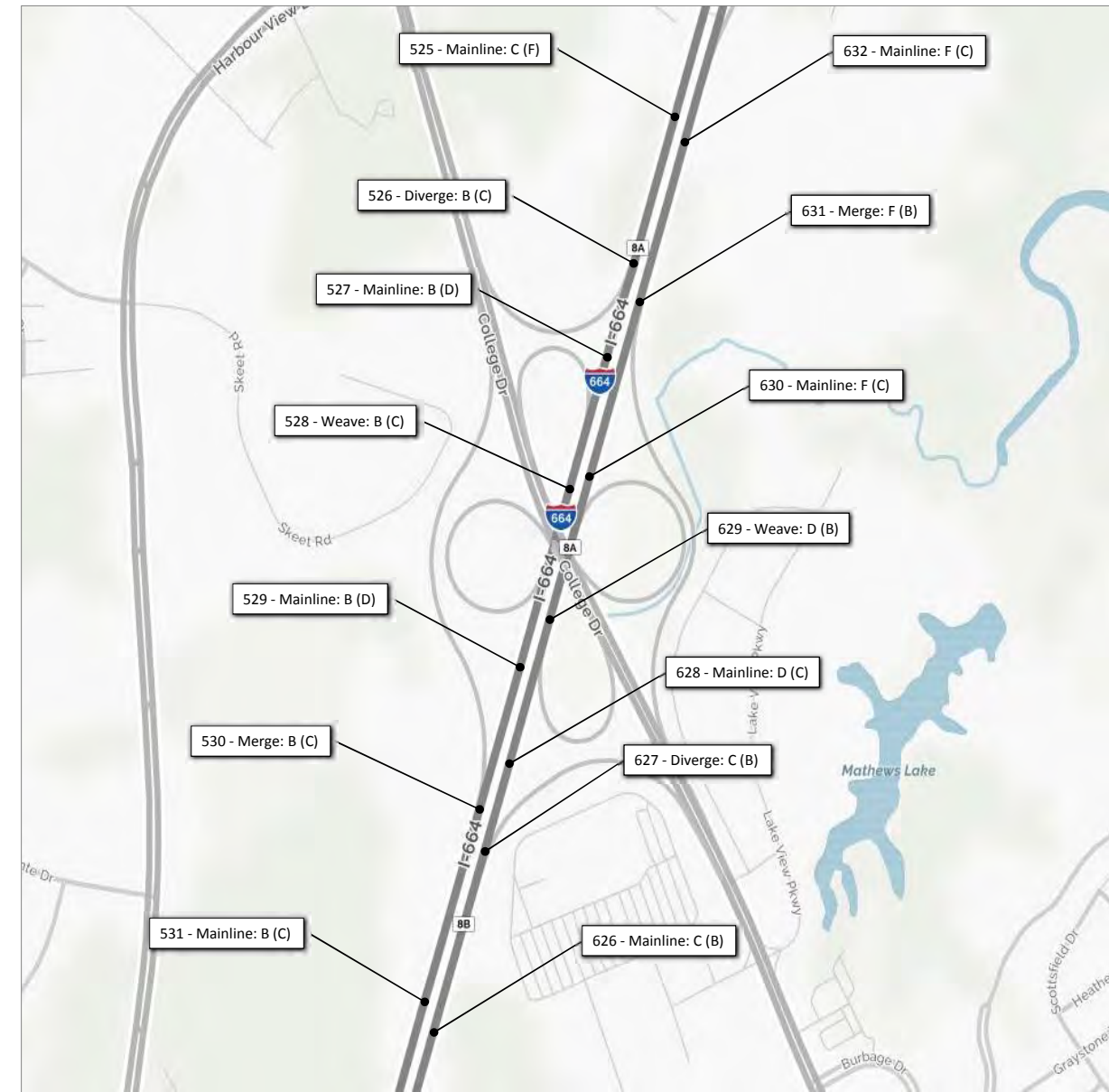
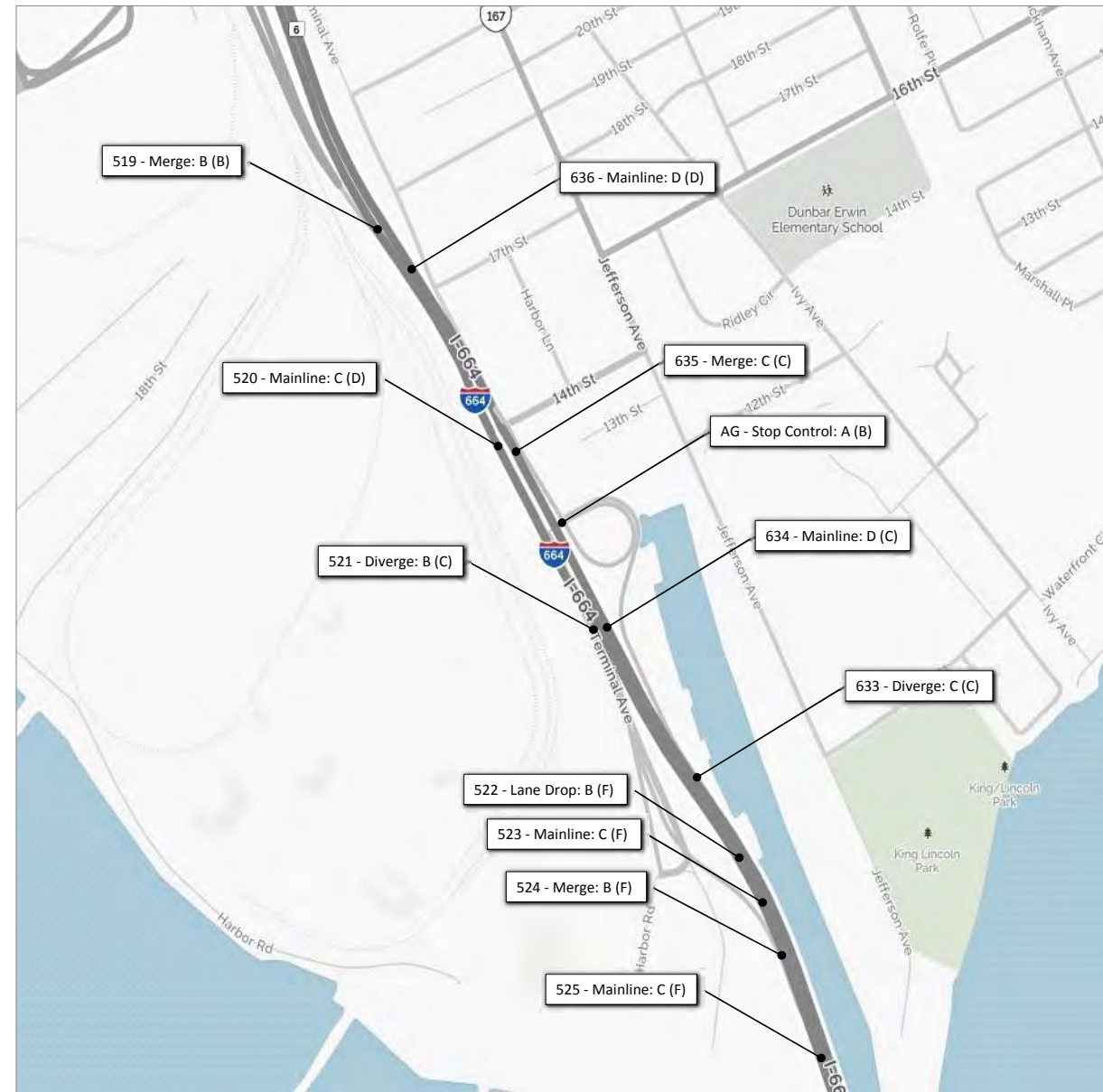


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

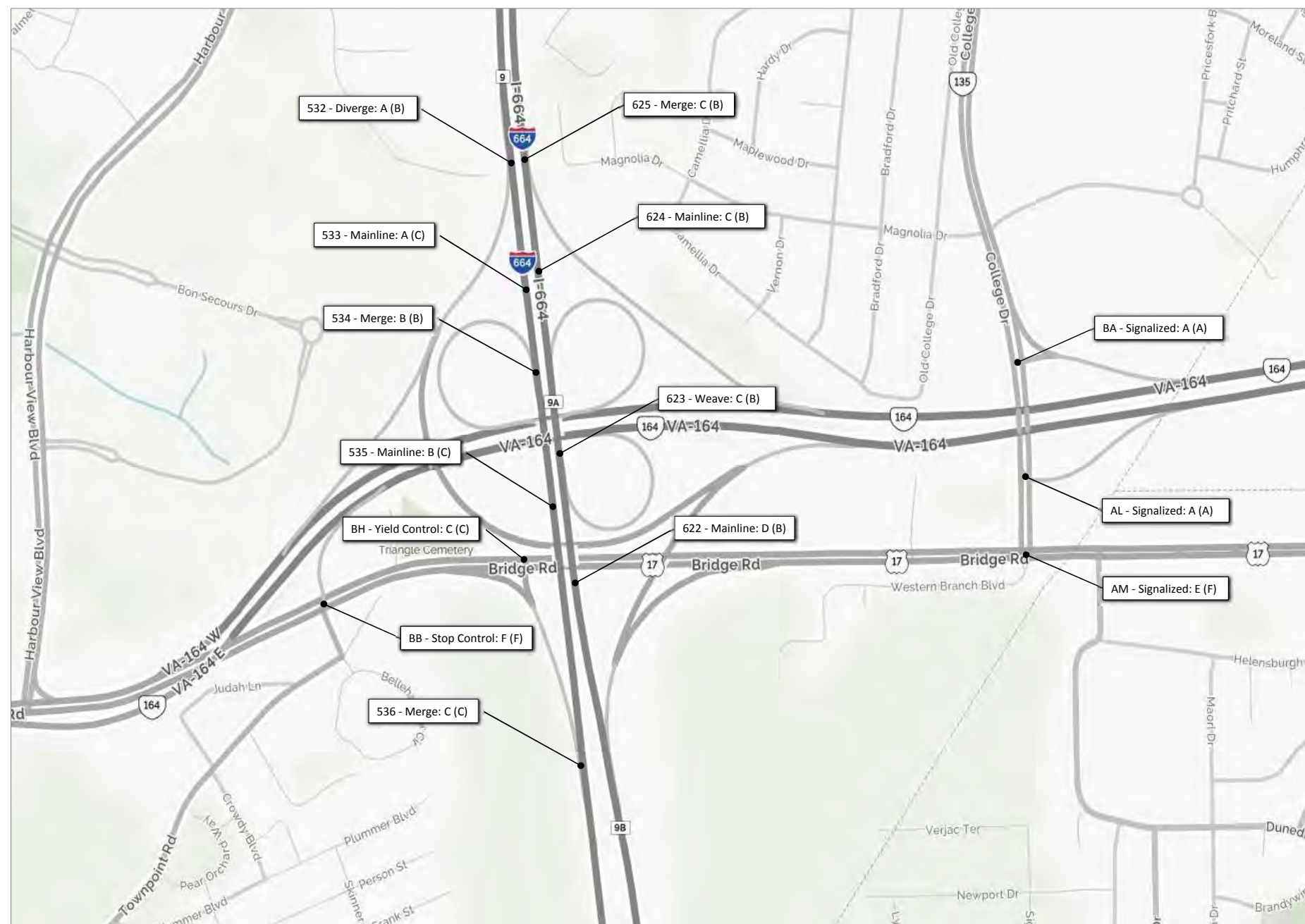


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

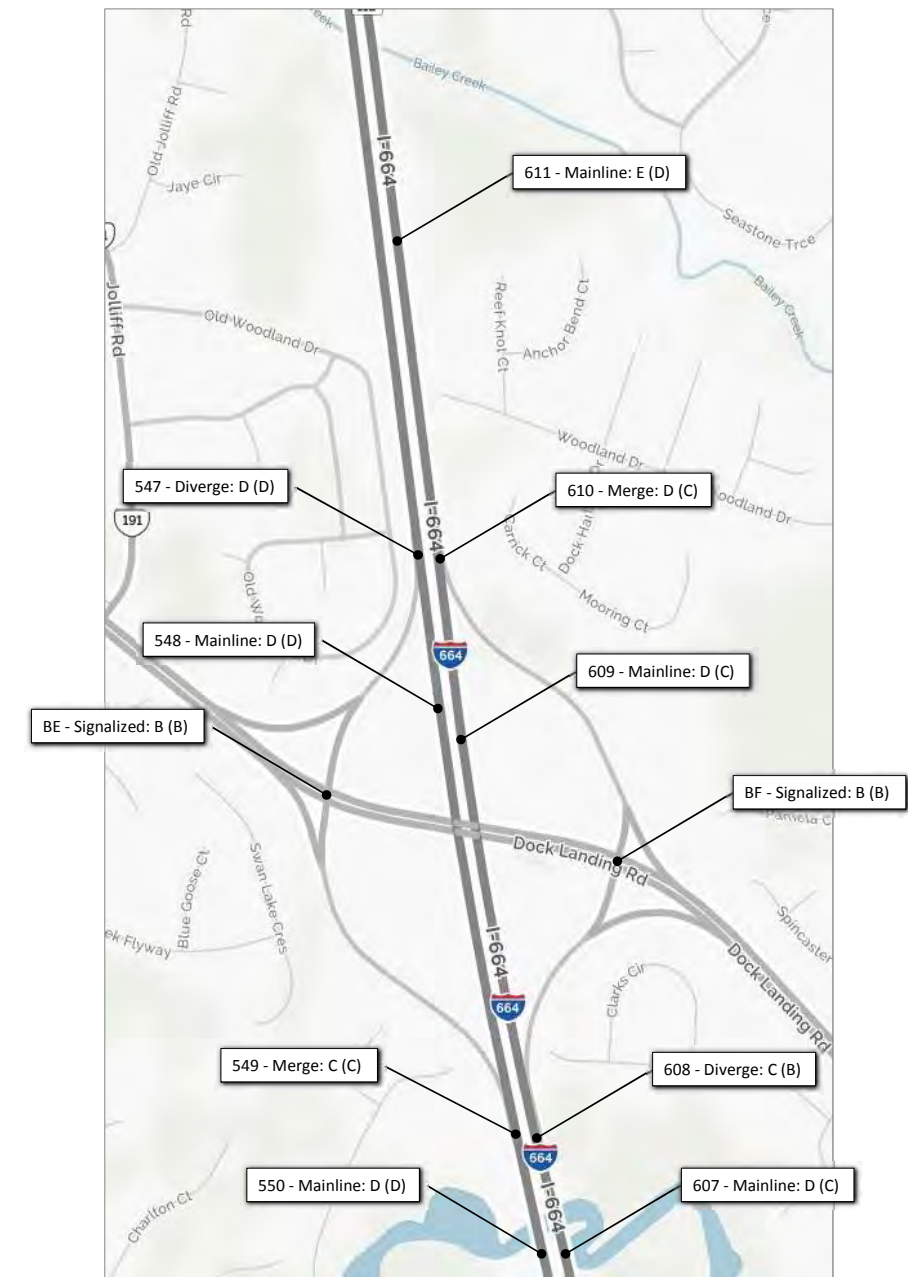
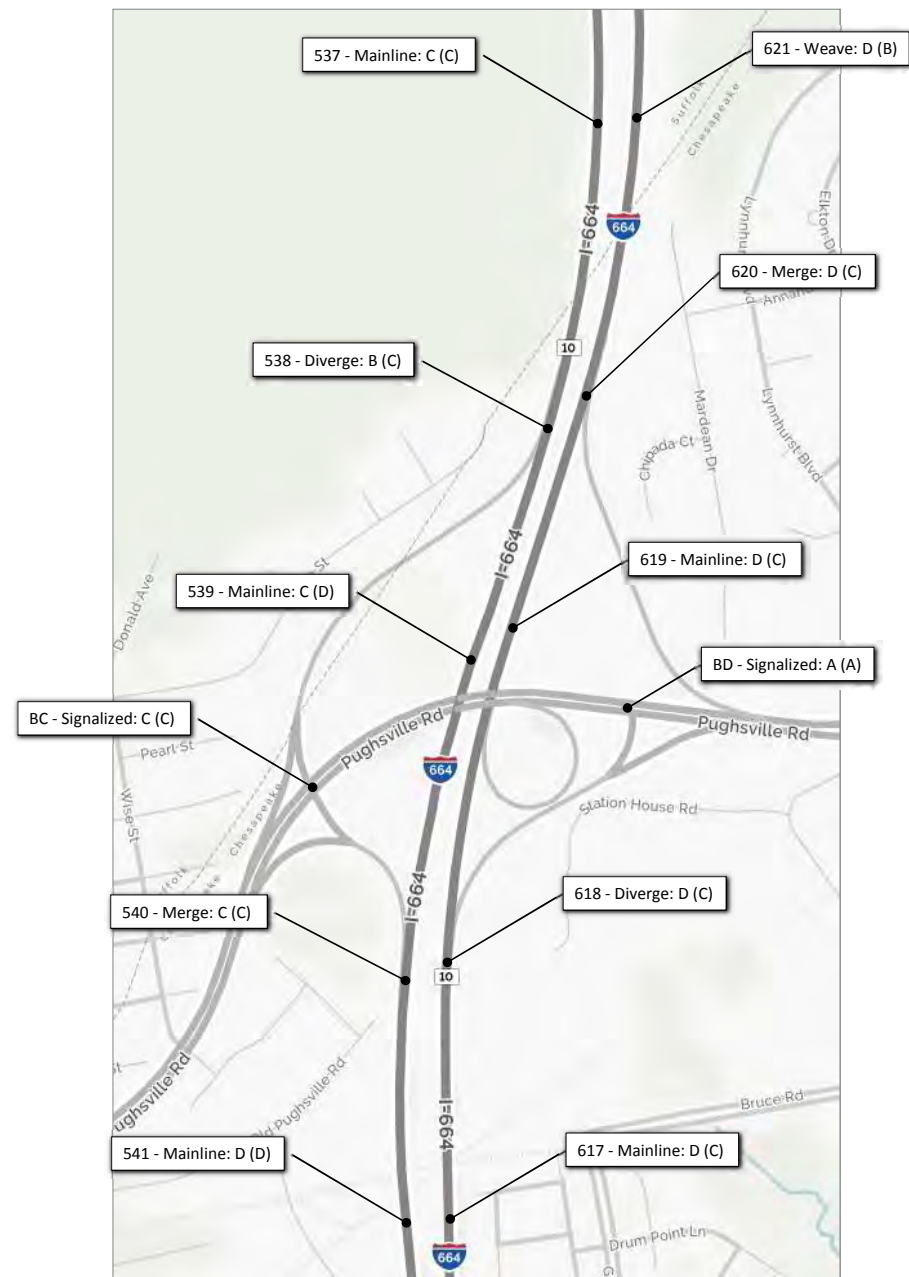


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



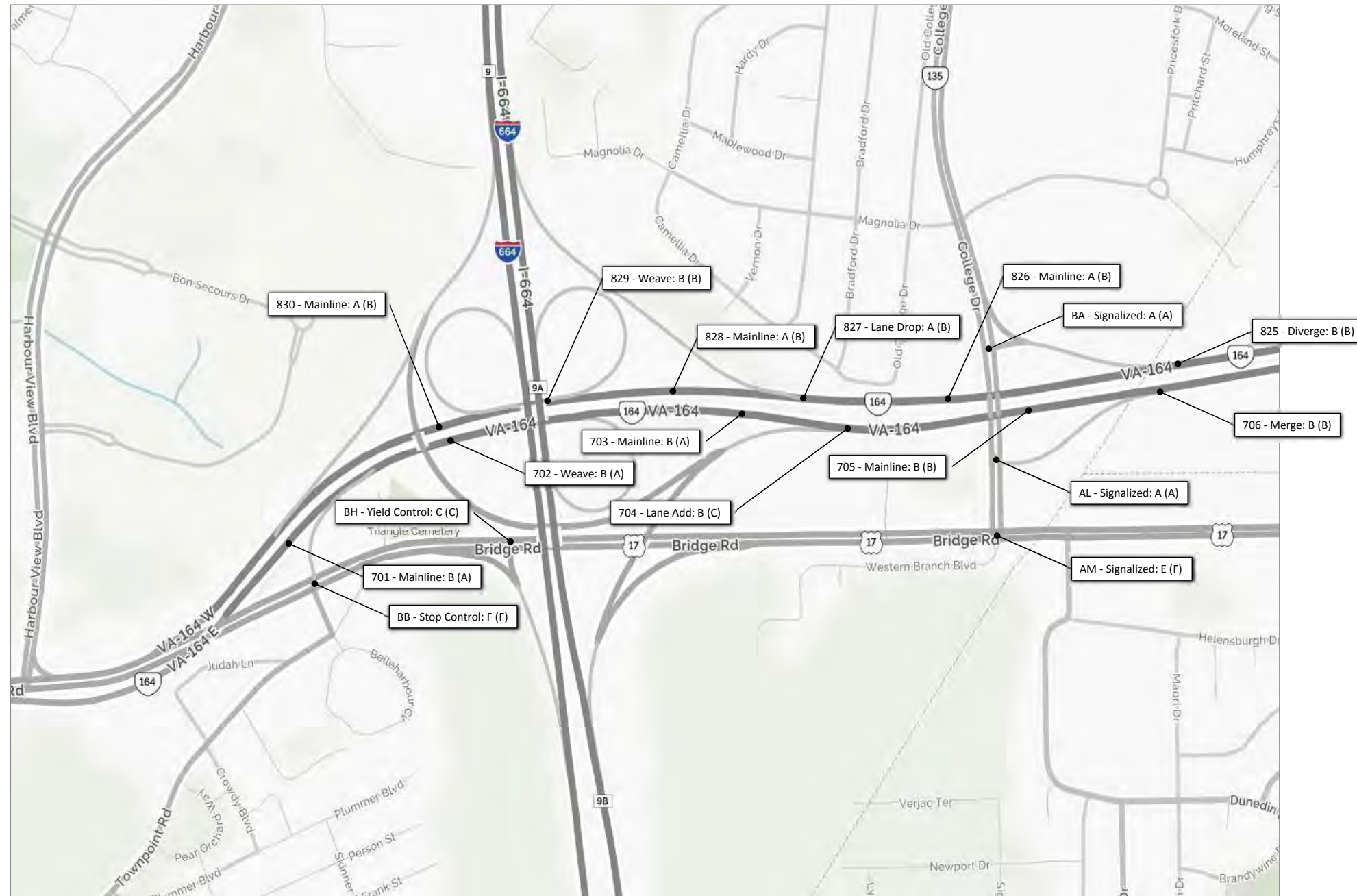
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure H.3-11





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure H.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure H.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure H.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

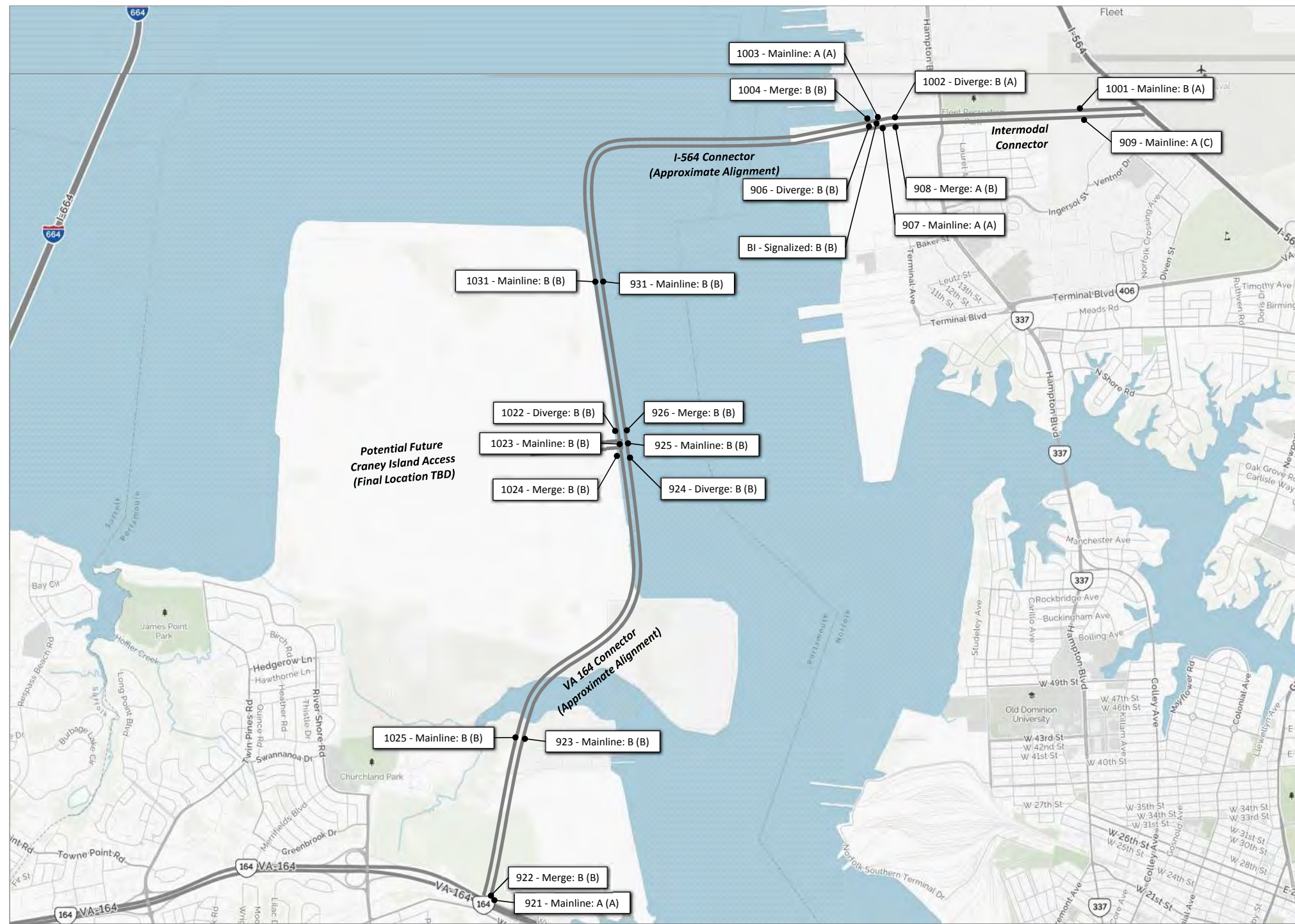


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure H.3-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound  
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



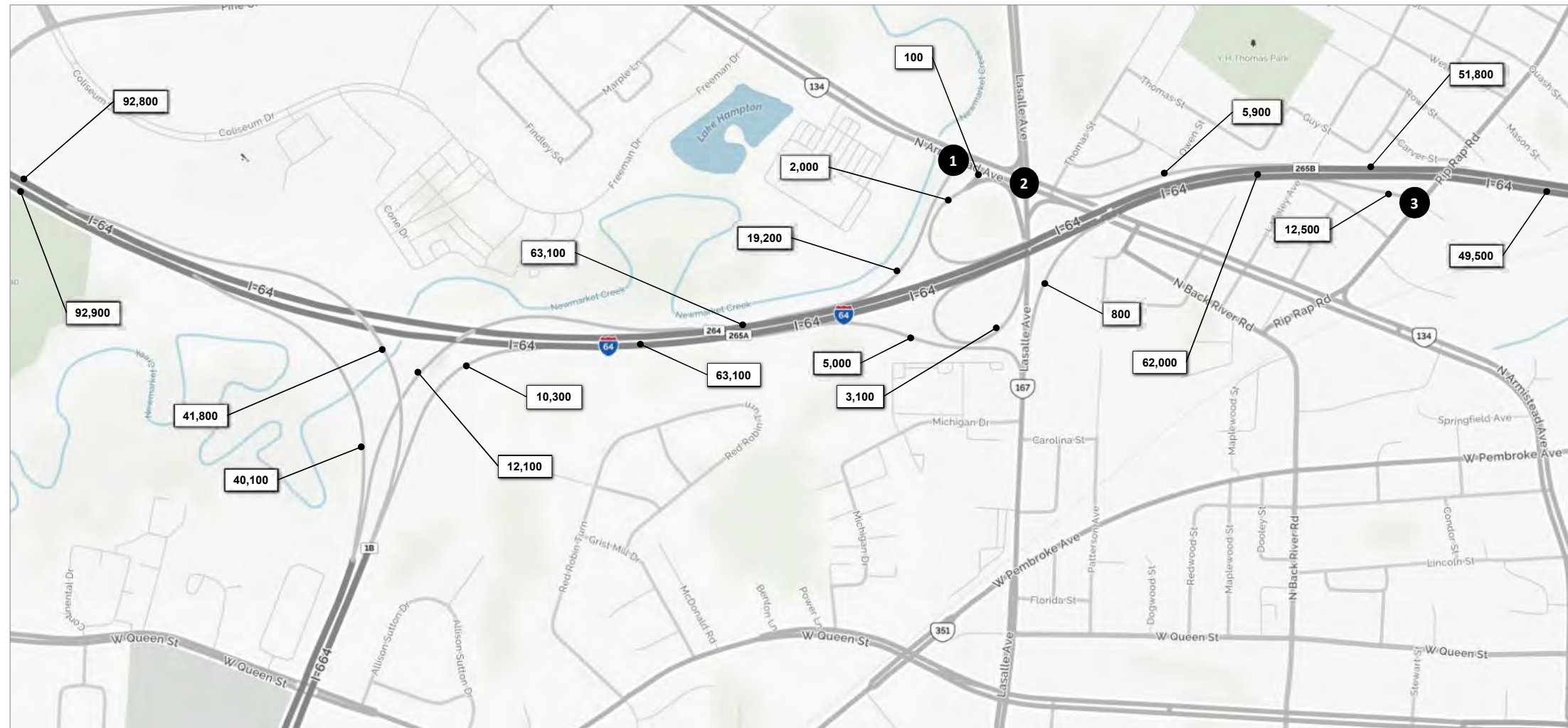
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative B**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure H.3-16

**APPENDIX I:  
2028 ALTERNATIVE C  
TRAFFIC VOLUMES AND ANALYSIS**



1					
	R	T	L	R	
				T	11,000
				L	15,100
Armistead Ave			L	T	R
			L	T	
			13,900		100
			4,100	R	

2					
	R	T	L	R	
				T	2,100
				L	12,700
				L	700
Armistead Ave			L	T	R
			L	T	R
			1,000		200
			7,400		2,100
			5,600	R	8,500

3			
	T		T
I-64 Ramp			
	8,500	L	
	4,000	R	Rip Rap Rd
			1,900

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

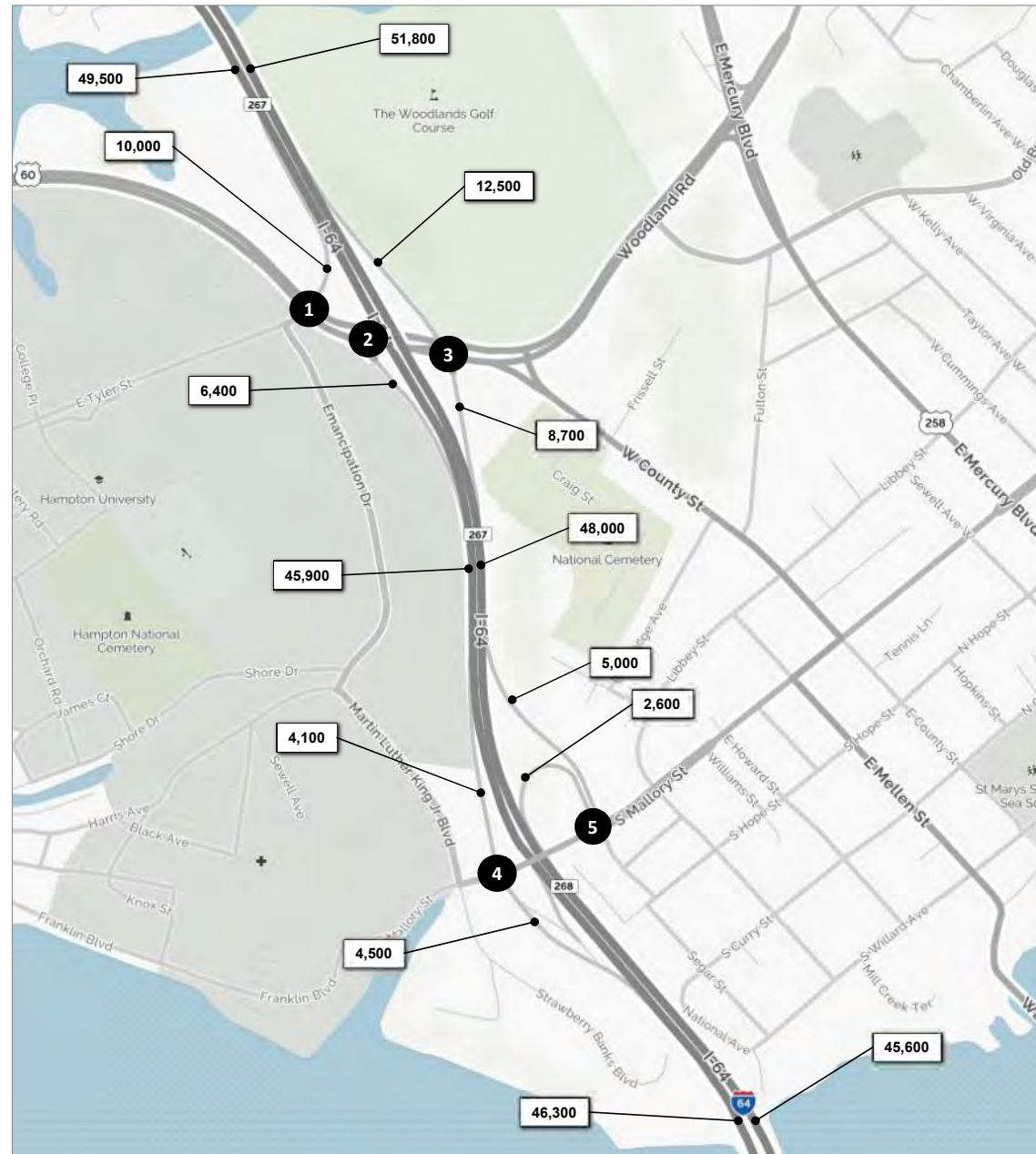


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure I.1-1



1	1,600	3,400	5,000	T	5,000	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		6,700	T	900		3,200
		2,000	R			

2					5,500	
				L	3,000	
Settlers Land ing Rd						
		11,500	T			
		3,400	R			

3				R	8,100	
				T	5,300	
Settlers Land ing Rd				L		R
		4,400	L	4,200		4,500
		7,100	T			

4	2,300	100	1,700	T	1,500	
	R	T	L	L	3,000	
S. Mallery St						
		2,200	T			
		1,400	R			

5	900	100	1,600	R	3,100	
	R	T	L	T	3,300	
S. Mallery St				L		R
		1,400	L	300	500	100
		2,400	T			
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure I.1-2





1	1,800	3,600	T 1,600	
	R	L	L 2,400	
4th View St				
	2,400	T		
	1,000	R		

2			R 3,900	
			T 3,200	
4th View St				
	1,600	L	L	R
	4,400	T	800	2,600

3	900	10,600	US 460	
	R	T	L	T
			4,000	7,600

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

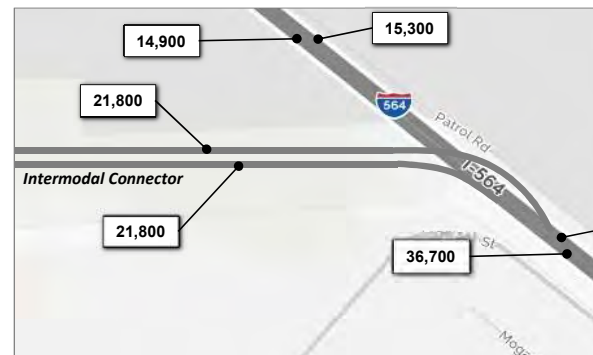
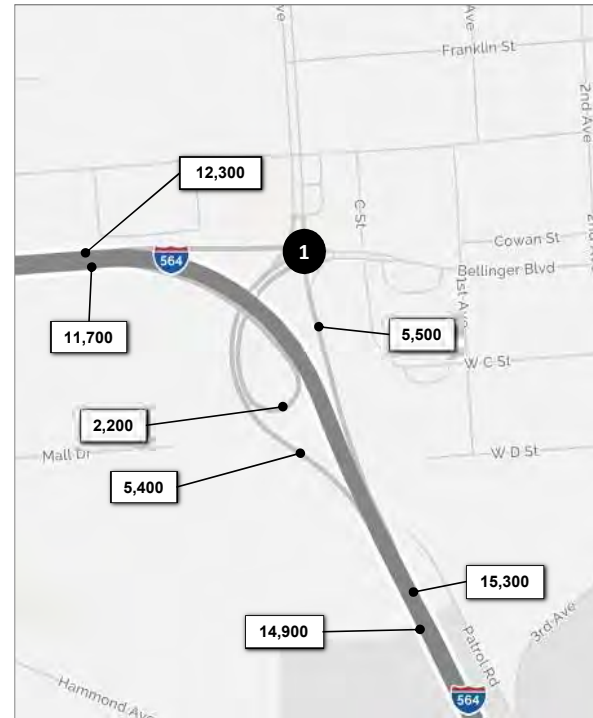


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

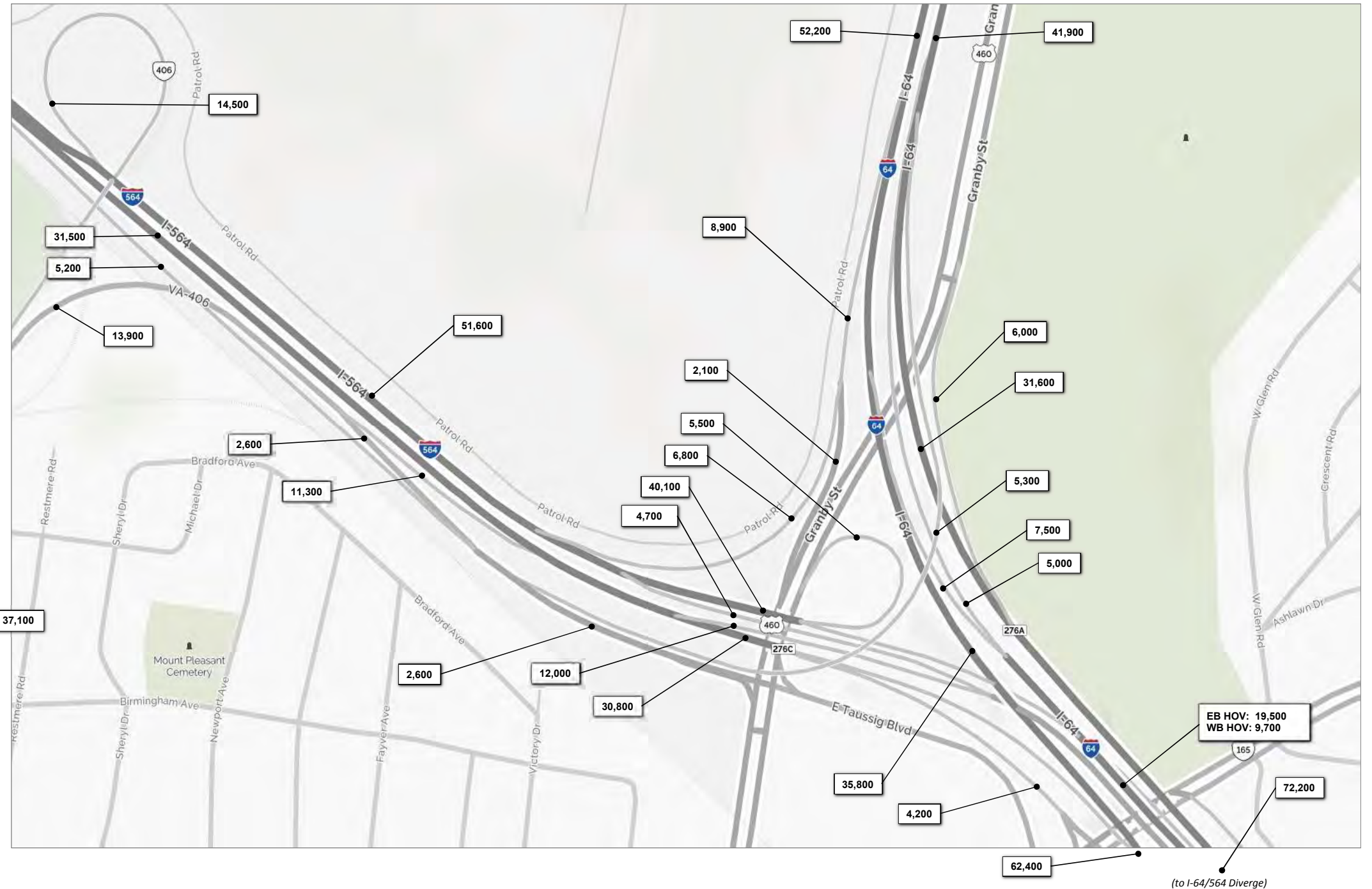
**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure I.1-3



1				
2,300	5,300	Bainbridge Ave	R	T
			L	
R	T	Bellinger Blvd	U	L
			T	
100	2,100		U	L
			T	
			100	5,300



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

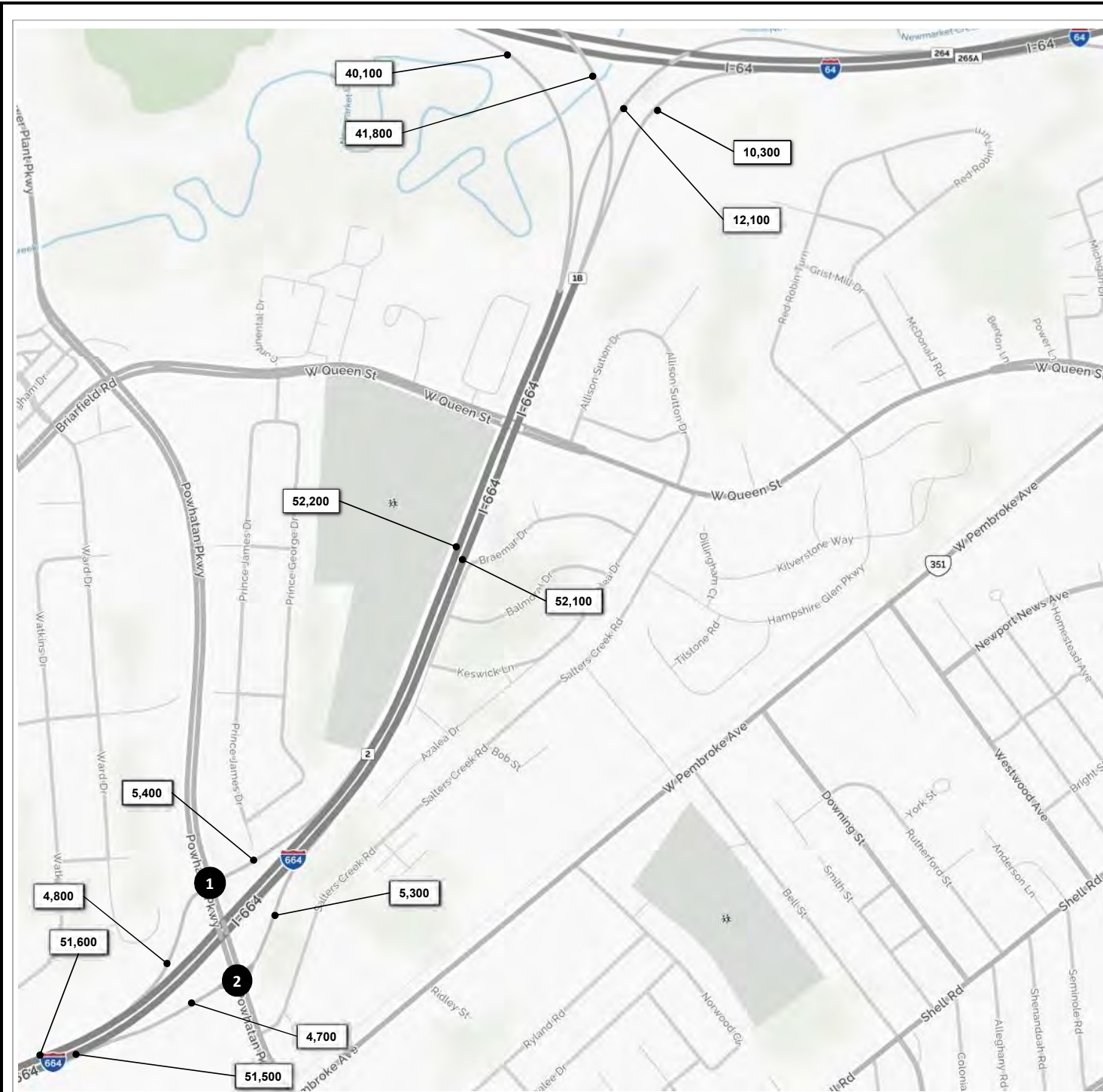


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure I.1-4



<b>1</b>			
R	1,300	L	4,100
		T	5,900
		L	2,500
		Powhatan Pkwy	
		L	800
		T	8,300
		I-664 Ramp	
		L	5,000
		R	2,300

<b>2</b>			
		L	800
		T	8,300
		I-664 Ramp	
		L	2,300
		R	2,400
		Powhatan Pkwy	
		L	4,500
		T	6,100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-5



<b>1</b>					
5,100		1,900	T	9,900	
R	T	L	L	1,300	
			Aberdeen Road		
10,400		T			
4,700		R	L	T	R
			I-664 Ramp		

<b>2</b>					
			R	2,200	
			T	6,900	
			I-664 Ramp		
Aberdeen Road			L	R	
4,200	L		4,300		900
8,100	T				

<b>3</b>					
2,200		2,500	R	2,900	
R	T	L	T		
Chestnut Avenue			L	T	R
		L			
4,700	T				200
200	R				

<b>4</b>					
			R	3,200	
			T	2,900	
			L		
			Chestnut Avenue		
	L		L	T	R
1,500	L				
5,900	T				
	R				

<b>5</b>					
700	2,600	500	R	500	
R	T	L	T	3,200	
			Chestnut Avenue		
		L	L	T	R
700	L		2,200	2,600	400
3,000	T				
2,200	R				

<b>7</b>					
			R	1,300	
			T		
			L		
			Roanoke Avenue		
	L		L	T	R
	L		1,500		1,300
600	T				
1,900	R				

<b>6</b>					
	200		R	200	
			T	1,700	
			L	900	
			Roanoke Avenue		
	L		L	T	R
600	T				
1,900	R				

<b>8</b>					
400	4,400	400	R	500	
R	T	L	T	600	
			Roanoke Avenue		
		L	L	T	R
300	L		300	4,400	300
1,200	T				
400	R				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

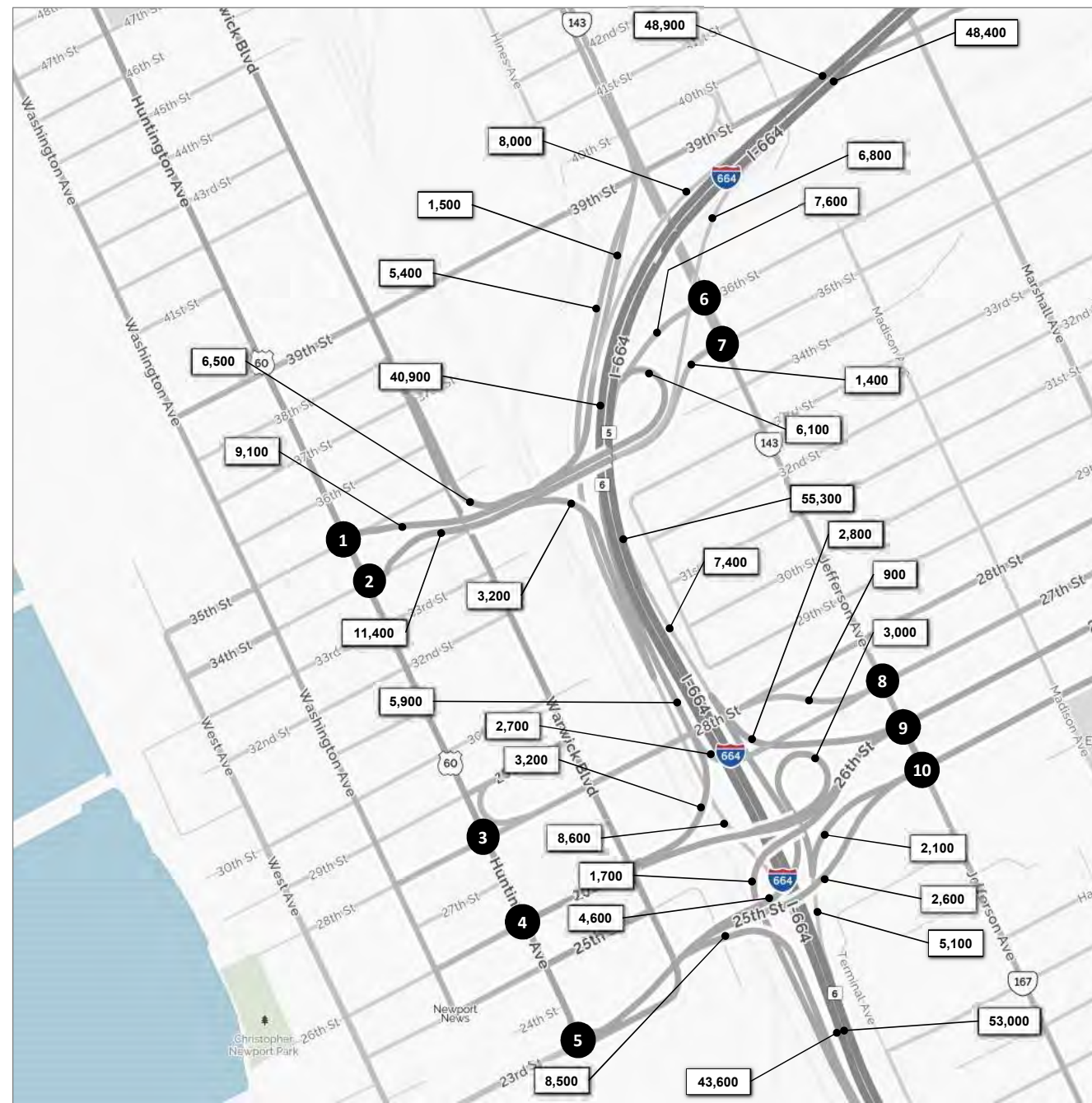


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-6



1	800	12,100					
	R	T		T	4,200	L	5,900
			Huntington Ave		35th Street		

2		9,300					
		T	L				
			Huntington Ave		34th Street		
		4,800		T		R	
		300					

3	500	9,500					
	R	T	L	R	500	T	600
			Huntington Ave		28th Street		
		500		T		R	
		400					

4	1,100	10,100					
	R	T		T	4,900	L	3,100
			Huntington Ave		26th Street		

5	1,300	100					
	R	T	L				
			Huntington Ave		23rd Street		
		5,700		T		R	
		400					

6		5,000					
		T	L	R	1,000	T	200
			Jefferson Ave		36th Street		
		6,500		L		T	
		900		T		R	
		200					

7		5,200					
		T	L				
			Jefferson Ave		35th Street		
		600		L		T	
		500		T		R	
		300					

8		4,900					
		T	L				
			Jefferson Ave		27th Street		
		1,400		L		T	
		900		T		R	
		1,300					

9		2,200					
		R	T	Jefferson Ave	R	500	T
			Huntington Ave		26th Street		
				L		T	
				T		R	
				R	1,600		2,600

10		3,500					
		R	T	L			
			Jefferson Ave		25th Street		
		1,100		L		T	
		2,400		T		R	
		1,200					

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

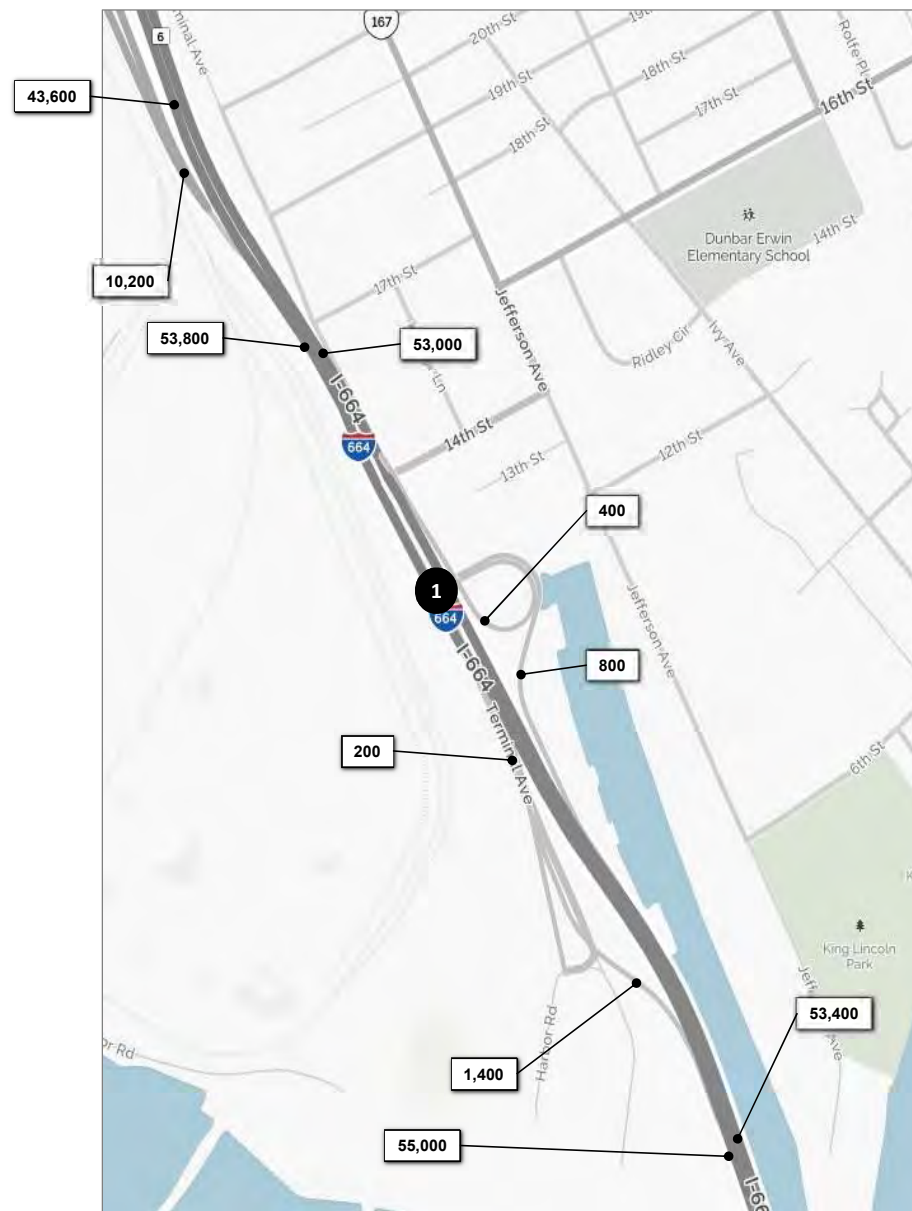


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-8



<b>1</b>			R	200	
			T	9,600	
			L	400	
R	T	L			
	1,400	L	L	T	R
	19,400	T	300	400	1,000
	900	R			

<b>2</b>					
			T	10,200	
			L	6,300	
US 17					
			9,700	T	
			10,700	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

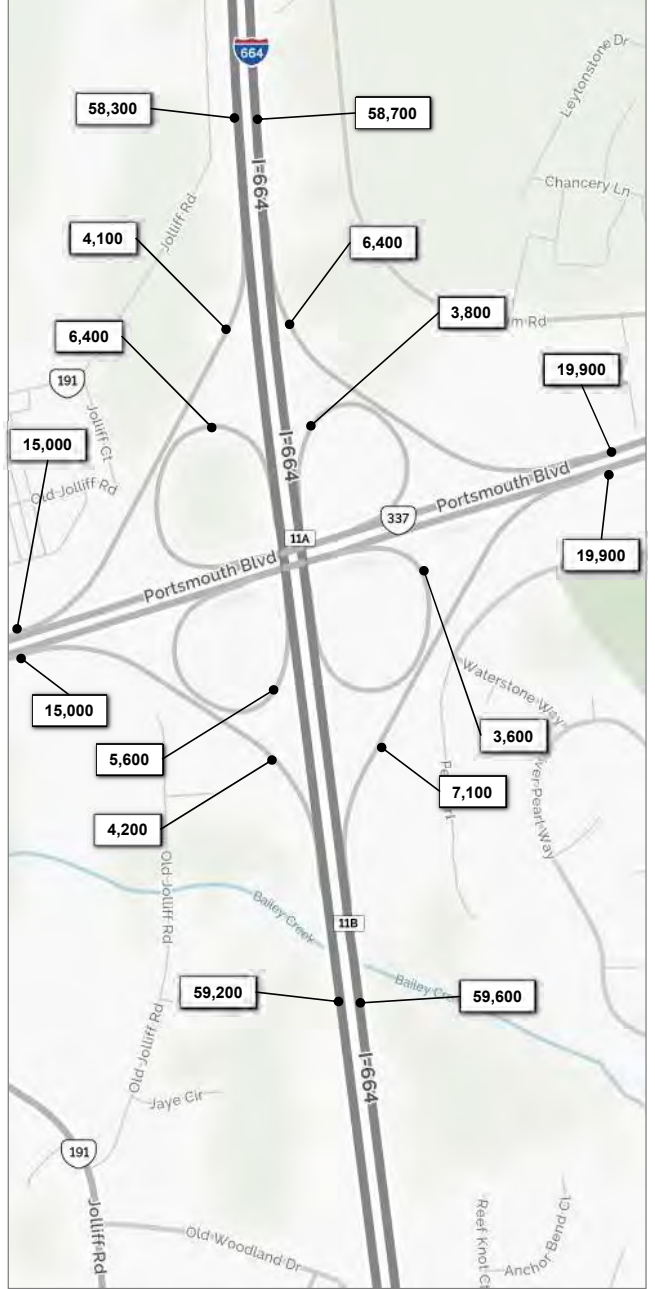
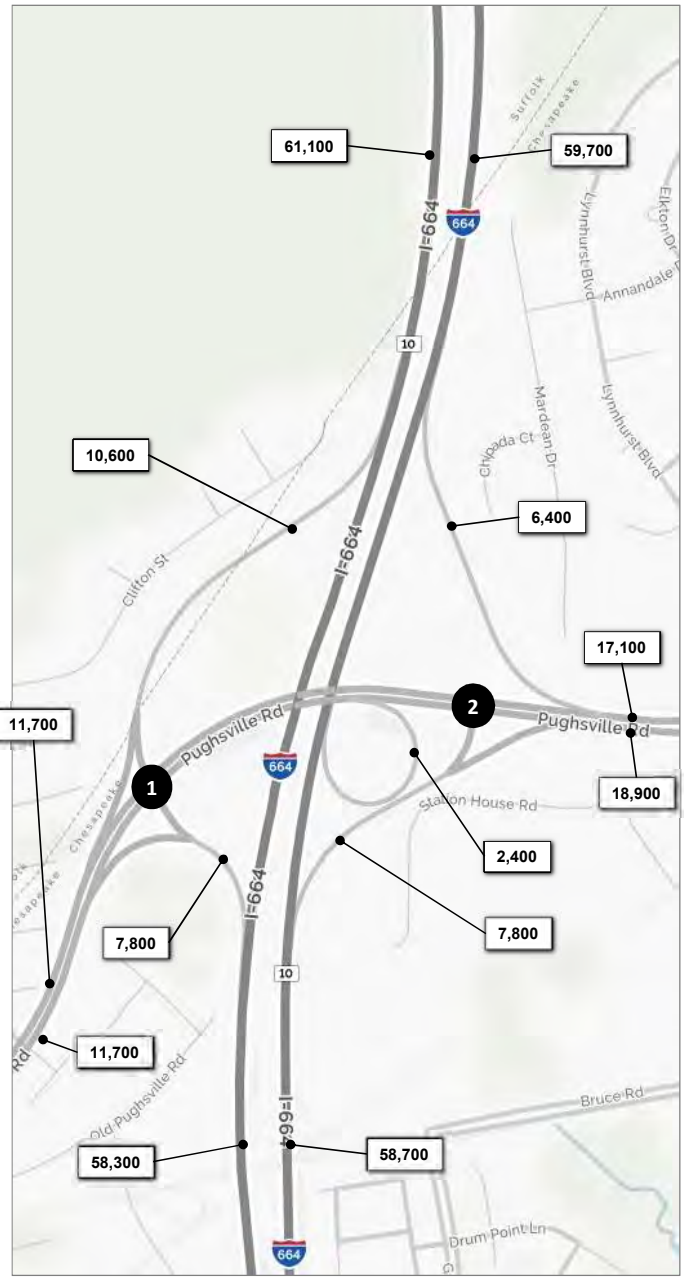


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-9



1	3,400	7,200	T 8,300	
	R	L	L 5,000	
			Pughsville Road	
			8,900 T	
			2,800 R	

2			R 6,400	
			T 10,700	
Pughsville Road			L	R
			13,700 T	2,600
			2,400 R	5,200

3	2,700	1,900	T 3,100	
	R	L	L 1,900	
			Dock Landing Road	
			3,500 T	
			2,500 R	

4			R 2,100	
			T 3,600	
Dock Landing Road			L	R
			1,900 L	2,300
			3,500 T	1,400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-10





<b>1</b>			
100	1,800	R 500	
		T 1,500	
<hr/>			
R	L		
W. Military Hwy			
100	L		
	3,300	T	

<b>2</b>			
		T 1,200	
		L 3,600	
<hr/>			
	W. Military Hwy	L	R
	4,900	T	800
	200	R	3,800

<b>3</b>			
100	5,500	T 4,500	
<hr/>			
R	L		
S. Military Hwy			
	3,800	T	

<b>4</b>			
1,200	2,200	1,400	R 1,000
			T 4,000
			L 800
<hr/>			
R	T	L	
	2,200	L	
	3,400	T	
	1,800	R	
			L 6,200
			T 1,300
			R 1,200

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

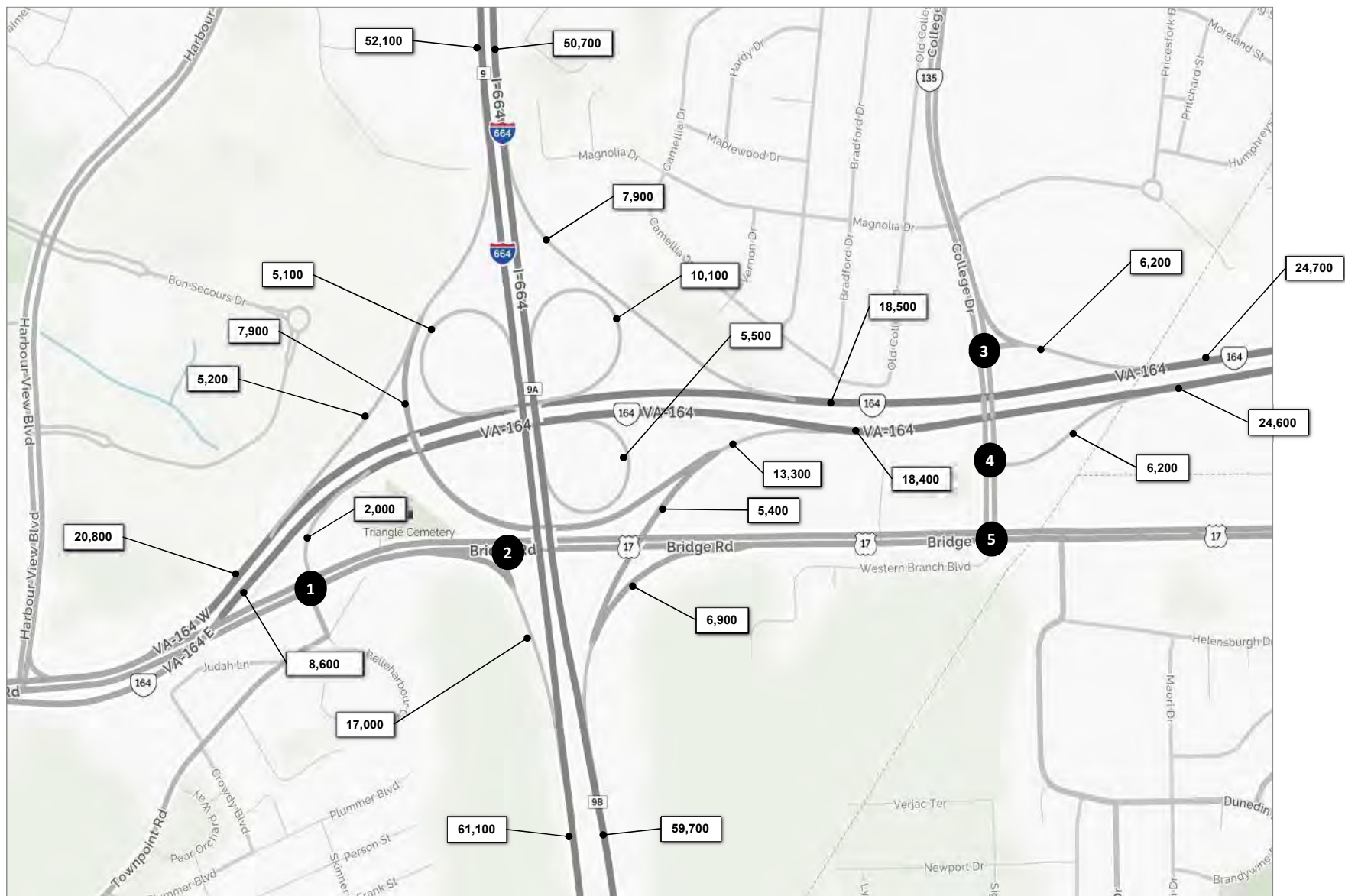


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure I.1-11



<b>1</b>			R00		
			T	9,600	
			L	400	
R	T	L	L	T	R
	1,400	L	300	400	1,000
	19,400	T			
	900	R			

<b>2</b>			US 17		
			T	10,200	
			L	6,300	
	9,700	T			
	10,700	R			

<b>3</b>			VA 164 Ramp		
			R	5,100	
			L	1,100	
			T		
	17,500	T			12,300

<b>4</b>			VA 164 Ramp		
			T	12,300	
			R	1,300	
			L		
	13,700	T			
		L			

<b>5</b>			Ramp		
			R	6,600	
			T	9,100	
			L	200	
R	T	L	L	T	R
7,300	100	6,300	100	100	100
	6,900	L			
	9,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

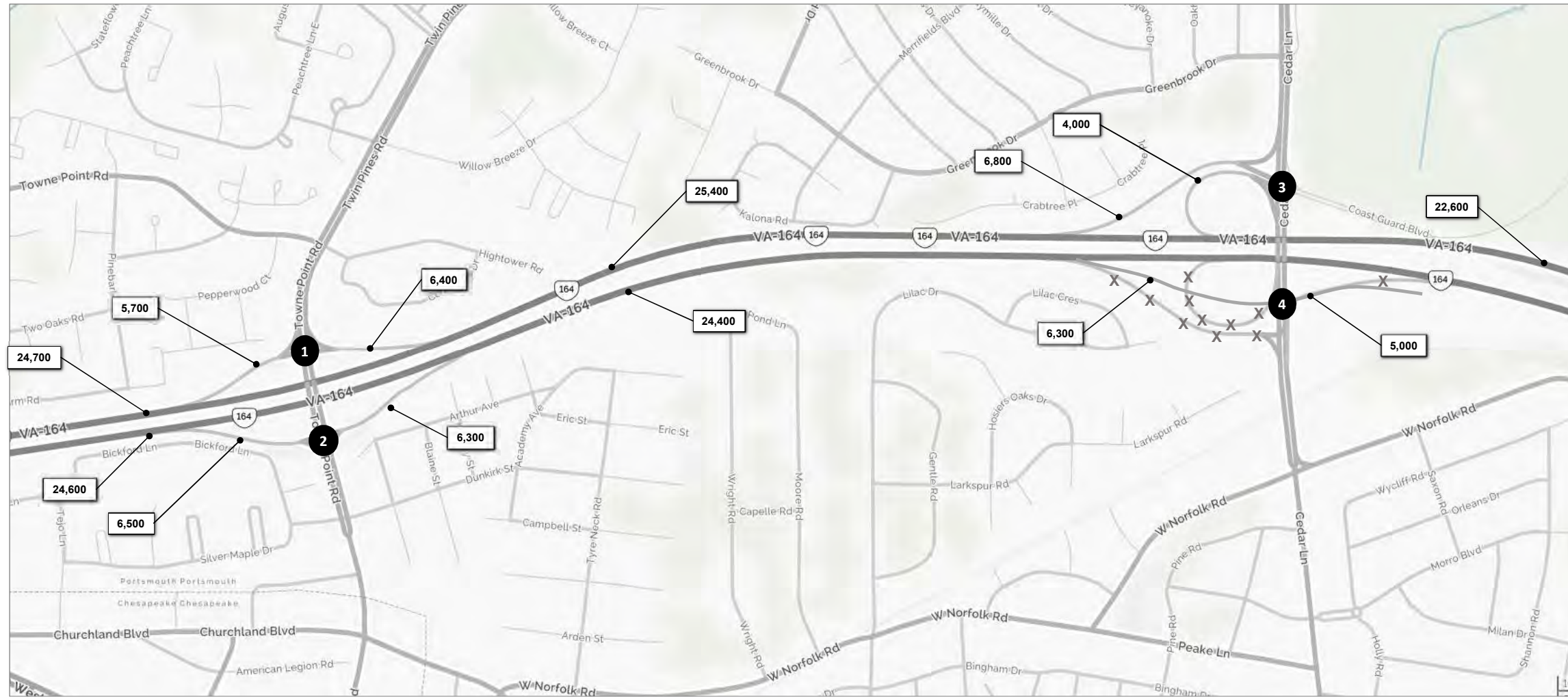


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure I.1-12



1					
3,300	9,200	R	3,000		
		L	3,400		
R	T	L	T		
		2,400	9,600		Towne Point Road

2					
9,200	3,400				
T	L	L	T	R	
3,400	L	8,600	2,900		Towne Point Road
3,100	R				

3					
1,700	3,300	300	R	100	
			T	1,200	
R	T	L	L	800	
	1,300	L			
	500	T	3,900	3,900	2,000
	2,200	R			

4					
3,700	2,600				
T	L				
1,900	L		T	R	
4,400	R		7,900	2,400	Cedar Lane

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

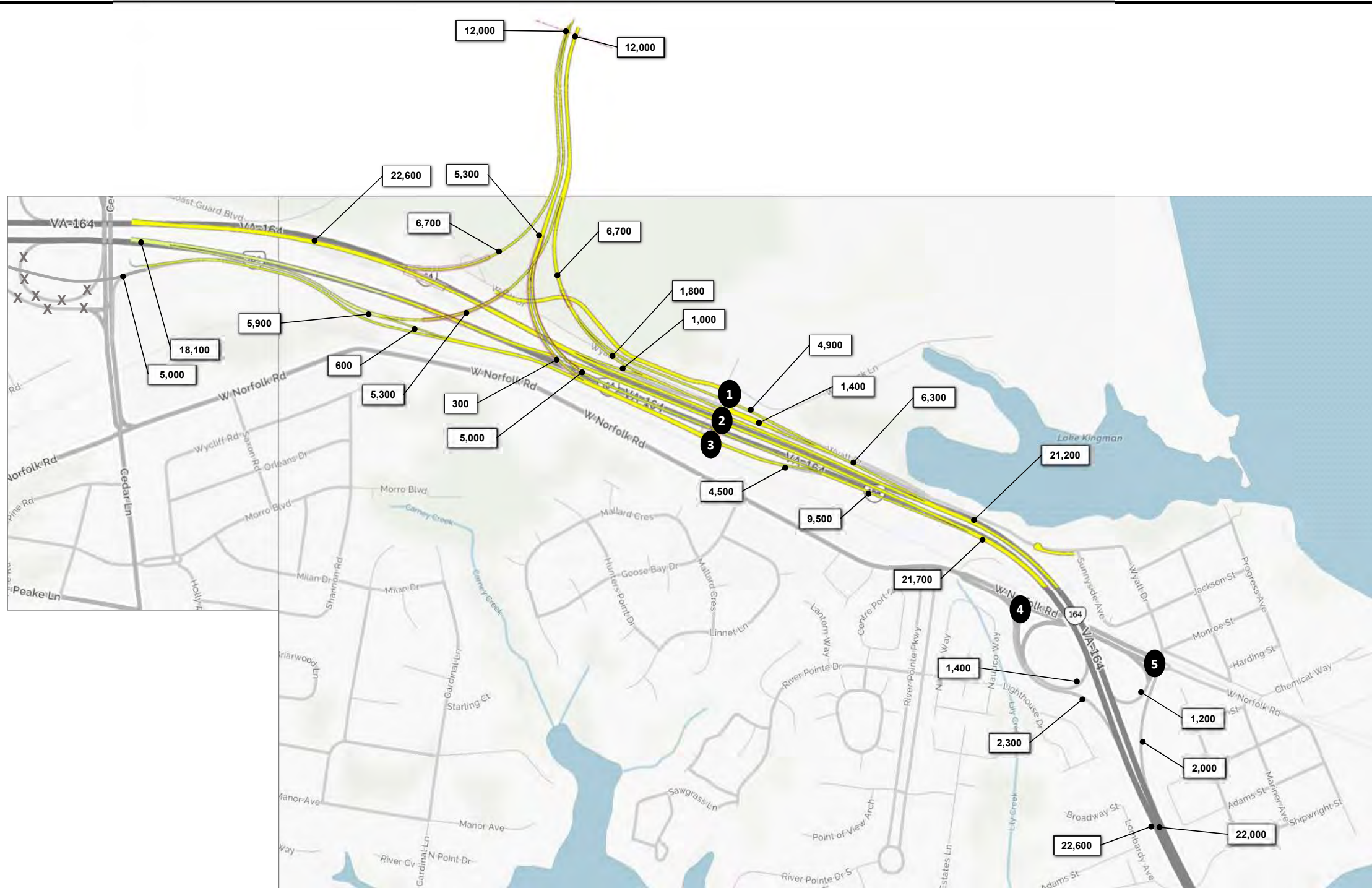


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure I.1-13



<b>1</b>			R	100	
100	2,100	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L		2,100	300
	100	T	100		
	100	R			

<b>2</b>			R	1,400	
1,300	1,200	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,500	1,100	

<b>3</b>					
		1,200			
					VA 164 Ramp
<hr/>			L		
	2,600	L			
	3,300	T	V/G Blvd		

<b>4</b>			T	1,700	
			L	800	
<hr/>			L		R
	1,100	T			
	1,500	R	700		700

<b>5</b>			R	200	
300	200	200	T	900	
			L	500	
<hr/>			L	T	R
	300	L			
	1,000	T	1,300	100	600
	500	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

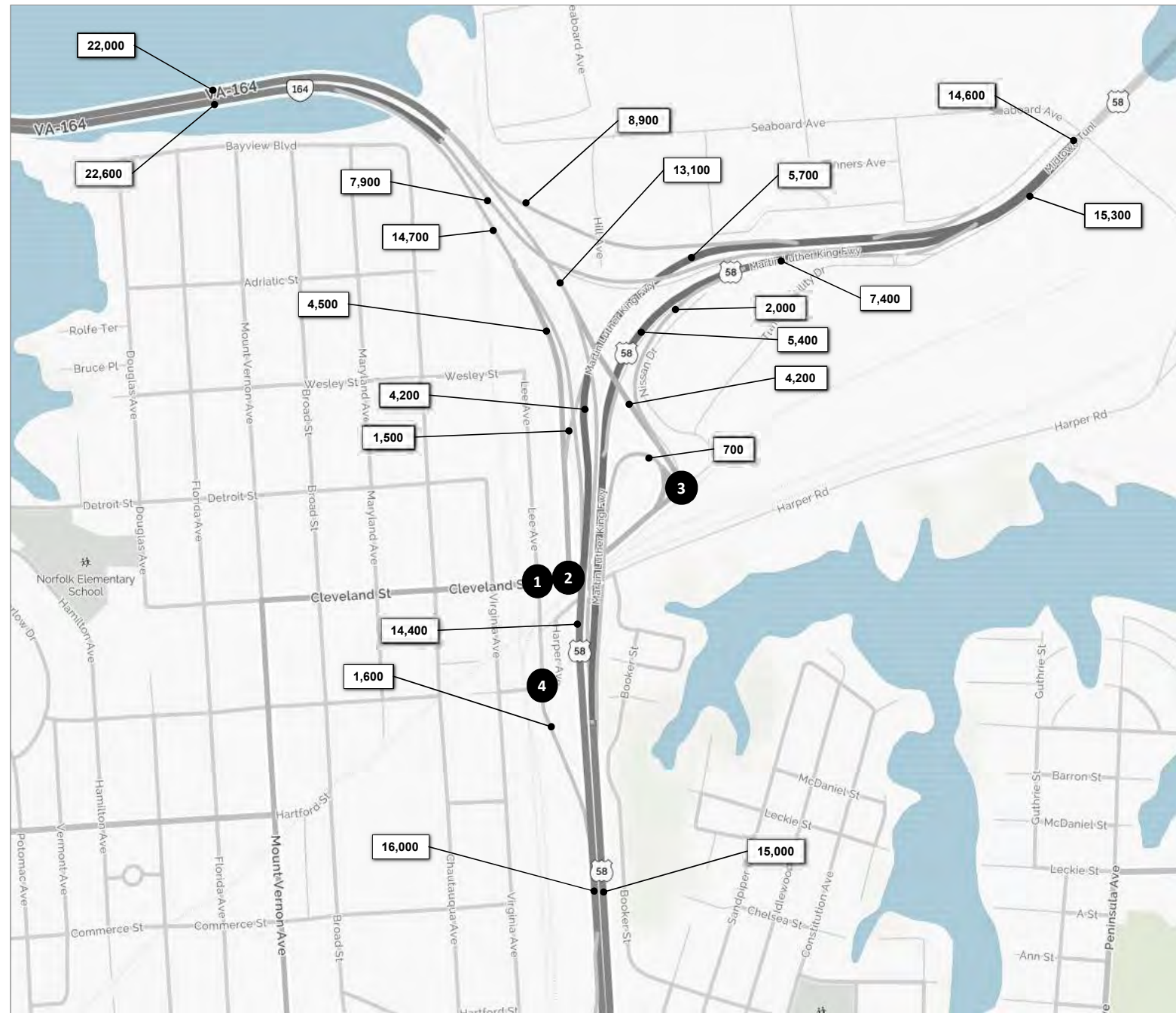


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure I.1-14



<b>1</b>			R	900	
300	700	600	T	2,600	
			L	1,700	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,600	T	100	100	800
	200	R			

<b>2</b>			T	800
4,400		1,600		
R		L		
Cleveland St				
	4,000	T		

<b>3</b>			R	1,100
300		400	T	500
R		L		
Cleveland St				
	5,100	L		
	500	T		
		R		

<b>4</b>			R	700
100	200	2,300	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure I.1-15



<b>1</b>					
11,100		2,800	R	2,600	
			T	16,500	
			L	2,700	
<hr/>					
			L	T	R
	11,100	L			
	16,800	T	9,900		2,400
	9,600	R			

<b>2</b>					
1,900		10,500			
<hr/>					
			L	T	
	2,000	L			
	1,500	R	1,600		10,400

<b>3</b>					
<hr/>					
			L	T	R
	27,000	T			
	2,300	R	1,900		10,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

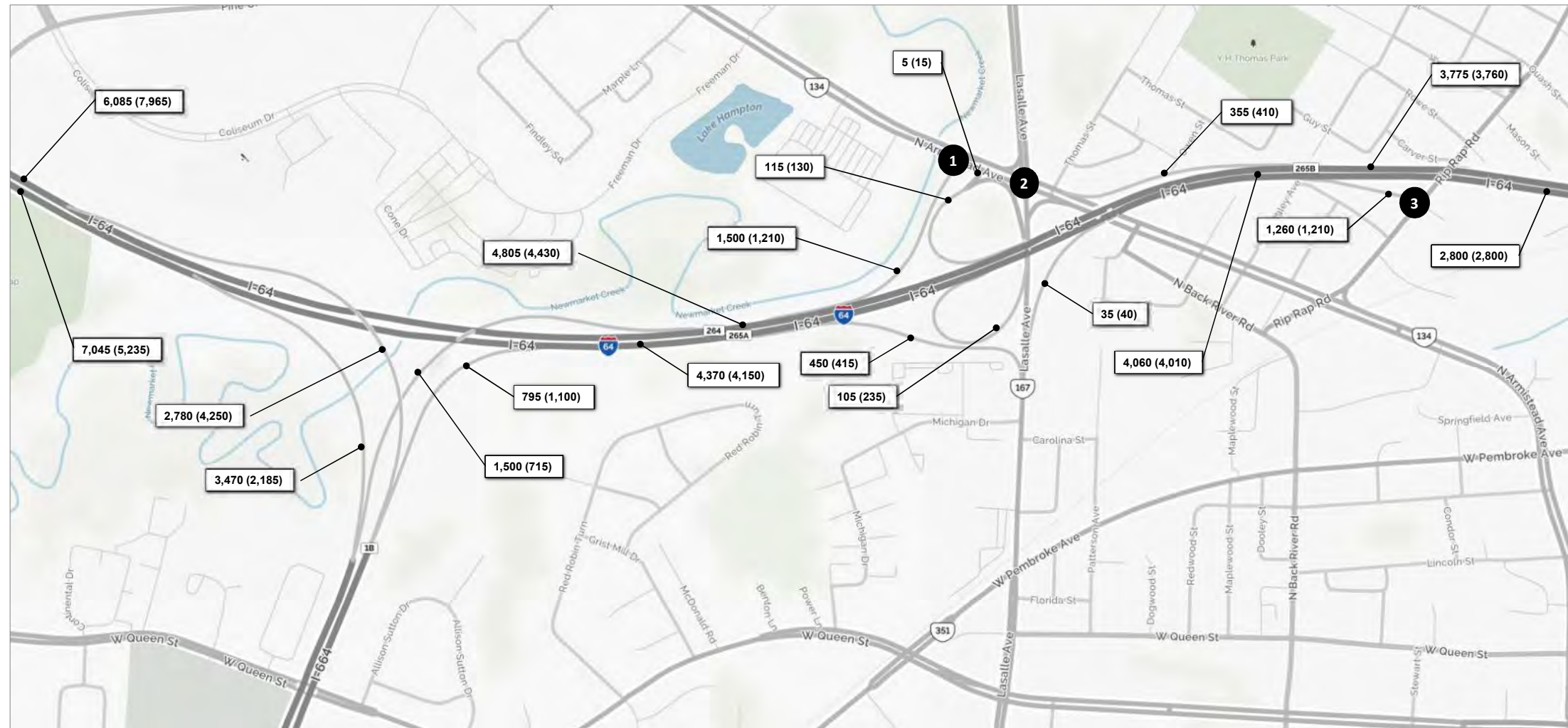


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Weekday Daily Volumes**  
**Elizabeth River Connectors**

April 2017

Figure I.1-16



1						
	R	T	L	R	T	L
				680 (1,025)		
				1,160 (980)		
Armistead Ave	L	T	R			
		730 (1,040)				5 (15)
		340 (230)				

2						
	R	T	L	R	T	L
				200 (125)		
				800 (1,070)		
				40 (60)		
Armistead Ave	L	T	R			
		40 (65)				5 (40)
		455 (535)				
		235 (440)				

3			
	R	T	L
I-64 Ramp	L	T	R
		730 (840)	
		530 (370)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure I.2-1



<b>1</b>	30 (50)	335 (225)	370 (430)	T	370 (495)	
	R	T	L	L	215 (65)	
				Settlers Land ing Rd	L	R
				655 (880)	T	
				310 (115)	R	90 (400)
					30 (125)	

<b>2</b>	585 (560)					
	L 170 (95)					
				Settlers Land ing Rd	L	R
				585 (1,170)	T	
				530 (540)	R	

<b>3</b>	R 765 (375)					
	T 540 (345)					
				Settlers Land ing Rd	L	R
				105 (525)	L	220 (390)
				480 (645)	T	215 (310)

<b>4</b>	105 (20)	5 (10)	35 (65)	T	255 (60)	
	R	T	L	L	450 (305)	
				S. Mallory St	L	R
				85 (375)	T	
				135 (305)	R	

<b>5</b>	165 (35)	0 (0)	100 (135)	R	230 (190)	
	R	T	L	L	525 (300)	
				S. Mallory St	L	T
				40 (280)	L	5 (5)
				75 (140)	T	60 (35)
				5 (10)	R	15 (30)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure I.2-2





1	200 (50)	190 (350)	T 140 (130)	L 280 (120)
	R	L		
4th View St				
	50 (470)	T		
	80 (90)	R		

2			R 355 (330)	T 340 (190)
4th View St				
	25 (320)	L	L 80 (60)	R 105 (120)
	215 (500)	T		

3	90 (70)	1,065 (740)	US 460	
	R	T		
			L 275 (350)	T 275 (320)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

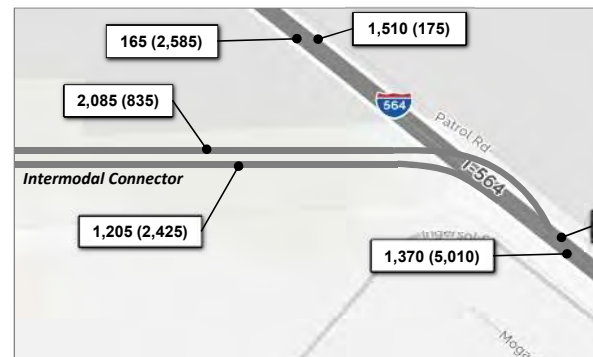


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure I.2-3



<b>1</b>		Bainbridge Ave		R	T	L
120 (180)	135 (770)					
R	T	U	L	T		
Bellinger Blvd		5 (5)	200 (80)	0 (0)	5 (5)	660 (135)



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

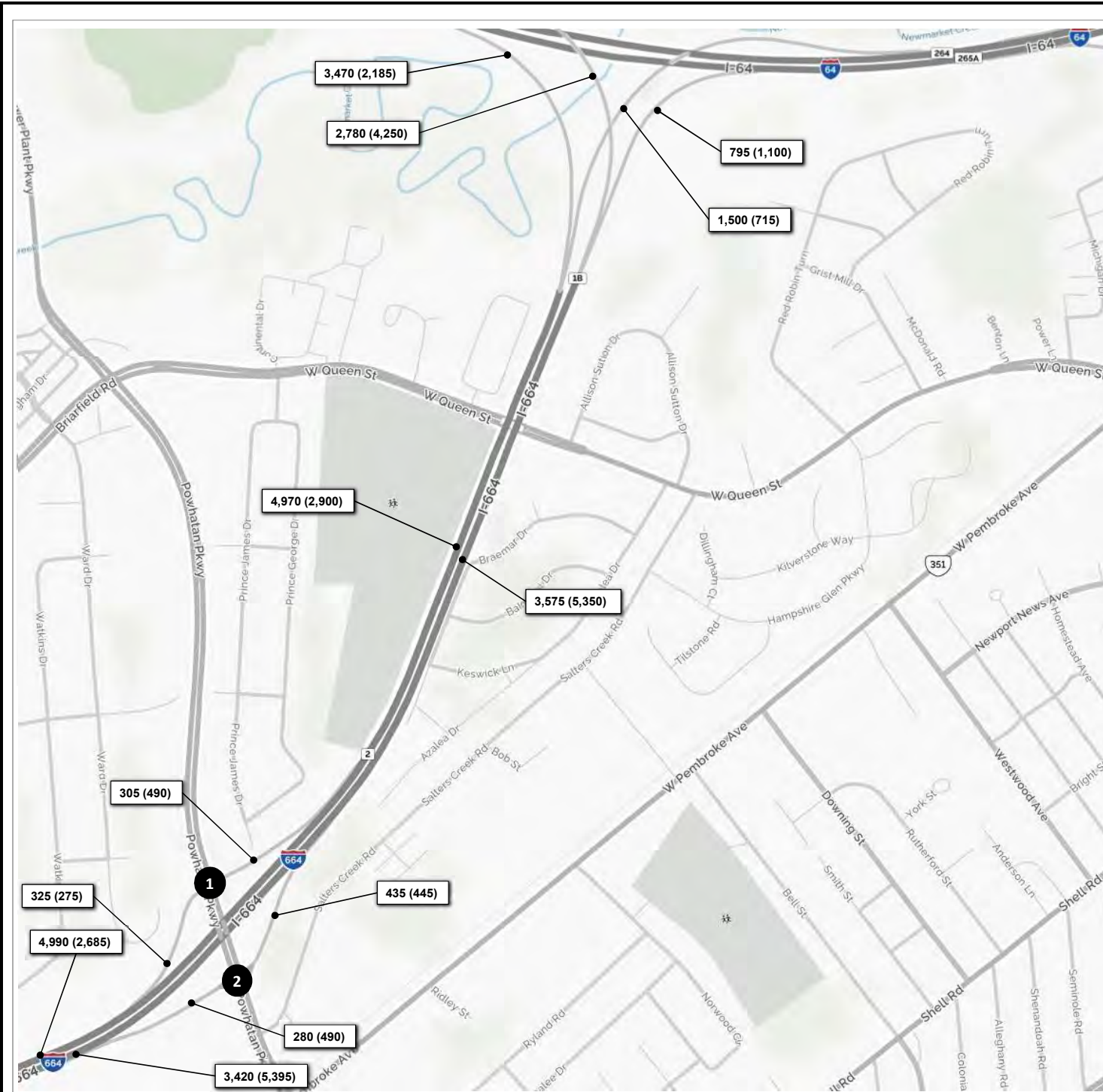


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure I.2-4



1	90 (110)	215 (380)	T 285 (540)		
	R	L	L 200 (150)		
	235 (425)	T	Powhatan Pkwy		
	125 (125)	R	I-664 Ramp		

2	I-664 Ramp		R 375 (355)		
	Powhatan Pkwy		T 415 (480)		
	60 (90)	L	L 70 (210)	R	210 (280)
	390 (715)	T			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

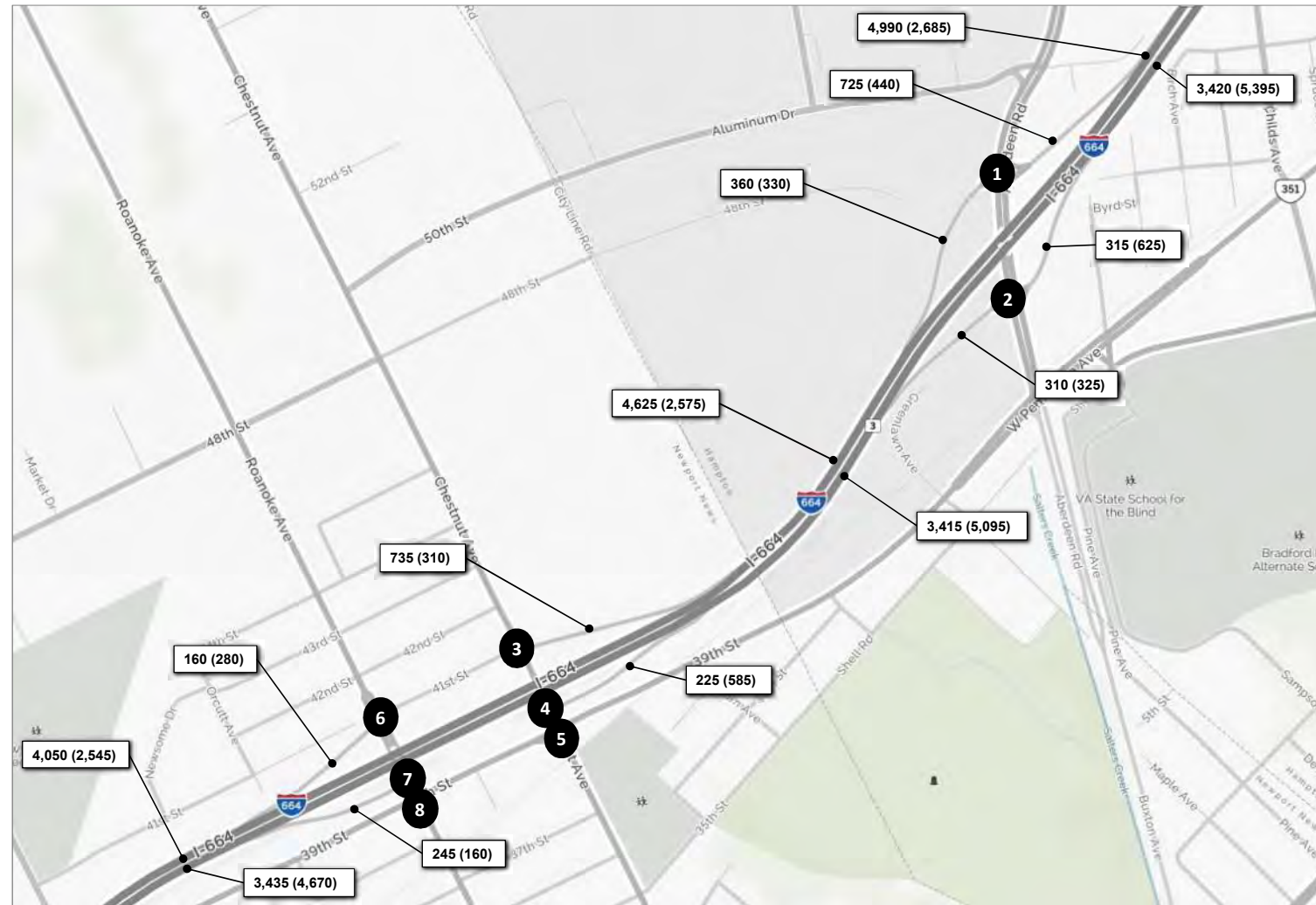


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure I.2-5



1	560 (280)	166 (160)	T	525 (700)
	R	T	L	L 110 (105)
			Aberdeen Road	
			I-664 Ramp	
			L	R
			470 (970)	250 (225)

2	I-64 Ramp		R	140 (190)
	Aberdeen Road		T	415 (580)
			L	R
			175 (435)	460 (695)
			L	R
			220 (225)	90 (100)

3	310 (145)	425 (165)	R	125 (265)
	R	T	L	L
			Chestnut Avenue	
			L	R
			305 (375)	35 (15)
			T	R
			20 (25)	

4			R	160 (420)
			T	125 (265)
			L	
			Chestnut Avenue	
			L	R
			65 (165)	685 (400)
			L	R
			20 (25)	

5	45 (60)	260 (190)	20 (55)	R	30 (50)
	R	T	L	T	155 (325)
			Chestnut Avenue		L
			L	R	
			30 (75)	230 (235)	425 (90)
			L	T	R
			85 (300)	120 (285)	20 (35)

7			R	85 (220)
			T	
			L	
			Roanoke Avenue	
			L	R
			65 (50)	95 (95)
			L	R
			150 (65)	

6	5 (5)	20 (5)	10 (5)	R	5 (5)
	R	T	L	T	140 (125)
			Roanoke Avenue		L
			L	R	
			15 (20)	55 (45)	105 (90)
			L	T	R

8	25 (35)	635 (250)	30 (30)	R	10 (35)
	R	T	L	T	50 (160)
			Roanoke Avenue		L
			L	R	
			20 (35)	105 (65)	90 (15)
			L	T	R
			10 (25)	195 (550)	15 (20)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

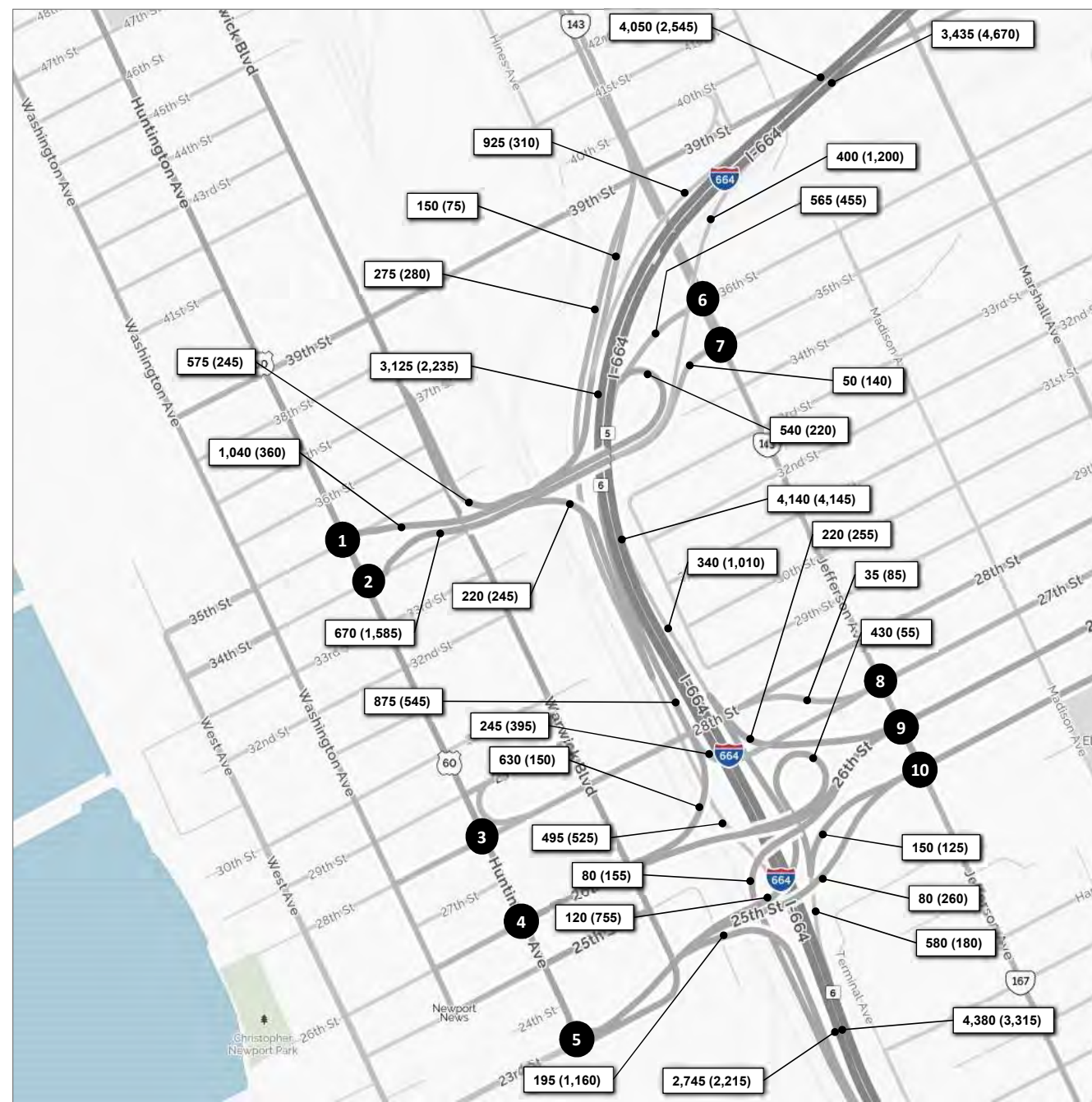


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure I.2-6



1	80 (30) R	1,135 (1,490) T			T 440 (180) L 600 (180) 35th Street
2		1,225 (860) T	510 (1,110) L		Huntington Ave 34th Street
3	55 (10) R	815 (965) T	10 (30) L		Huntington Ave 28th Street
4	80 (55) R	565 (1,245) T			Huntington Ave 26th Street
5	255 (25) R	5 (10) T	235 (1,260) L		Huntington Ave 23rd Street

6		325 (495) T	25 (45) L	R 60 (55) T 15 (10) L 36th Street	
7		330 (500) T	20 (15) L		Huntington Ave 35th Street
8		275 (470) T	50 (100) L		Huntington Ave 27th Street
9	140 (185) R	215 (440) T		R 35 (50) T 180 (220) L 20 (30) 26th Street	
10		175 (360) R	60 (110) L	L 55 (135) T 115 (210) R	Huntington Ave 25th Street

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

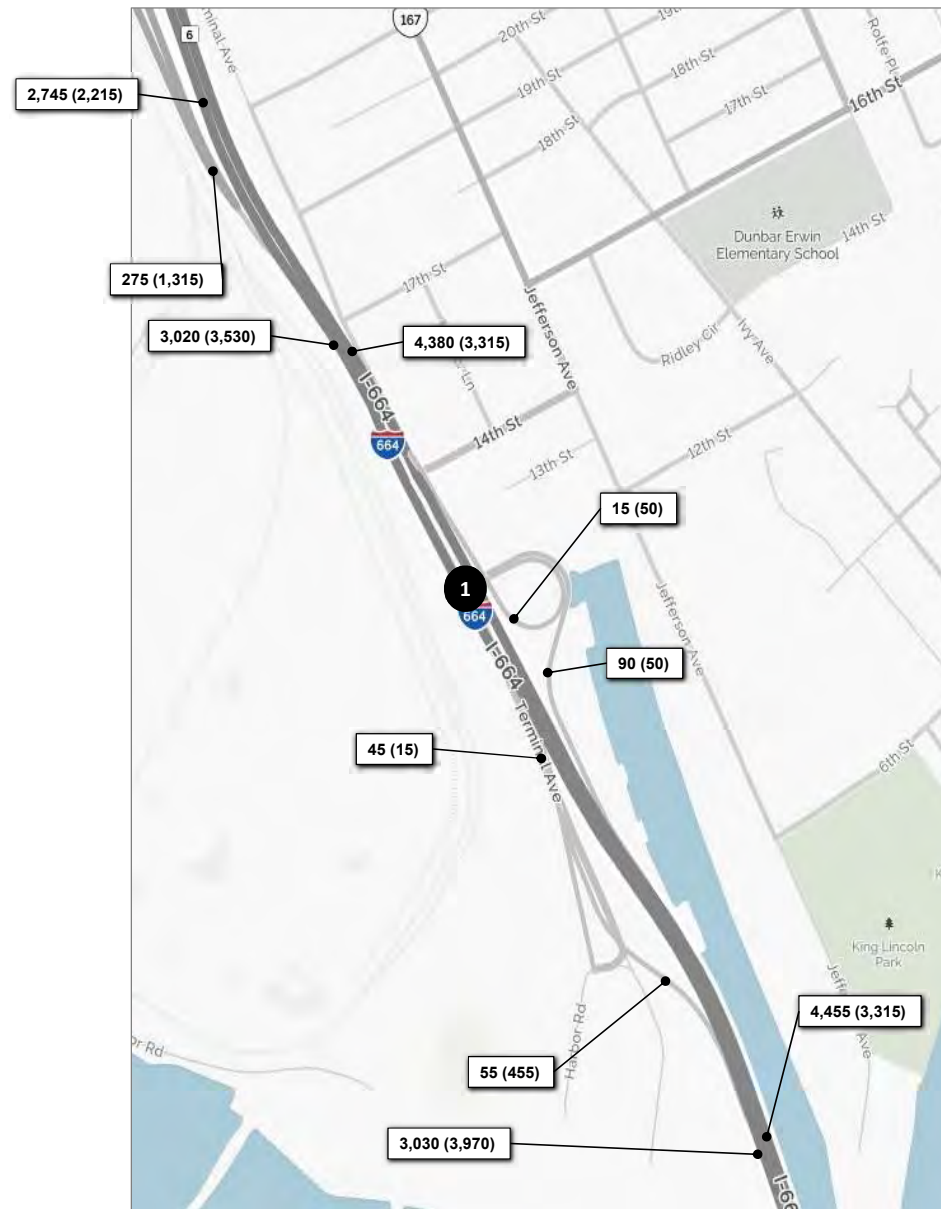


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure I.2-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R 40 (40)
	T	L	L 50 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure I.2-8



<b>1</b>				R	30 (25)
				T	305 (760)
				L	35 (50)
	US 17				
	105 (90)	L			
	1,305 (1,180)	T	35 (35)	55 (20)	105 (90)
	50 (130)	R			

<b>2</b>				T	370 (835)
				L	425 (485)
	US 17				
	640 (575)	T			
770 (695)	R				

<b>3</b>	765 (1,450)			R	360 (445)
				L	80 (125)
	T			VA 164 Ramp	
				T	535 (950)

<b>4</b>	625 (1,160)				
	220 (415)				
	T			VA 164 Ramp	
	L			T	536 (850)
			College Dr	R	85 (70)

<b>5</b>	345 (565)			R	240 (495)
	5 (5)			T	445 (745)
	275 (590)			L	10 (15)
	R			US 17	
375 (415)	L		L	T	R
640 (610)	T		5 (10)	5 (10)	5 (15)
10 (15)	R				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

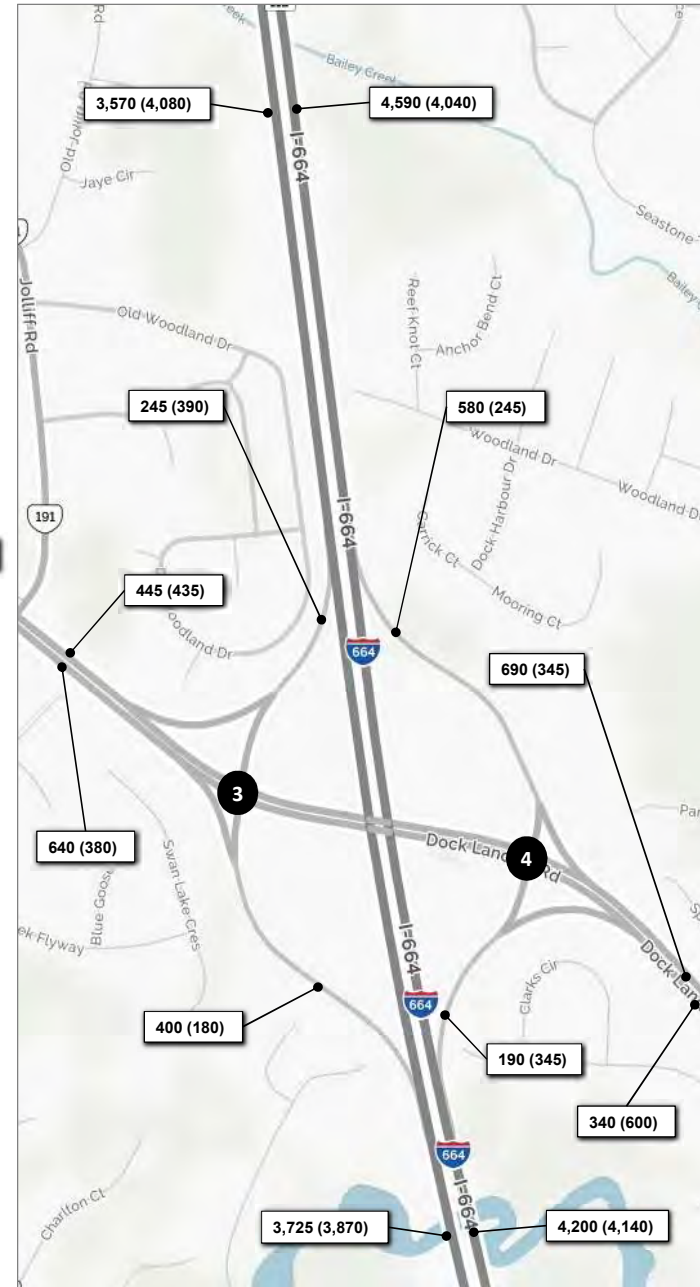
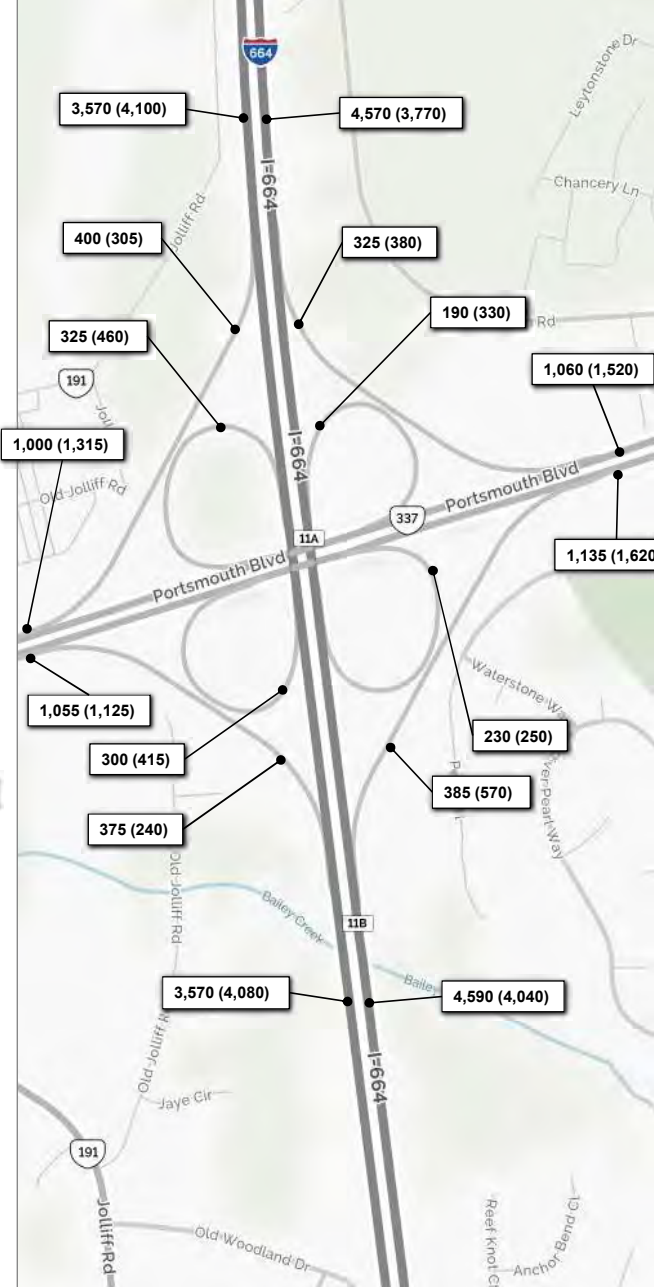
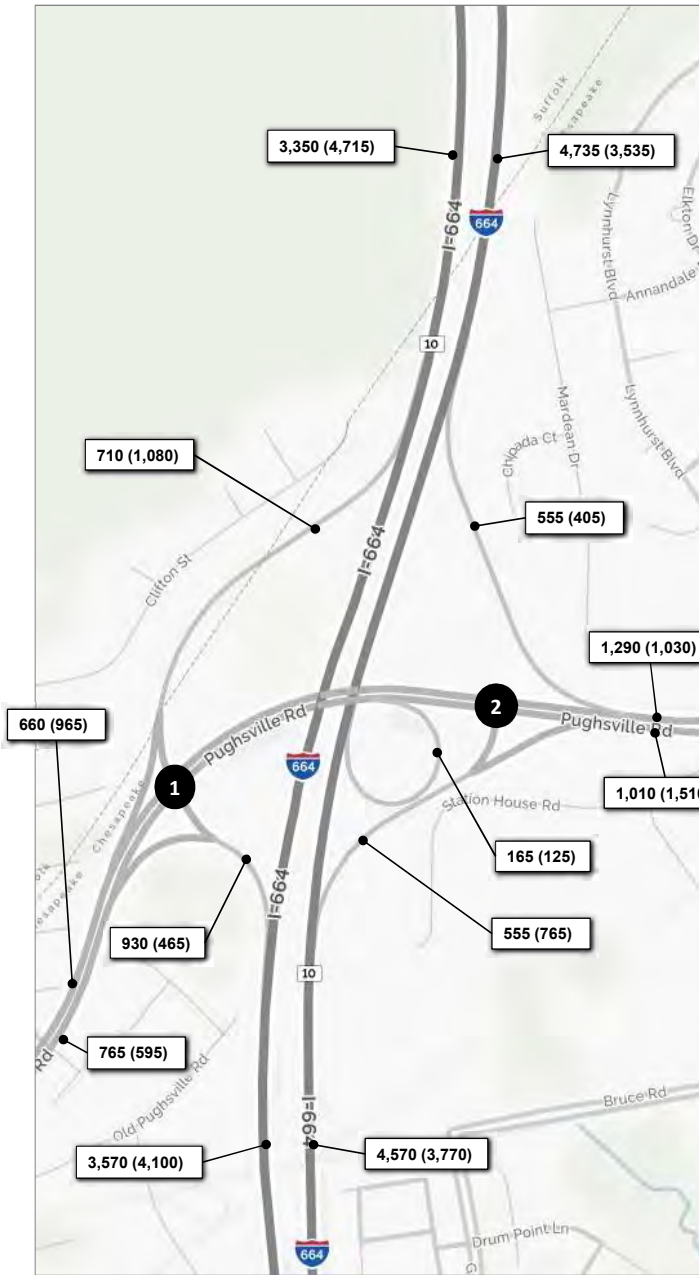


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure I.2-9



1	360 (380)	350 (700)	T 300 (585)	
	R	L	L 540 (310)	
Pughsville Road				
	375 (440)	T		
	390 (155)	R		

2			R 555 (405)	
			T 735 (625)	
Pughsville Road				
	560 (1,015)	T	L 105 (270)	R 450 (495)
	165 (125)	R		

3	175 (215)	70 (175)	T 270 (220)	
	R	L	L 220 (110)	
Dock Landing Road				
	460 (310)	T		
	180 (70)	R		

4			R 275 (105)	
			T 415 (240)	
Dock Landing Road				
	305 (140)	L		
	225 (345)	T	R 75 (90)	L 115 (255)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



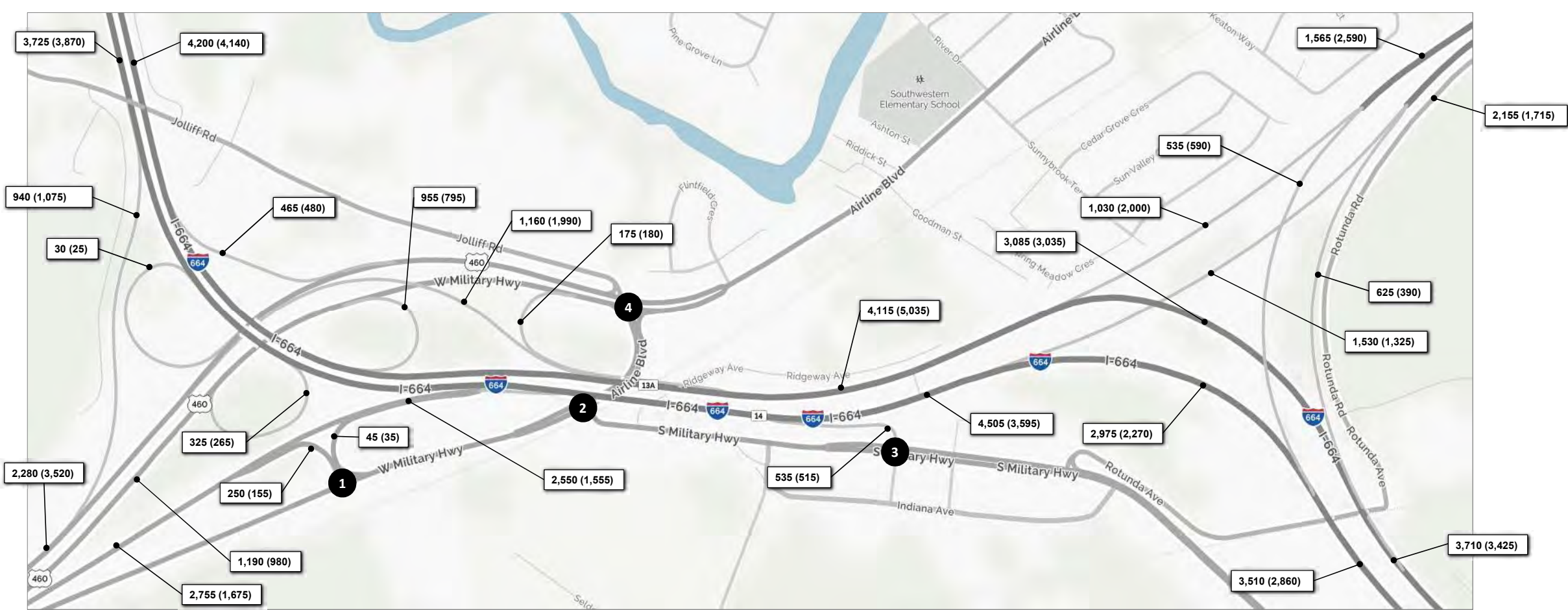
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure I.2-10





<b>1</b>				
	5 (5)	245 (150)	R 40 (30)	T 95 (130)
	R	L		
	W. Military Hwy			
	5 (5)	L		
		20 (255)	T	

<b>2</b>				
			T 105 (80)	L 470 (340)
		L	R	
	W. Military Hwy			
	235 (390)	T	30 (80)	200 (505)
		R		

<b>3</b>				
	10 (15)	525 (500)		T 220 (570)
	R	L		
	S. Military Hwy			
		500 (355)	T	

<b>4</b>					
	80 (40)	295 (140)	120 (50)	R 105 (75)	T 330 (310)
				L 95 (70)	
			L	T	R
		320 (165)	L	266 (610)	70 (90)
		230 (255)	T	100 (195)	
		185 (210)	R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

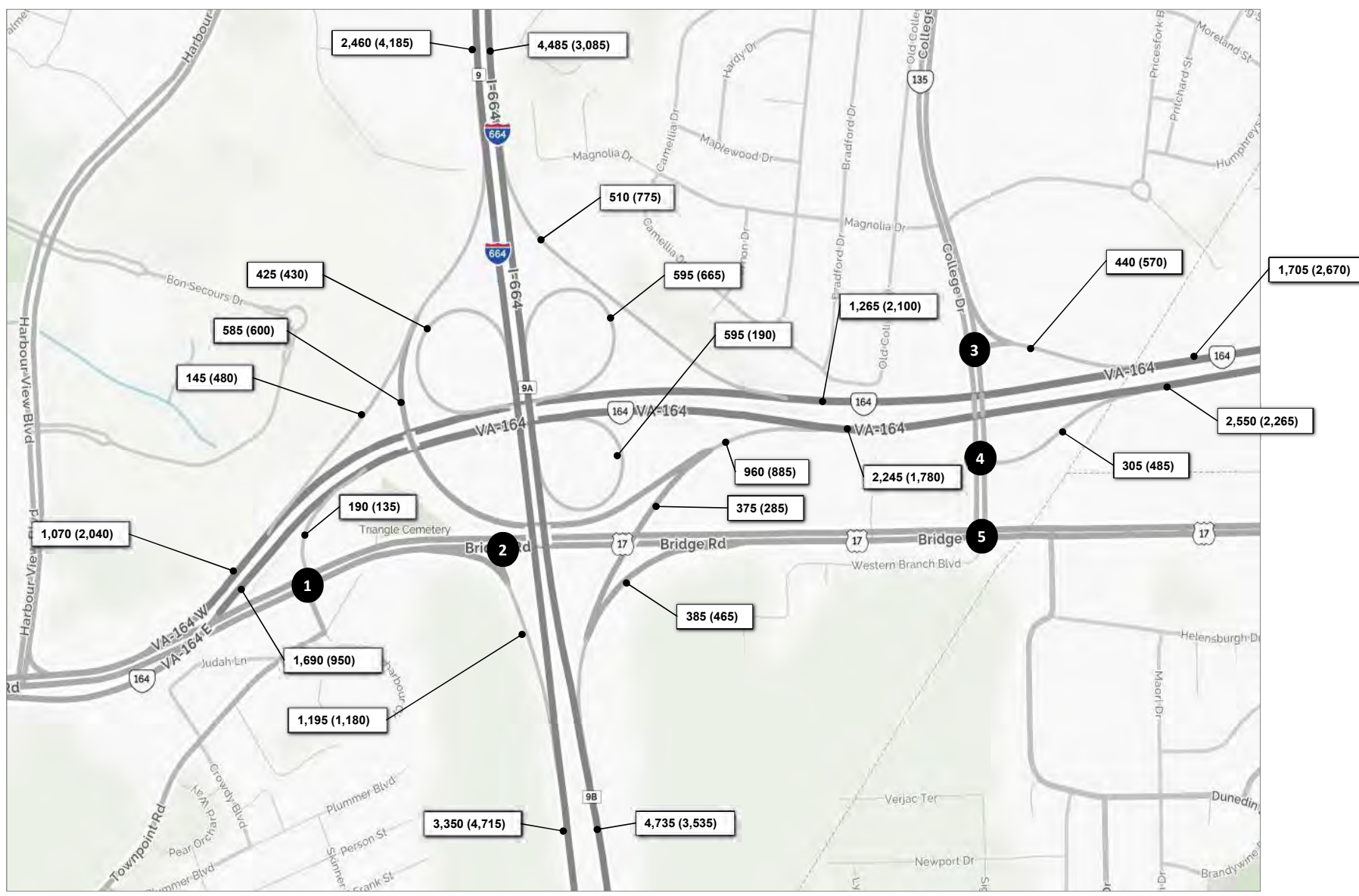


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure I.2-11



<b>1</b>				<b>#0 (25)</b>		
				<b>T</b>	<b>305 (760)</b>	
				<b>L</b>	<b>35 (50)</b>	
	<b>US 17</b>					
	<b>105 (90)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>1,305 (1,180)</b>	<b>T</b>		<b>35 (35)</b>	<b>55 (20)</b>	<b>105 (90)</b>
	<b>50 (130)</b>	<b>R</b>				

<b>2</b>				<b>T 370 (835)</b>		
				<b>L 425 (485)</b>		
	<b>US 17</b>					
	<b>640 (575)</b>	<b>T</b>				
	<b>770 (695)</b>	<b>R</b>				

<b>3</b>				<b>R 360 (445)</b>		
				<b>L 80 (125)</b>		
	<b>765 (1,450)</b>			<b>T VA 164 Ramp</b>		
				<b>T</b>		
				<b>535 (950)</b>		

<b>4</b>						
	<b>625 (1,160)</b>			<b>VA 164 Ramp</b>		
	<b>T</b>			<b>T</b>		
	<b>220 (415)</b>	<b>L</b>				
				<b>536 (850)</b>		
				<b>85 (70)</b>		

<b>5</b>				<b>R 240 (495)</b>		
				<b>T 445 (745)</b>		
				<b>L 10 (15)</b>		
	<b>345 (565)</b>					
	<b>375 (415)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>640 (610)</b>	<b>T</b>		<b>5 (10)</b>	<b>5 (10)</b>	<b>5 (15)</b>
	<b>10 (15)</b>	<b>R</b>				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure I.2-12



<b>1</b>					
	365 (175)	810 (580)	R	80 (320)	
			L	150 (325)	
	R	T	L	T	
			150 (180)	285 (970)	Towne Point Road

<b>2</b>					
	595 (750)	365 (155)			
			L	T	R
			105 (265)	330 (885)	185 (190)
			185 (365)		Towne Point Road

<b>3</b>					
	200 (130)	465 (275)	30 (15)	R	5 (15)
				T	10 (160)
	R	T	L	L	25 (90)
				50 (140)	365 (40)
				80 (10)	385 (390)
				195 (185)	315 (275)

<b>4</b>					
	390 (360)	295 (190)			
			T	R	
			360 (95)	140 (115)	
			440 (425)	705 (610)	Cedar Lane

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure I.2-13



<b>1</b>	0 (5)	150 (165)	0 (0)	R	0 (5)		
	R	T	L	T	0 (0)	L	5 (15)
		0 (5)	L	L	5 (5)	T	215 (70)
		0 (0)	T			R	30 (15)
		5 (5)	R				

<b>2</b>	70 (85)	90 (100)	V/G Blvd	R	130 (50)		
	R	T		T	0 (0)	L	0 (0)
				L	80 (85)	T	120 (40)
							Wyatt Dr

<b>3</b>		90 (100)					VA 164 Ramp
			L				
	200 (125)	L	V/G Blvd				
	335 (210)	T					

<b>4</b>				T	55 (175)		
				L	40 (75)		
	130 (70)	T		L	25 (70)	R	65 (35)
	275 (65)	R					

<b>5</b>	30 (15)	10 (10)	10 (10)	R	10 (10)		
	R	T	L	T	30 (70)	L	25 (50)
	15 (35)	L		L	35 (165)	T	5 (10)
	110 (30)	T				R	55 (30)
	70 (40)	R					

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure I.2-14



<b>1</b>	5 (20)	40 (30)	55 (55)	R	110 (55)
			T	140 (225)	
			L	125 (70)	
	R	T	L		
	Cleveland St			L	T
			L	5 (5)	55 (90)
			T		
			R		

<b>2</b>	320 (285)	285 (10)	T	55 (65)
	R	L		
	Cleveland St			
	285 (410)	T		

<b>3</b>	15 (20)	35 (5)	R	60 (100)
			T	40 (45)
			L	
	R	L		
	Cleveland St			
	490 (400)	L		
	60 (20)	T		
		R		

<b>4</b>	5 (5)	15 (10)	155 (95)	R	30 (65)
			L	25 (35)	
			T	45 (100)	
	R	T	L		
	Woodrow St			L	1,664 Ramp
			L		
			T		
			R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

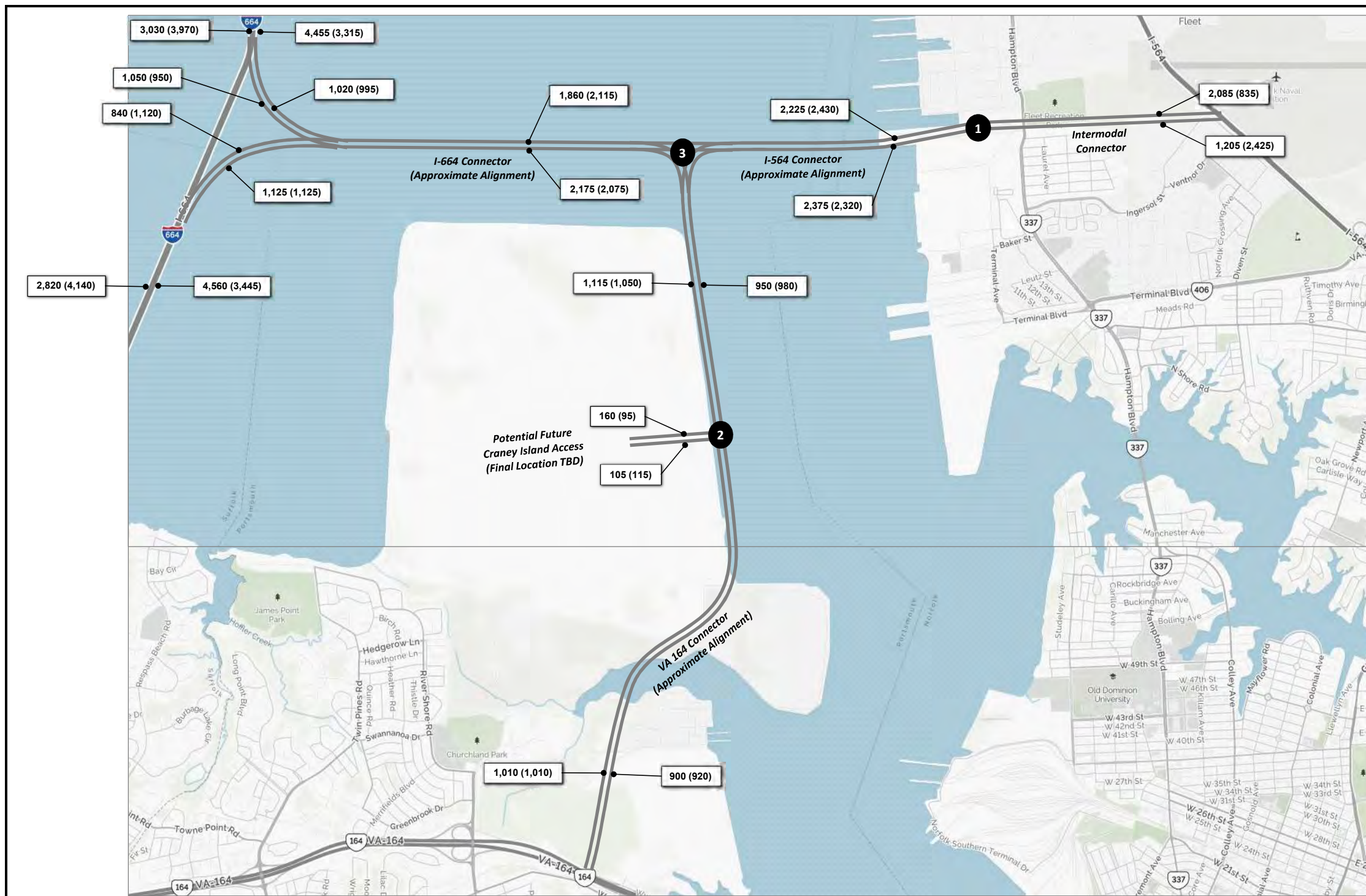


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure I.2-15



<b>1</b>	R	T	L	R	T	R
	345 (885)	50 (50)	105 (510)	495 (30)	1,395 (705)	195 (100)
			L	T	R	
			830 (325)	485 (840)	50 (50)	160 (385)
			940 (1,530)			
			605 (465)			

<b>2</b>	R	T	L	L	T
	140 (55)	975 (995)		20 (40)	880 (880)
			L	T	
			70 (100)		
			35 (15)		

<b>3</b>				T	L	R
				1,535 (1,835)	690 (595)	
			L	T	R	
			1,750 (1,620)	325 (280)	625 (700)	
			425 (455)			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

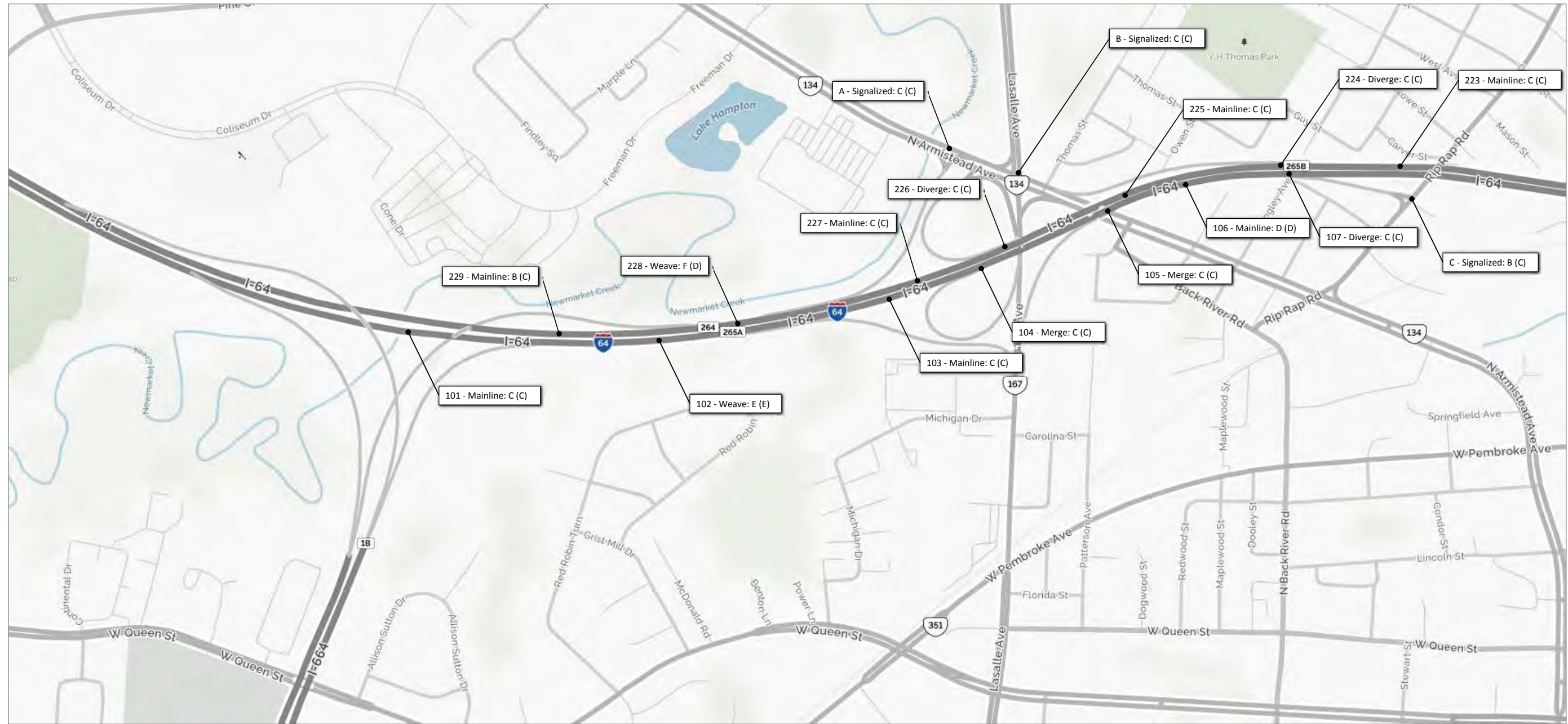


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Peak Hour Volumes**  
**Elizabeth River Connectors**

April 2017

Figure I.2-16



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

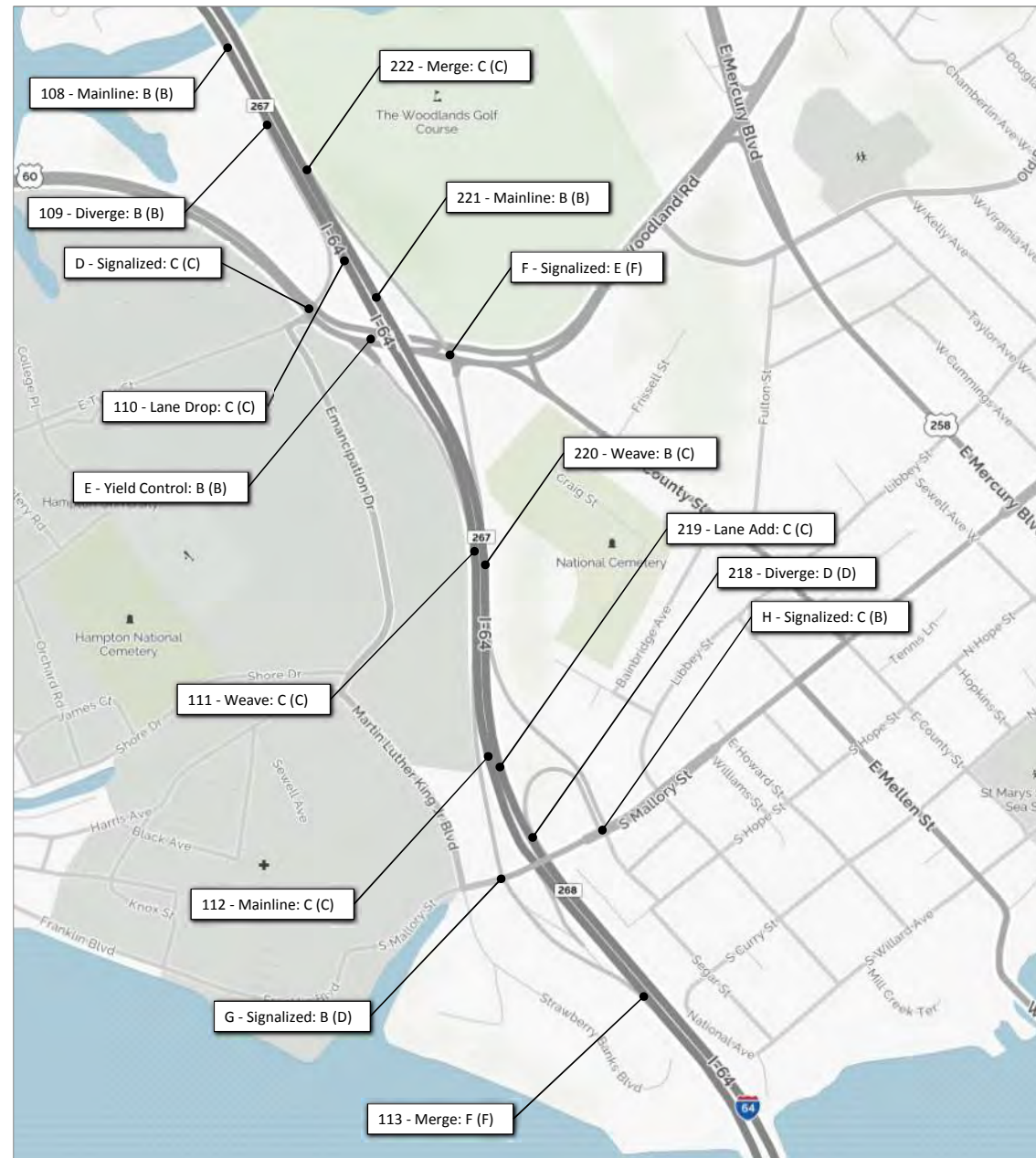


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure I.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



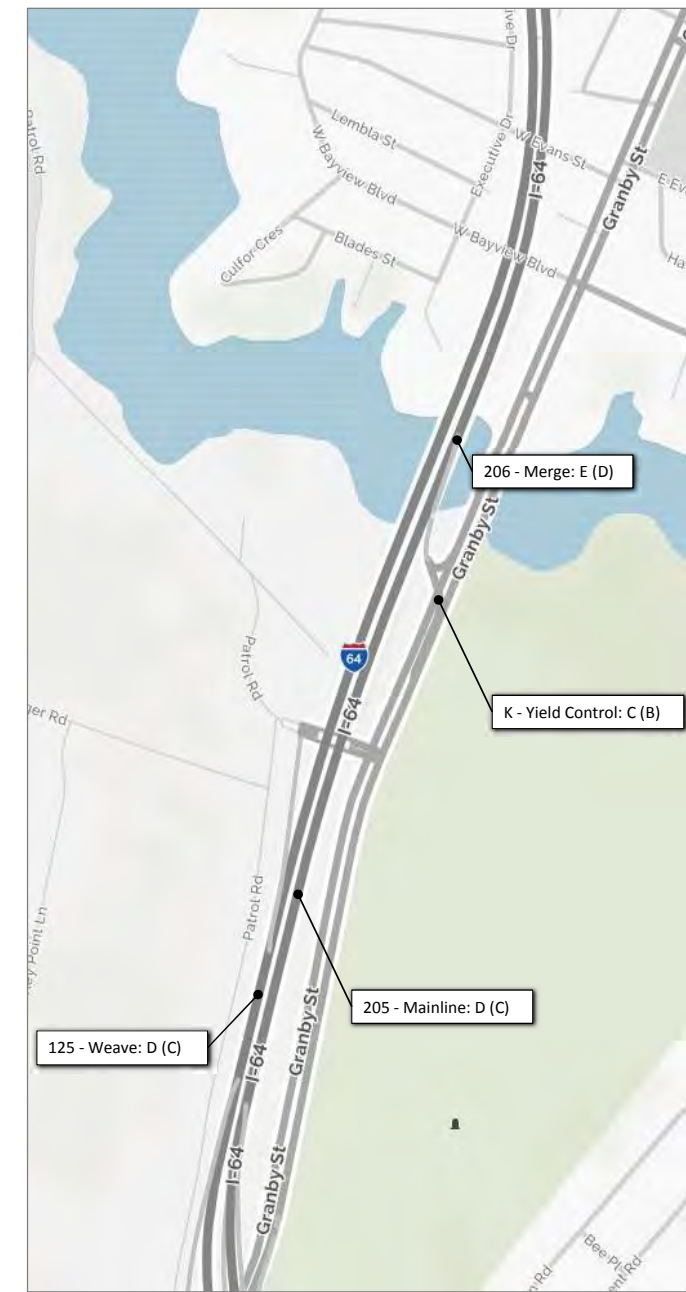
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure I.3-2





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure I.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

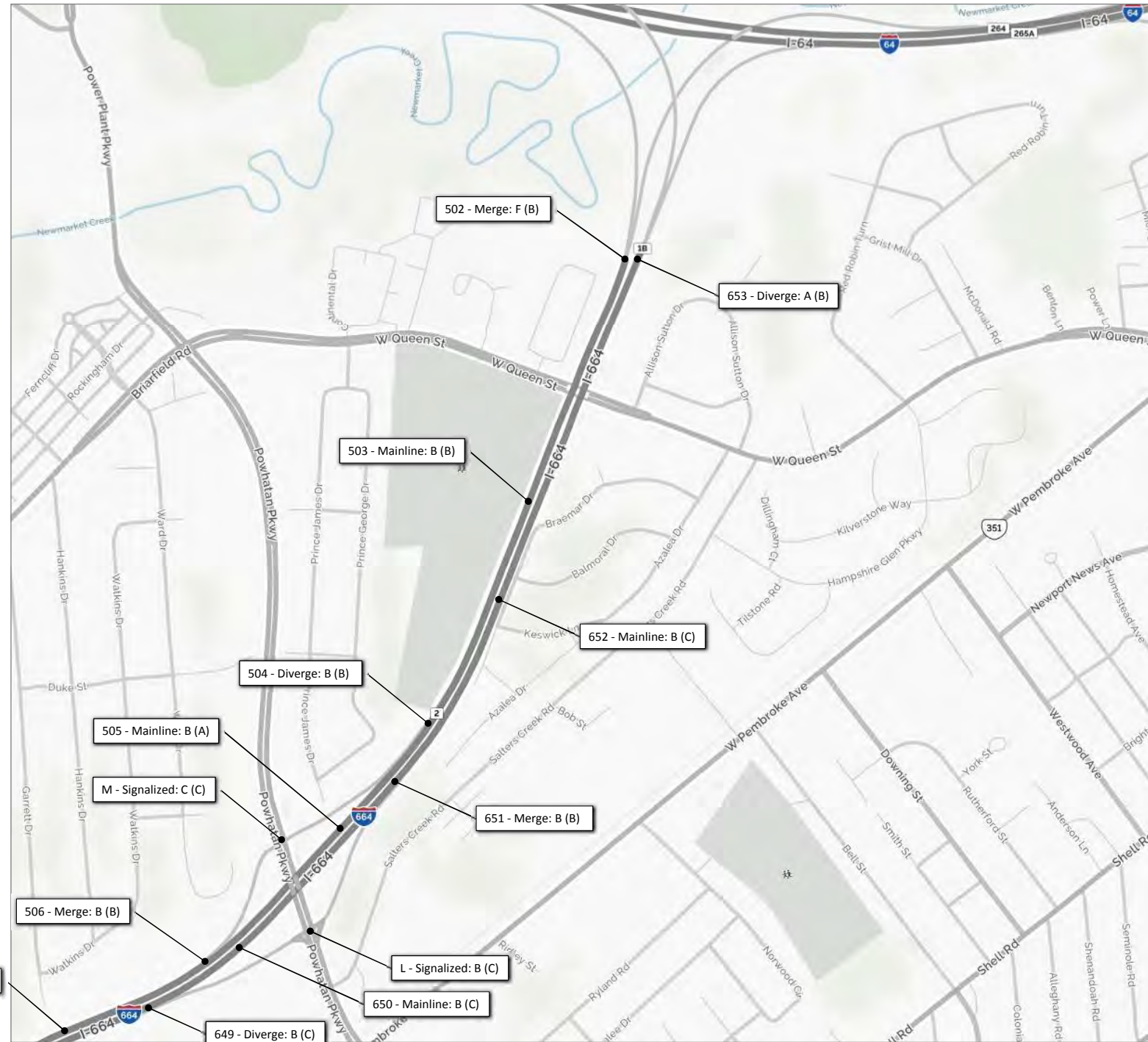


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure I.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

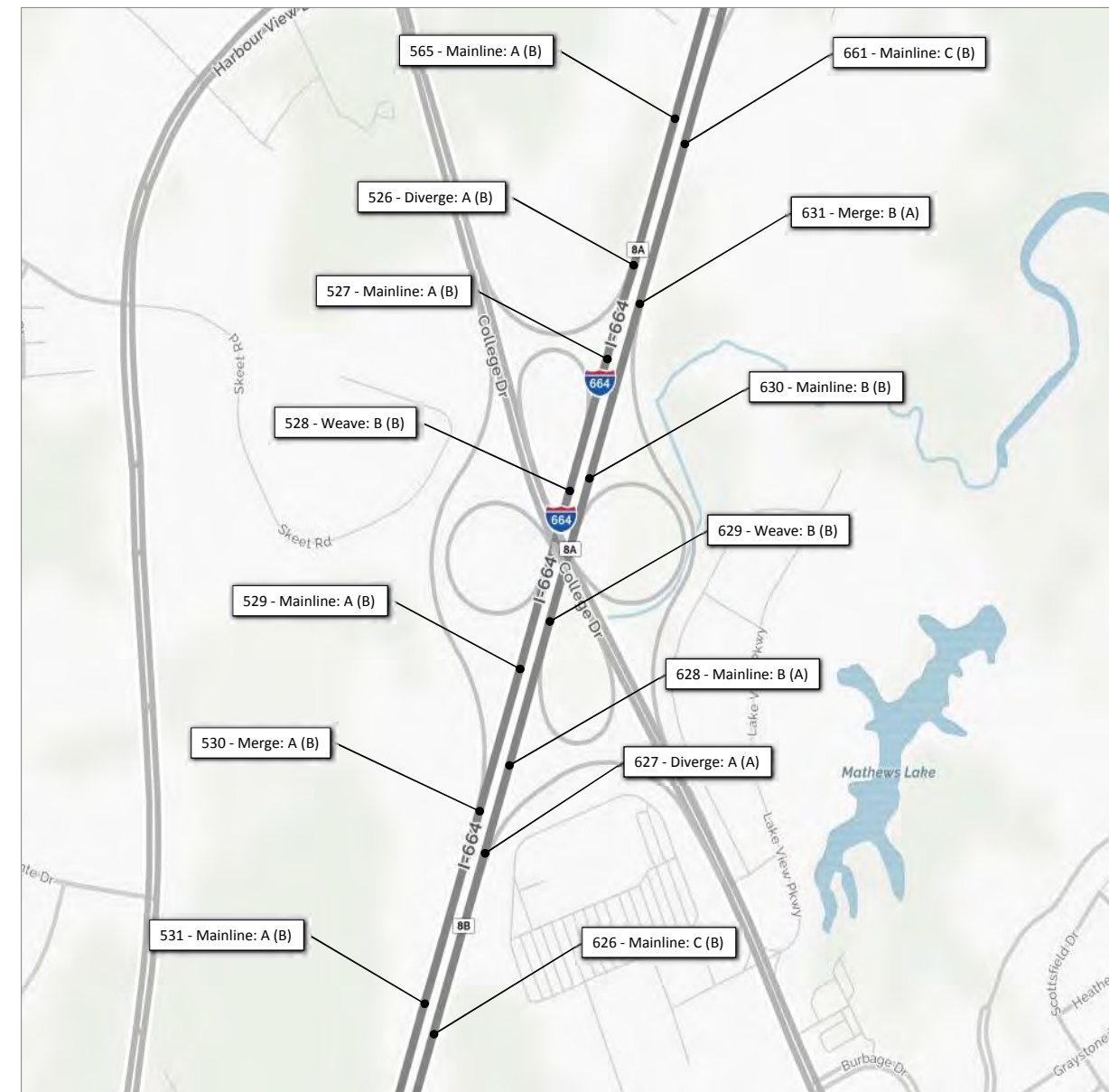
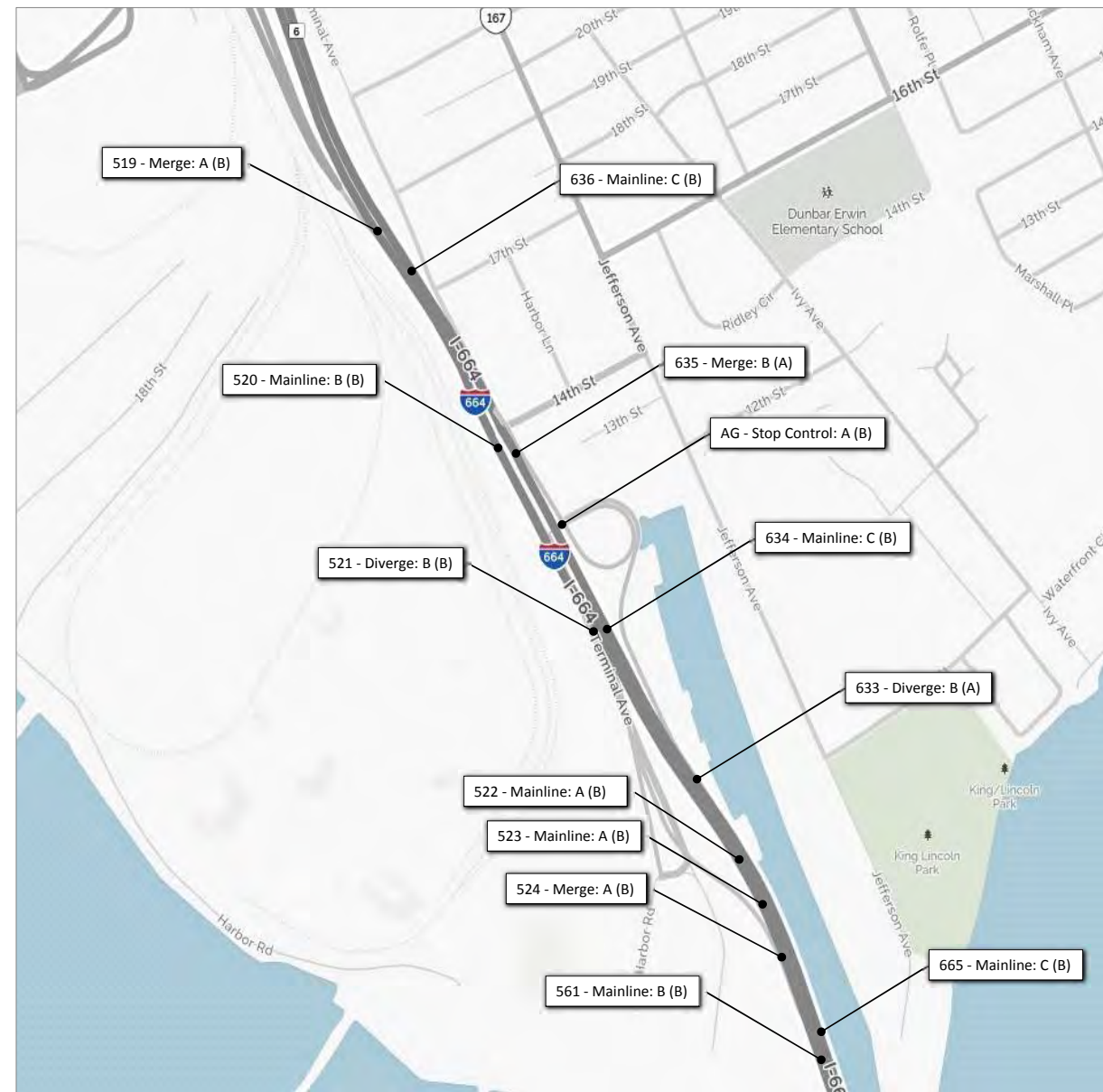


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR LOS RESULTS

**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

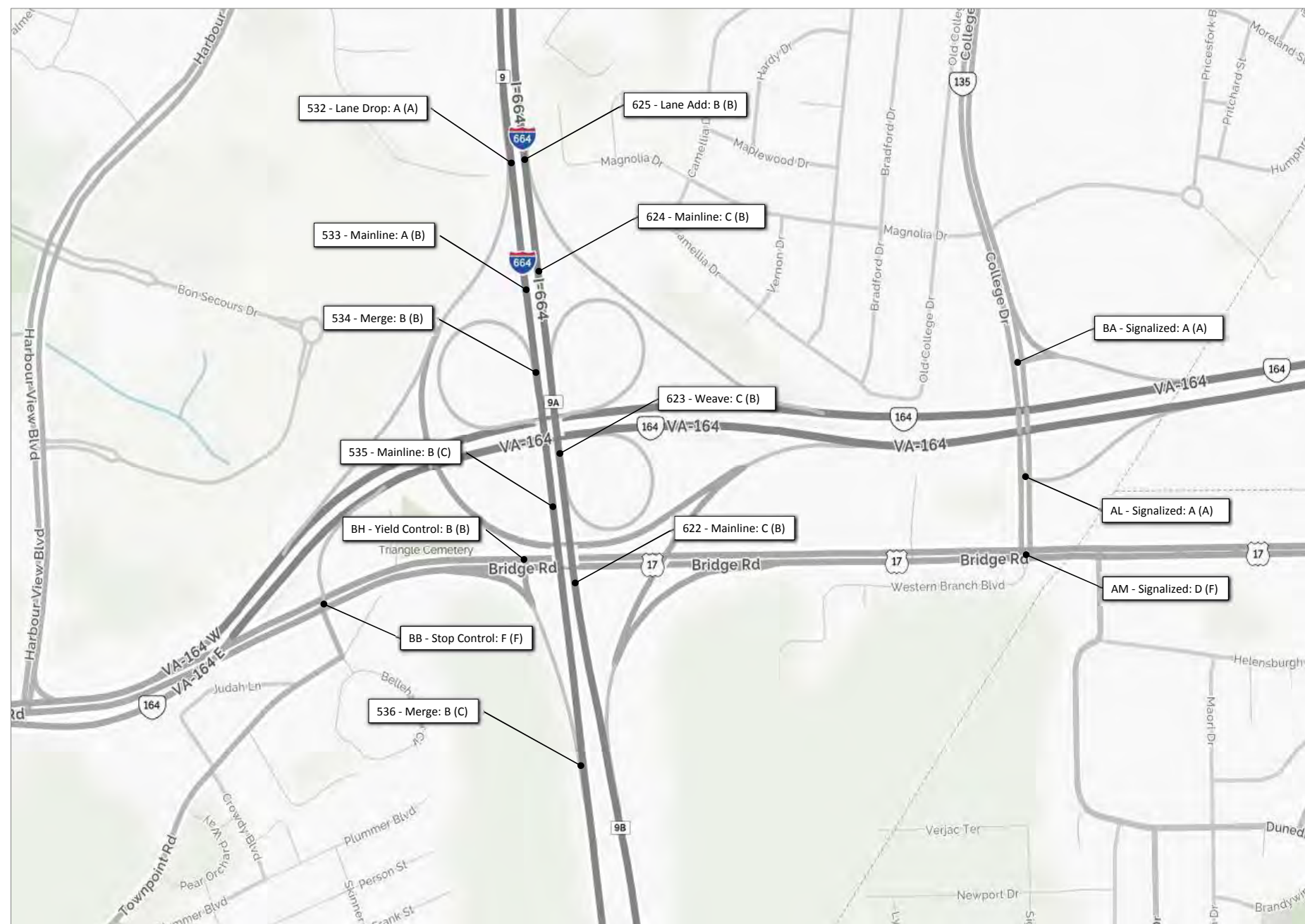


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

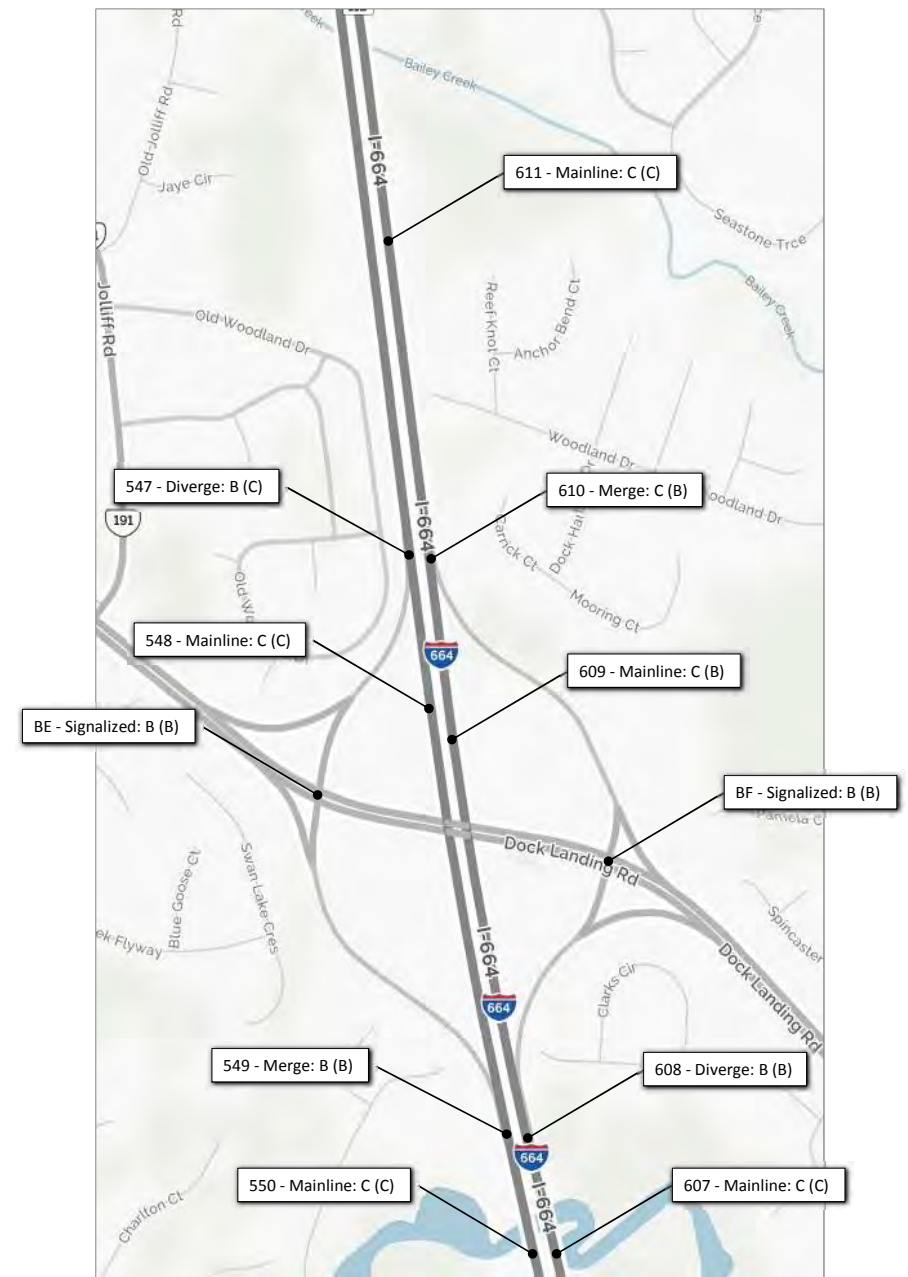
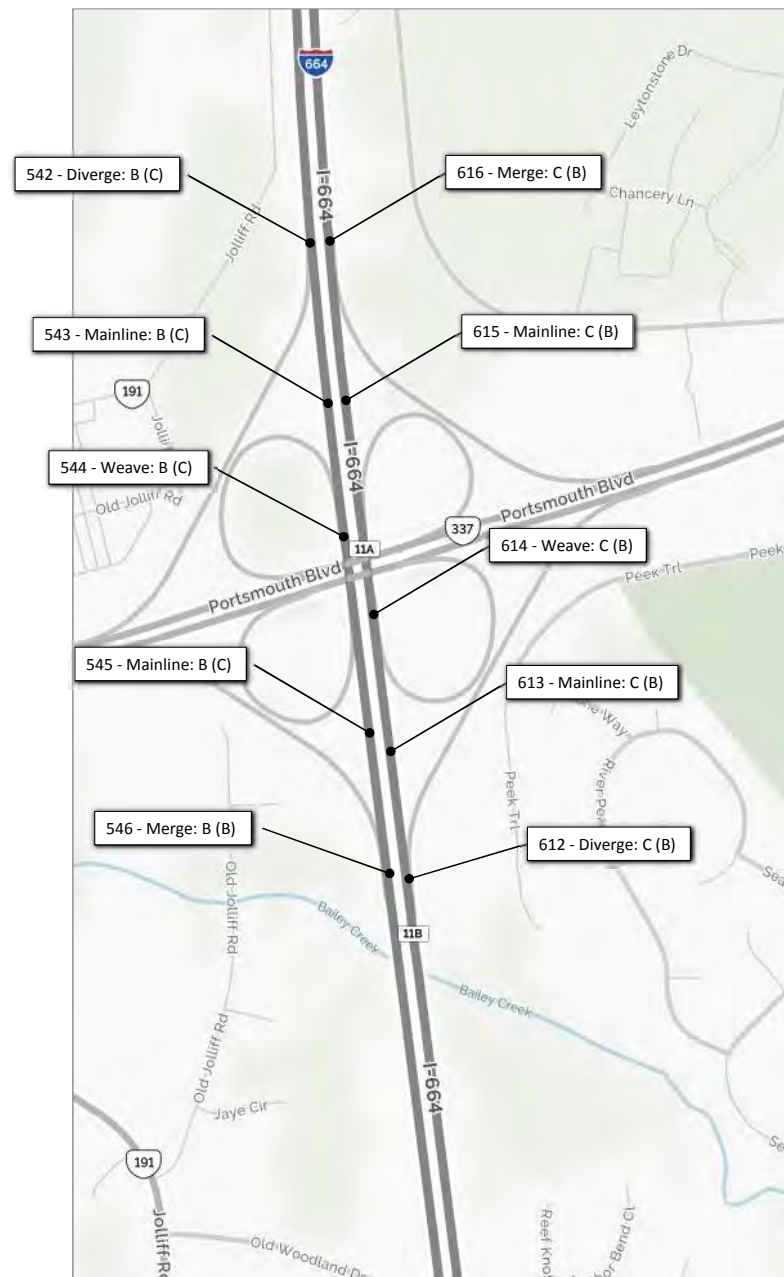
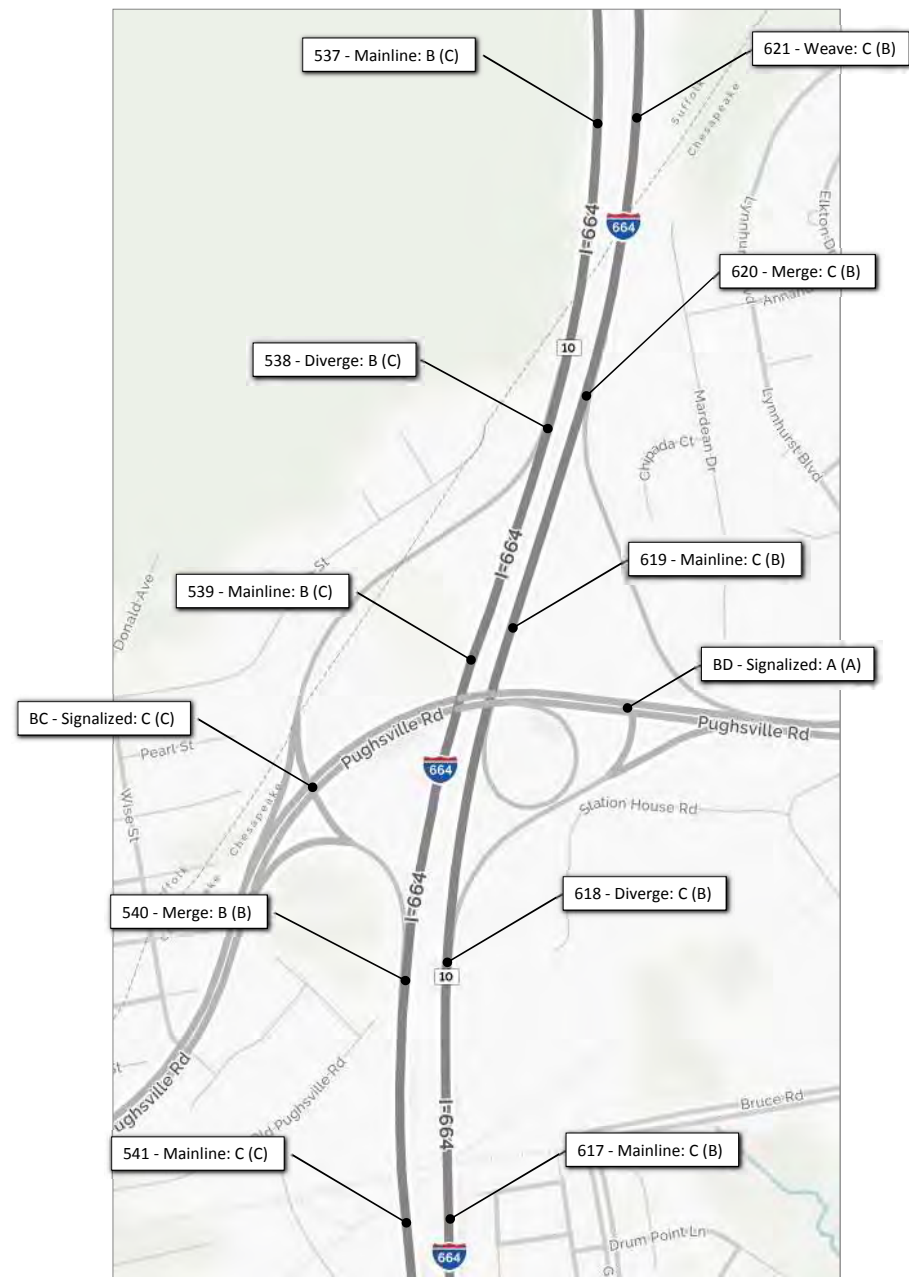


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure I.3-10





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

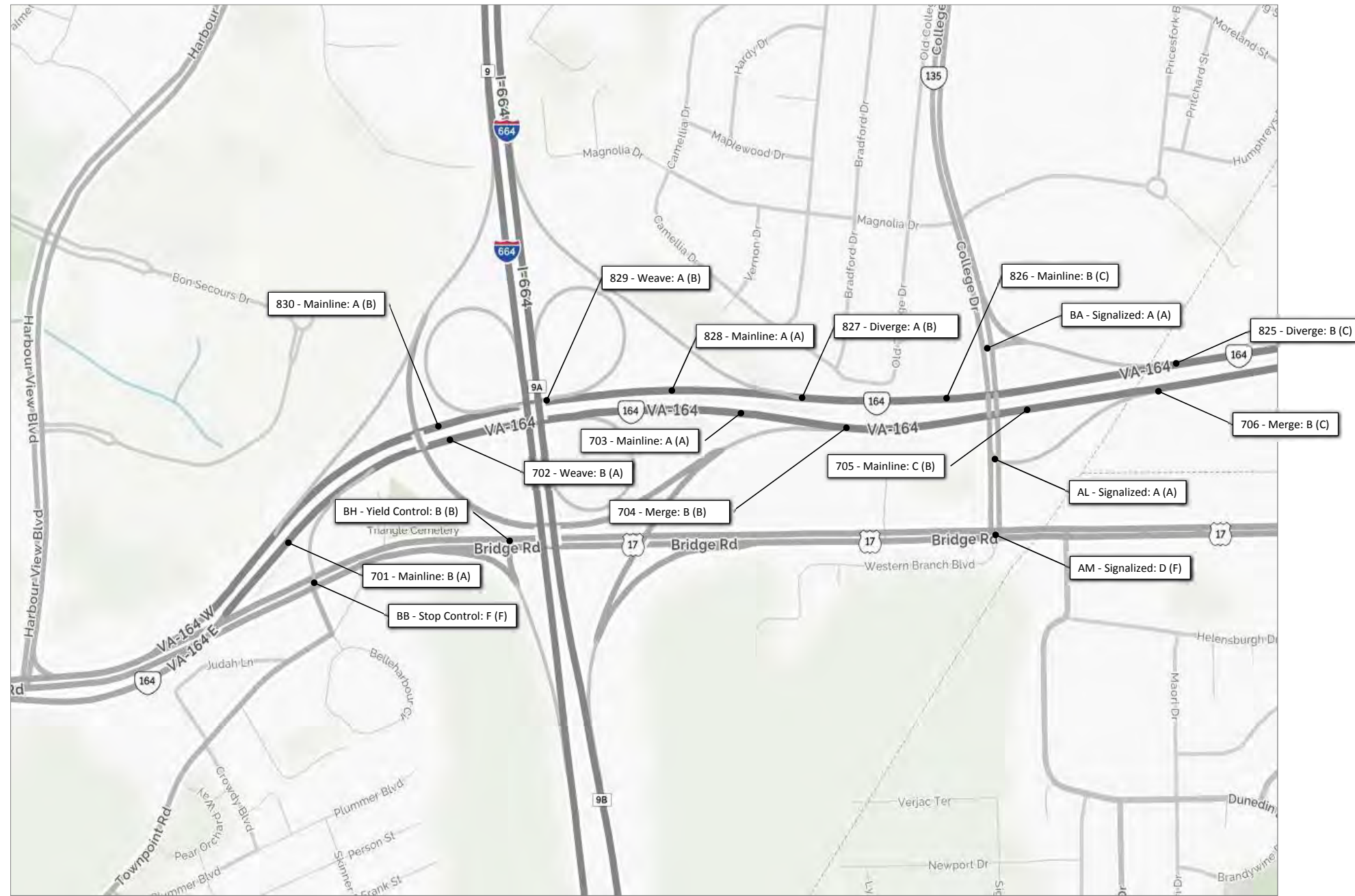


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative C  
 Level of Service  
 I-664 Corridor**

April 2017

Figure I.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure I.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure I.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure I.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

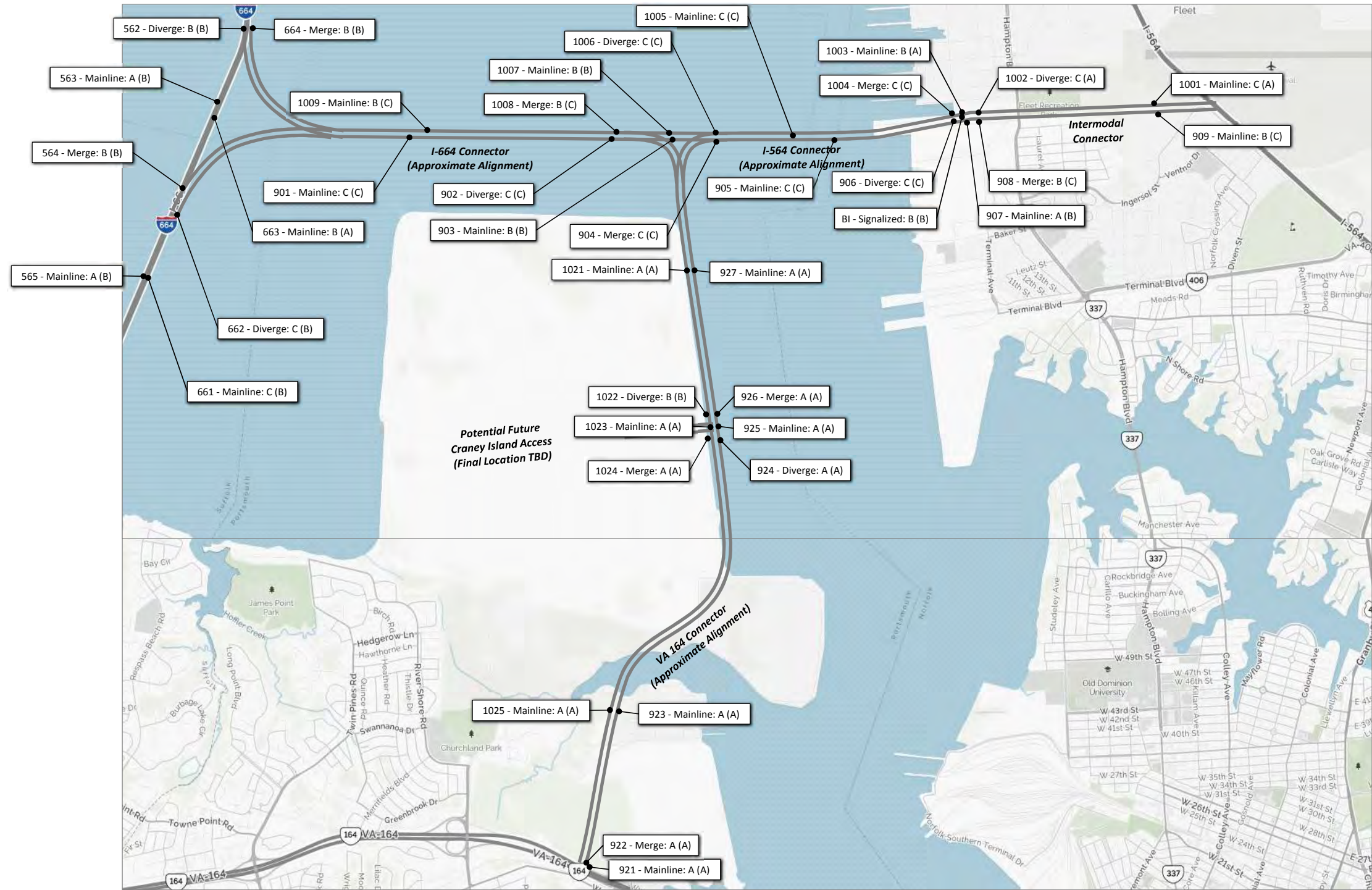


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure I.3-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound  
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



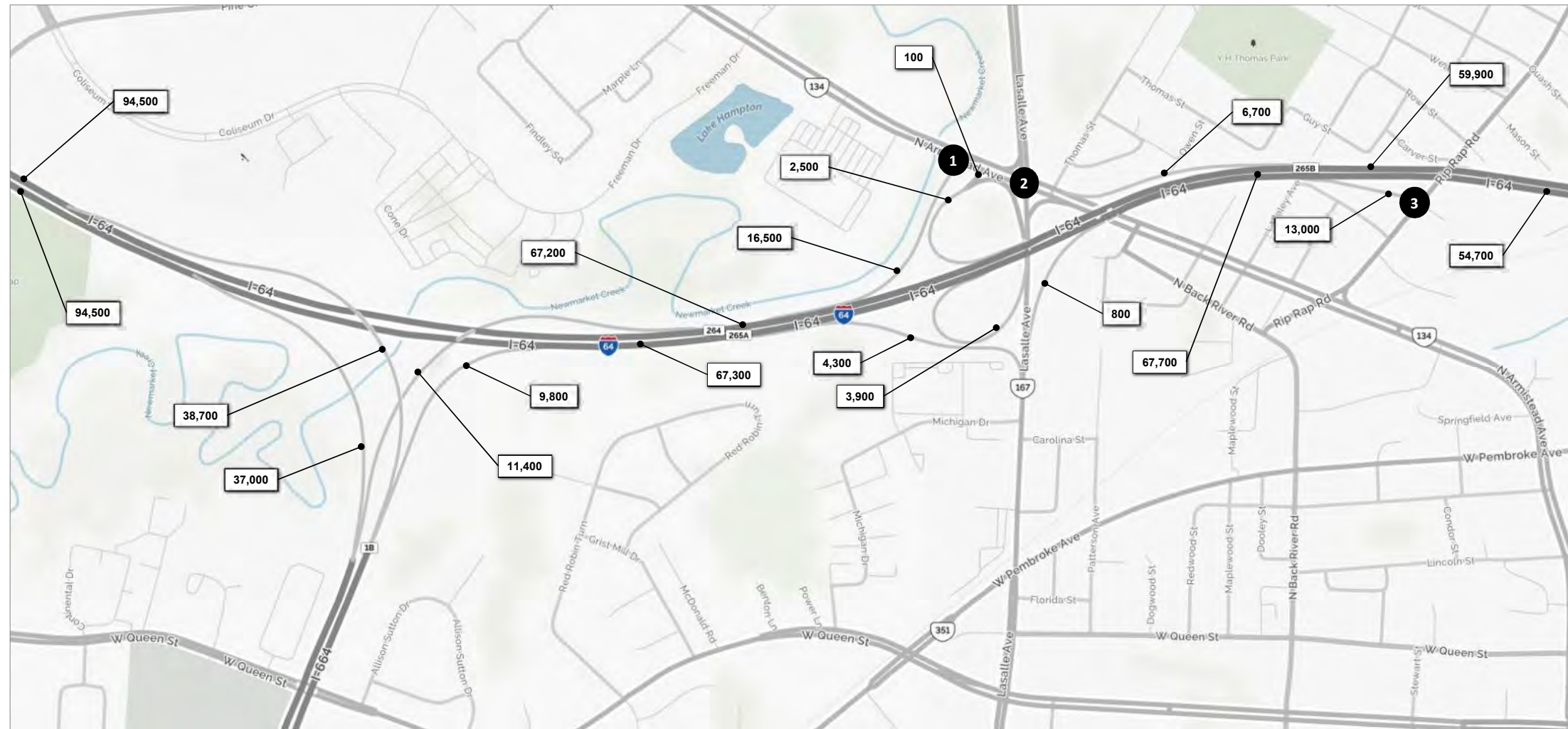
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative C**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure I.3-16

**APPENDIX J:  
2028 ALTERNATIVE D  
TRAFFIC VOLUMES AND ANALYSIS**



<b>1</b>			<i>R</i>				
	<i>T</i>	<i>L</i>					
<i>R</i>	<i>T</i>	<i>L</i>					
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>		
							100
	14,200	<i>T</i>					
	4,200	<i>R</i>					

<b>2</b>			<i>R</i>	2,200			
	<i>T</i>	<i>L</i>	<i>T</i>	13,000			
			<i>L</i>	800			
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>		
<i>Armistead Ave</i>							
	1,000	<i>L</i>					
	7,400	<i>T</i>	7,700	2,000	200		
	5,900	<i>R</i>					

<b>3</b>			<i>R</i>				
	<i>T</i>	<i>L</i>					
<i>R</i>	<i>T</i>	<i>L</i>					
<i>I-64 Ramp</i>					<i>T</i>		
	8,900	<i>L</i>					
	4,100	<i>R</i>					2,000

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



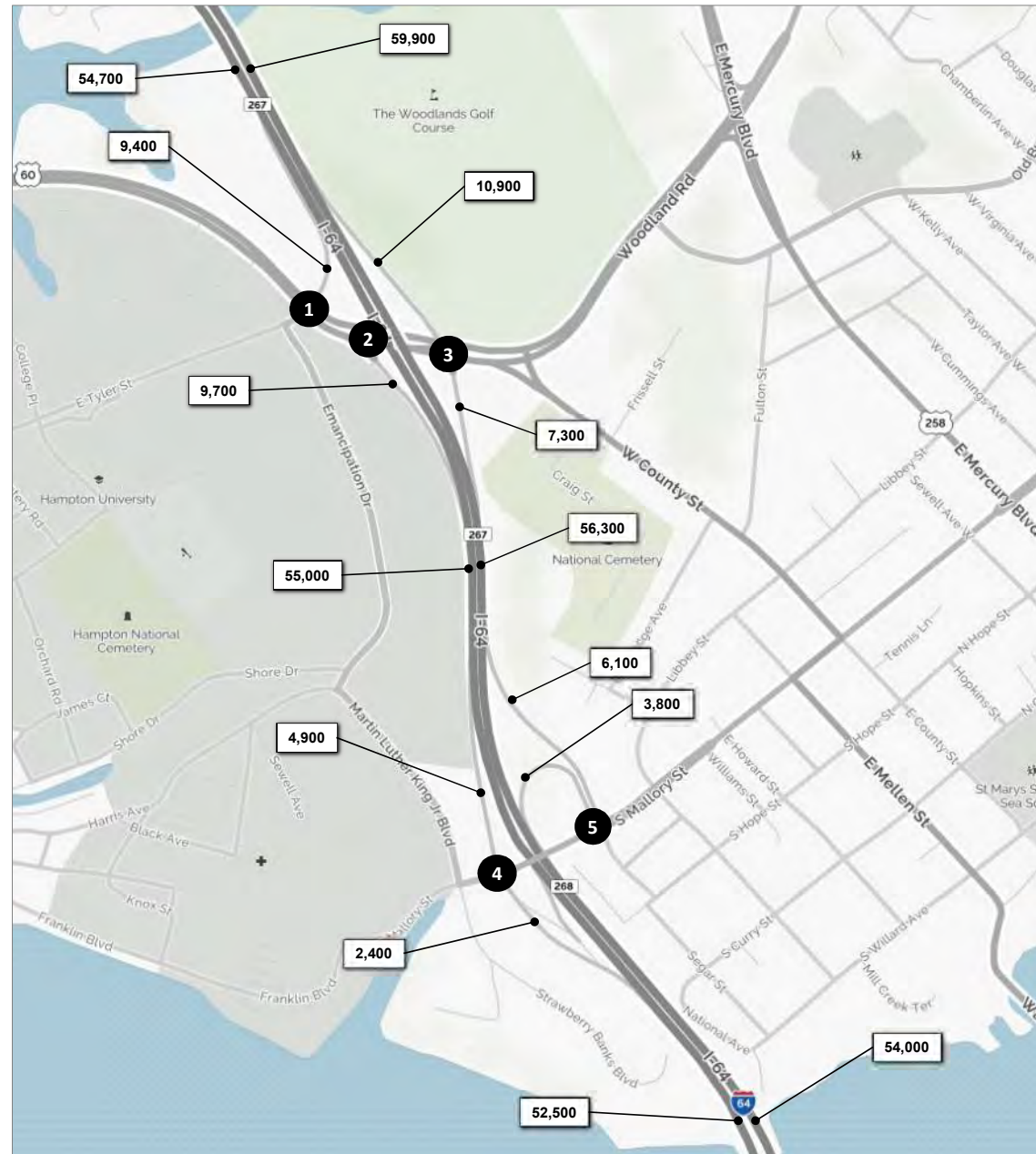
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure J.1-1





<b>1</b>	1,600	3,400	4,400				
	R	T	L	T	3,700	L	1,500
Settlers Land ing Rd				L		R	
				8,500	T	900	3,200
				2,000	R		

<b>2</b>				5,200			
				L 5,200			
Settlers Land ing Rd							
				11,600	T		
				4,500	R		

<b>3</b>				R 6,700			
				T 7,400			
Settlers Land ing Rd				L		R	
				4,200	L		
				7,400	T	3,000	4,300

<b>4</b>	3,200	100	1,600				
	R	T	L	T	2,300	L	100
S. Mallory St							
				3,000	T		
				2,200	R		

<b>5</b>	1,500	100	2,200				
	R	T	L	R	3,800	T	600
S. Mallory St				L		R	
				1,800	L		
				2,700	T	300	500
				100	R		100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure J.1-2



1	1,800	3,900	T 2,100	
	R	L	L 3,300	
4th View St				
	2,500	T		
	1,300	R		

2			R 3,600	
			T 4,200	
4th View St				
	1,300	L	L	R
	5,100	T	1,200	3,700

3	500	9,500	US 460	
	R	T	L	T
			5,200	4,900

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

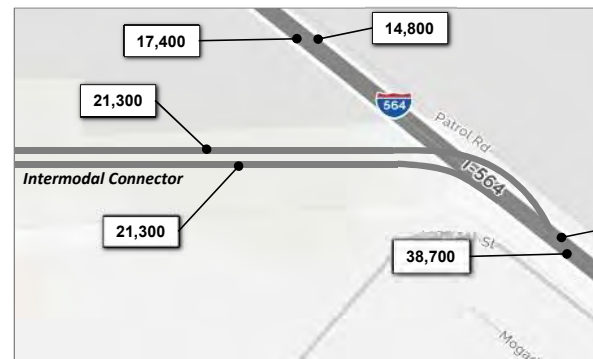
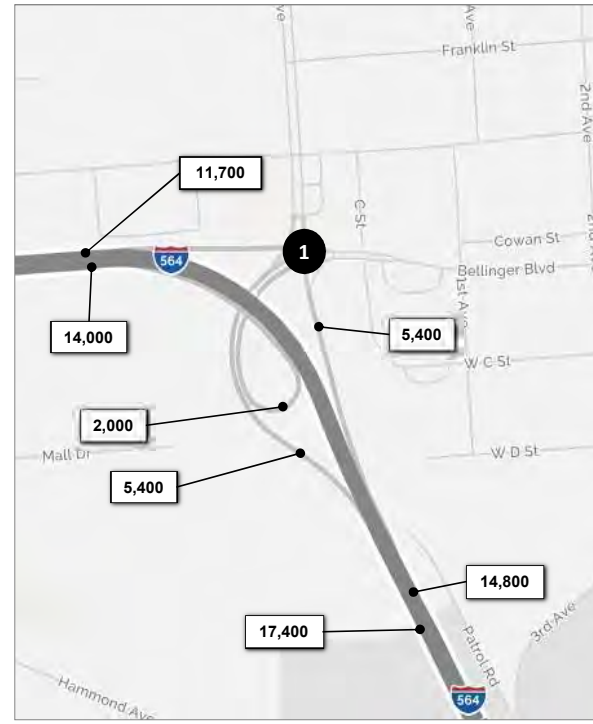


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

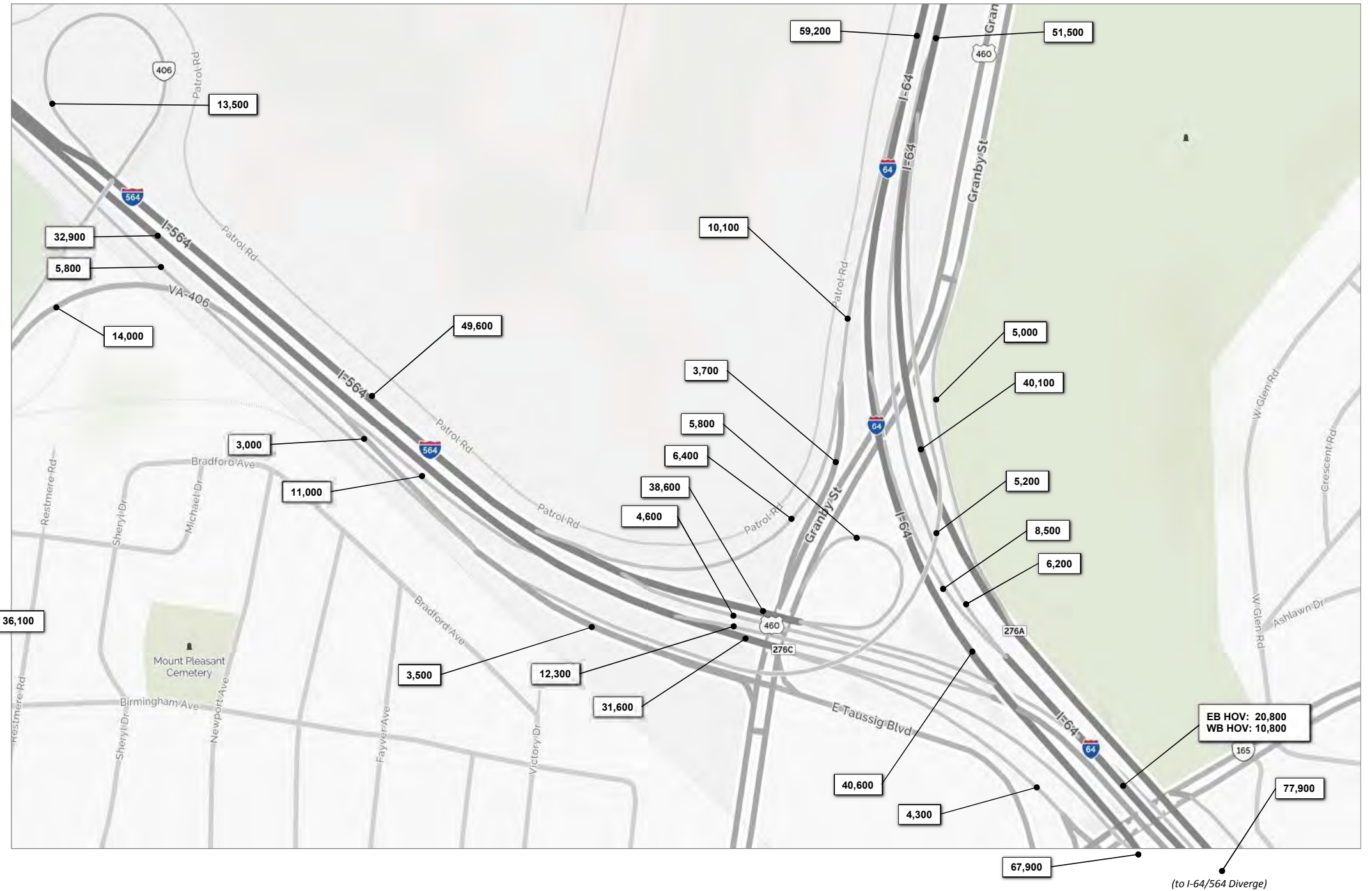
**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure J.1-3



1					
	2,100	5,300	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
				100	100
				1,900	5,200
				L	



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

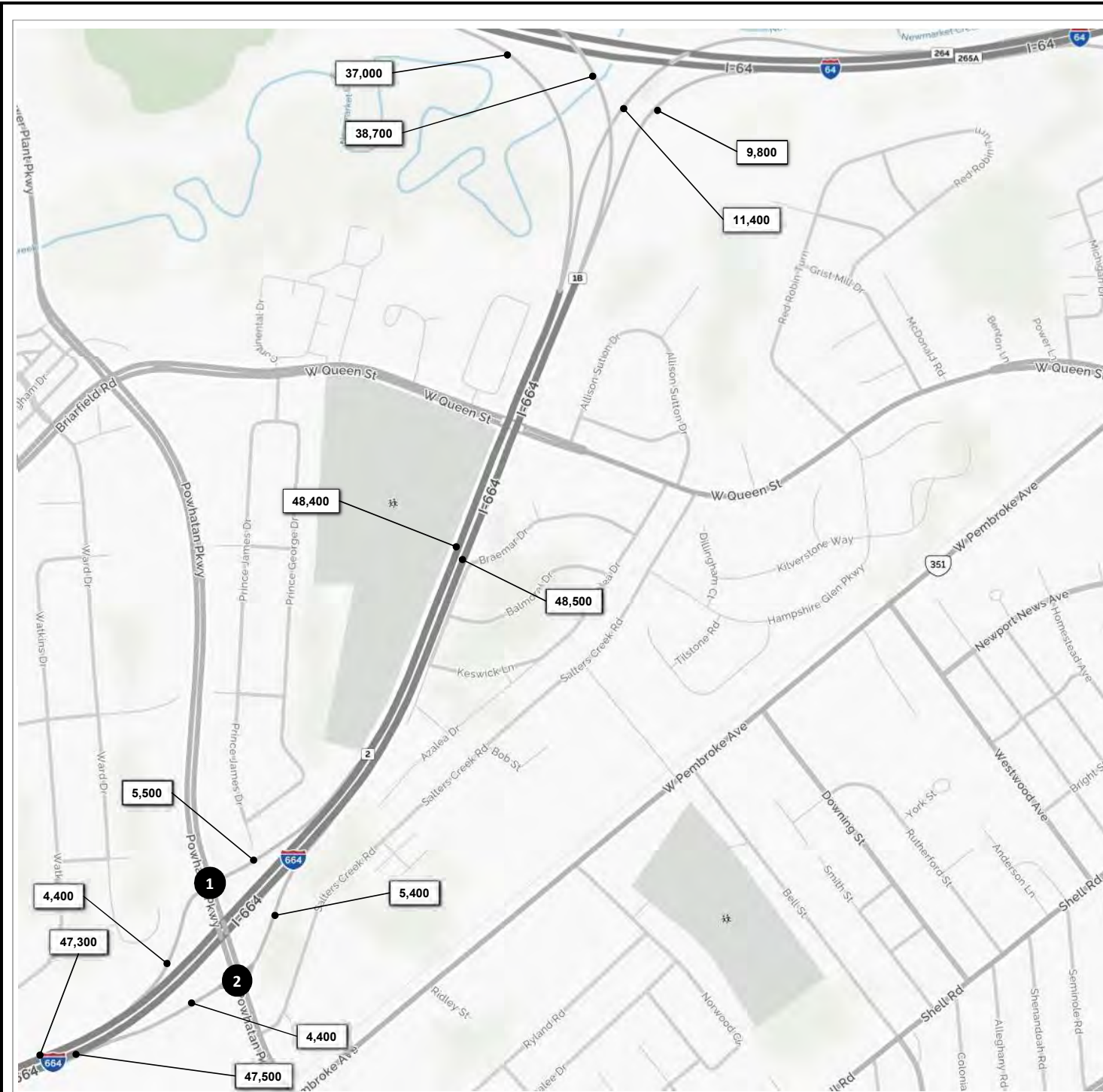


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-64 Corridor**

April 2017

Figure J.1-4



<b>1</b>			
R	1,200	L	4,300
		T	5,600
		L	2,500
		Powhatan Pkwy	
		L	700
		T	8,500
		I-664 Ramp	
		L	4,900
		R	1,900

<b>2</b>			
		L	4,700
		T	6,100
		I-664 Ramp	
		L	2,000
		R	2,400
		Powhatan Pkwy	
		L	700
		T	8,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-5



<b>1</b>					
5,000		1,800	T	9,600	
R	T	L	L	1,000	
			Aberdeen Road		
			I-664 Ramp		
10,400		T			
4,300		R			

<b>2</b>					
			I-664 Ramp	R	2,100
			Aberdeen Road	T	6,600
			L	700	
			L	4,000	
			R	4,200	
			T	8,000	

<b>3</b>					
2,100		2,600	R	2,500	
R	T	L	T	2,500	
			L	100	
			Chestnut Avenue		
4,600		L			
300		T			
		R			

<b>4</b>					
			R	3,300	
			T	2,500	
			L	700	
			Chestnut Avenue		
			L	1,500	
			T	5,800	
			R	300	

<b>5</b>					
700	2,500	500	R	500	
R	T	L	T	2,800	
			L	400	
			Chestnut Avenue		
700		L	L	2,300	
2,900		T	T	2,500	
2,200		R	R	300	

<b>6</b>					
100	100	100	R	100	
R	T	L	T	2,200	
			L	400	
			Roanoke Avenue		
600		L	L	700	
1,700		T	T	1,500	
		R	R	700	

<b>7</b>					
			R	1,200	
			T	1,500	
			L	700	
			Roanoke Avenue		
			L	1,500	
			T	700	
			R	700	

<b>8</b>					
300	4,300	400	R	400	
R	T	L	T	600	
			L	200	
			Roanoke Avenue		
300		L	L	4,300	
700		T	T	300	
400		R	R	300	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

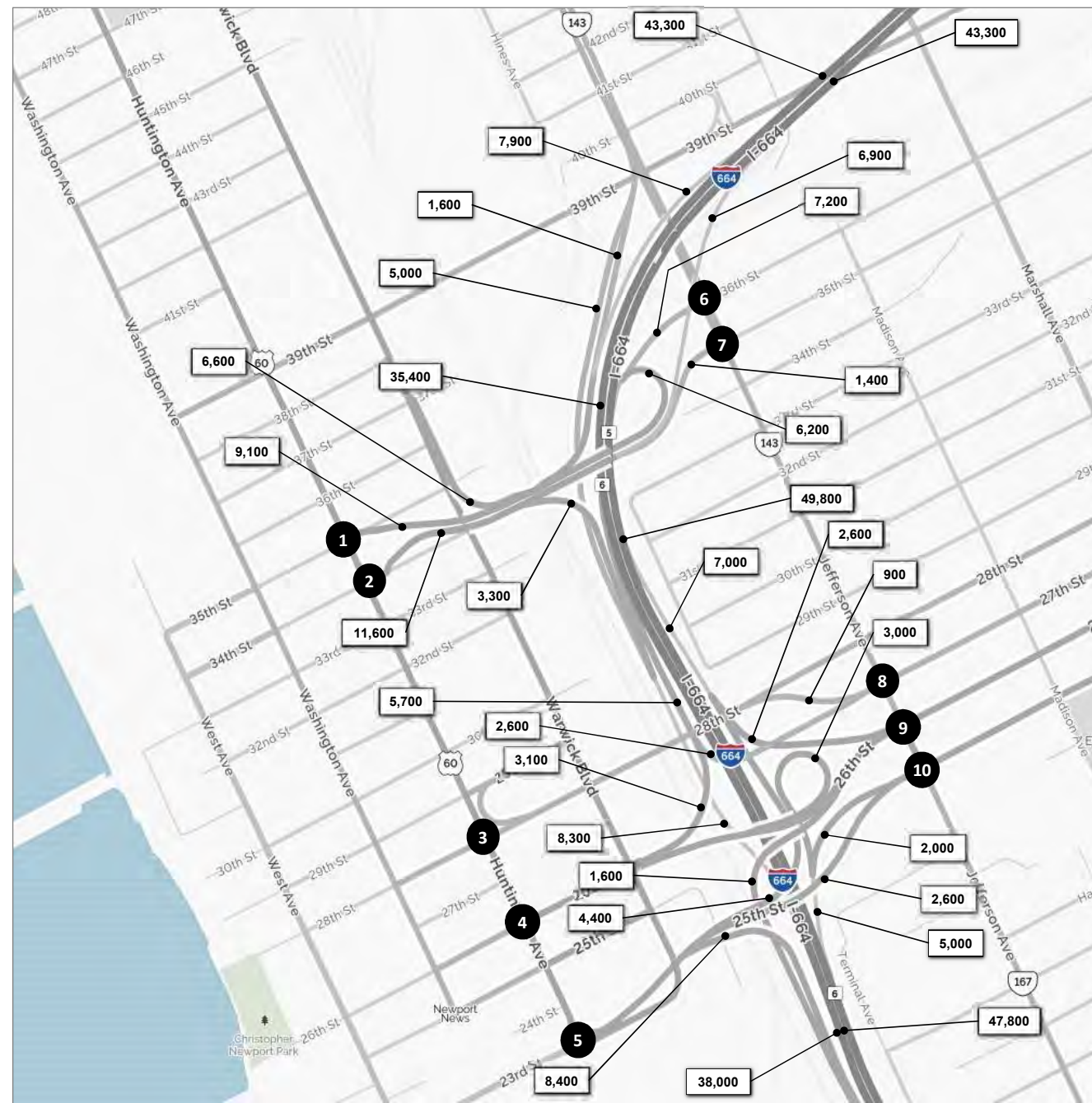


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-6



<b>1</b>					
R	500	T	1,700		
		L	4,000	35th Street	
		R	6,100	Huntington Ave	

<b>6</b>					
R	4,700	L	500		
		T	1,000	36th Street	
		R	200	Jefferson Ave	
		L	6,100	T	4,200
		T	900	R	200
		R	200		

<b>2</b>					
R	9,100	T	8,700		
		L		34th Street	
		R	4,800	Huntington Ave	
		T	300		
		R			

<b>7</b>					
R	4,900	L	200		
		T		35th Street	
		R	600	T	
		T	500	L	3,800
		R	300	R	200
		R		Jefferson Ave	

<b>3</b>					
R	500	T	9,500	L	500
		L	600	28th Street	
		R	300	Huntington Ave	
		T	400		
		R	400		

<b>8</b>					
R	4,500	L	700		
		T		27th Street	
		R	1,400	T	
		T	900	L	3,100
		R	1,200	R	
		R		Jefferson Ave	

<b>4</b>					
R	1,100	T	9,900	L	4,900
		L	3,100	26th Street	
		R		Huntington Ave	
		T			
		R			

<b>9</b>					
R	1,900	T	3,800	L	500
		L	2,500	26th Street	
		R		T	
		T		L	1,700
		R		R	2,600
		R		Jefferson Ave	

<b>5</b>					
R	1,500	T	9,700	L	
		L		23rd Street	
		R	5,700	T	
		T	400	L	
		R		R	
		R		Huntington Ave	

<b>10</b>					
R	3,300	L	1,000		
		T		25th Street	
		R	1,200	T	
		T	2,200	L	3,100
		R	1,200	R	300
		R		Jefferson Ave	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

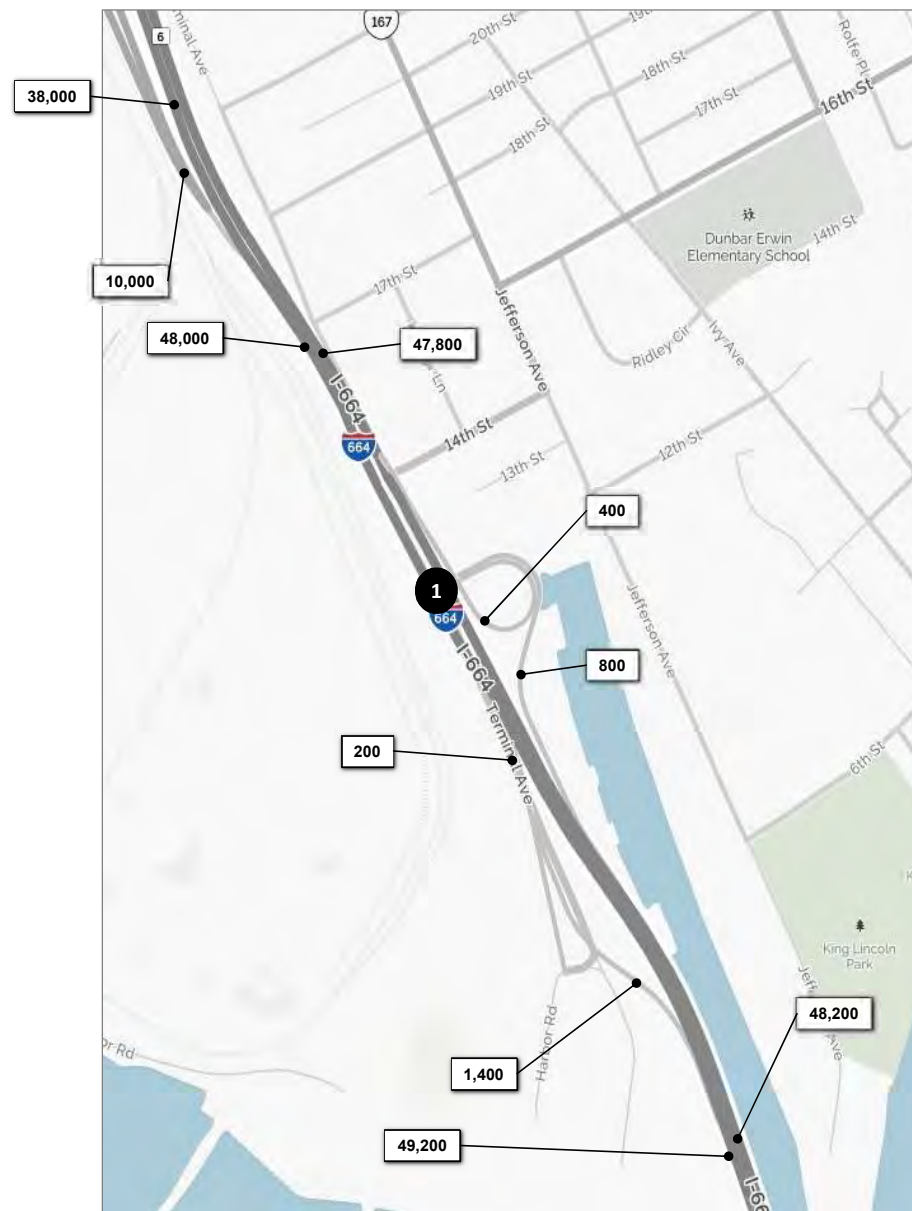


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure J.1-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

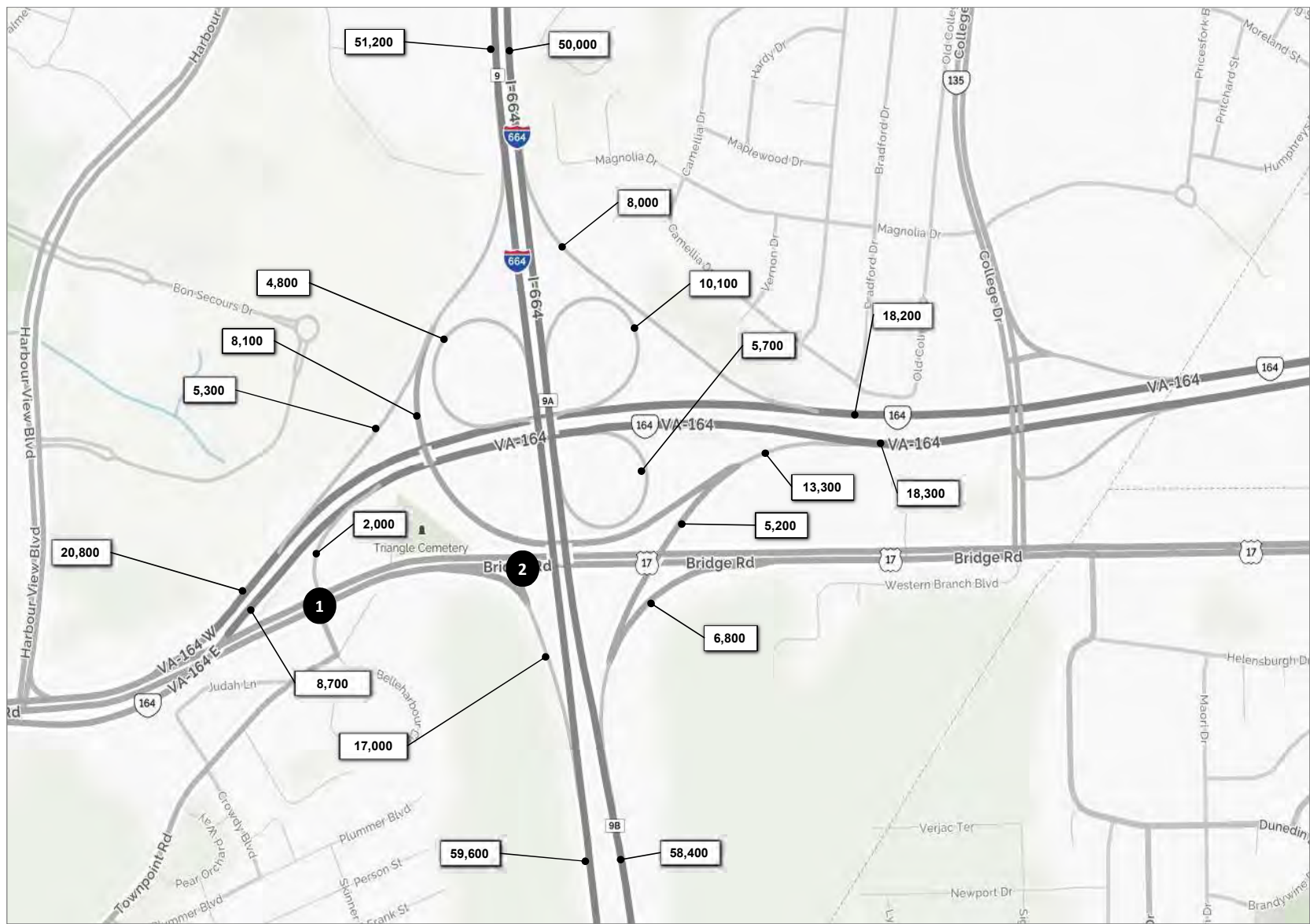


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-8



<b>1</b>			R	200	
			T	9,500	
			L	400	
R	T	L			
	1,400	L	L	T	R
	19,200	T	300	400	1,000
	900	R			

<b>2</b>					
			T	10,100	
			L	6,300	
US 17					
			9,500	T	
			10,700	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



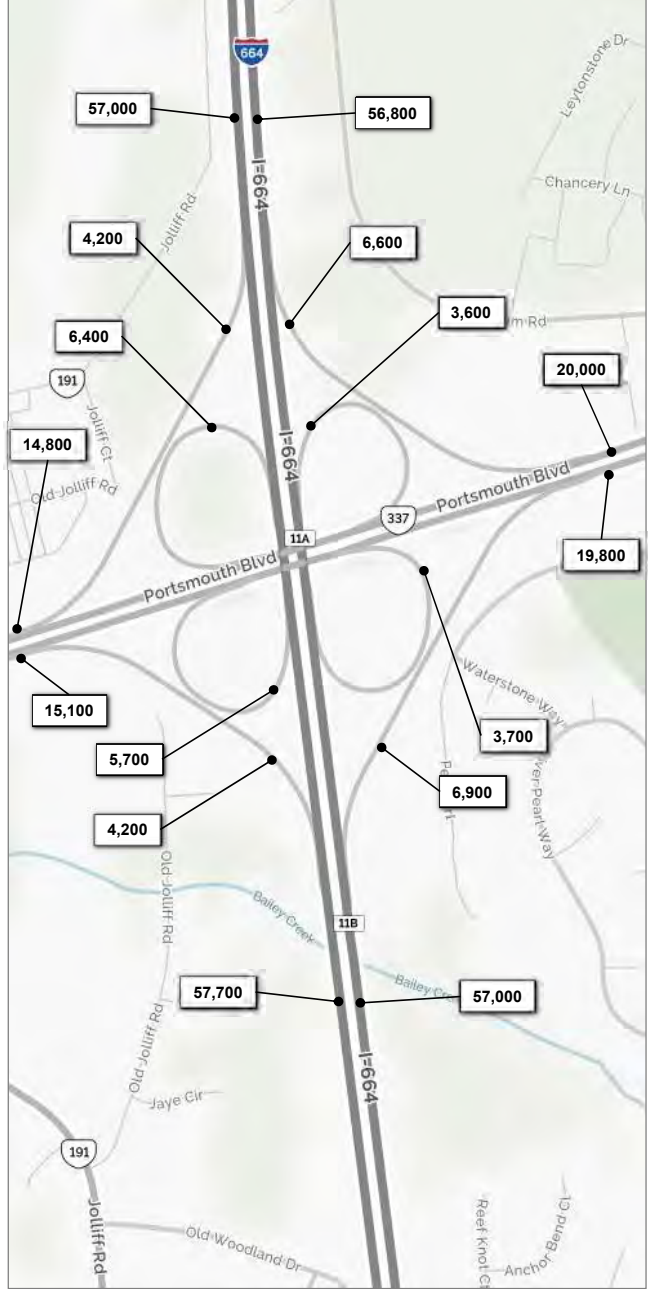
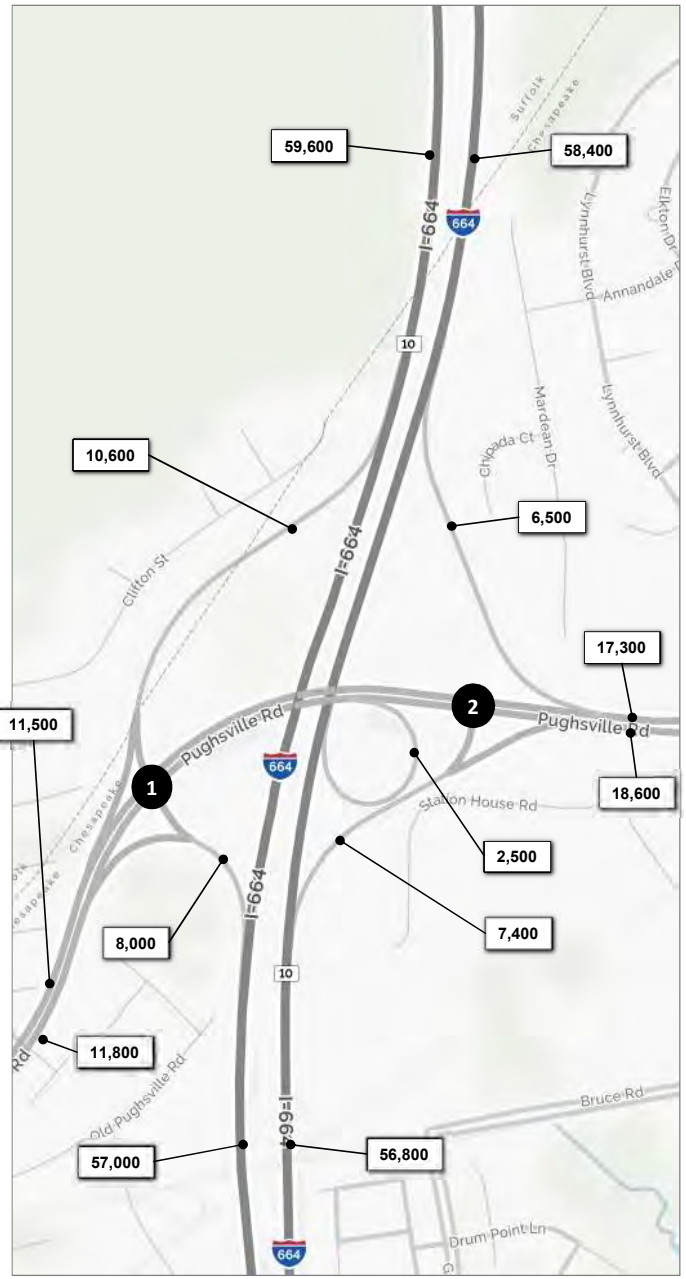
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-9





<b>1</b>	3,400	7,200	T 8,100	
	R	L	L 5,100	
			Pughsville Road	
		8,900	T	
		2,900	R	

<b>2</b>			R 6,500	
			T 10,800	
Pughsville Road			L	R
		13,600	T	5,000
		2,500	R	2,400

<b>3</b>	2,700	1,900	T 3,200	
	R	L	L 1,900	
			Dock Landing Road	
		3,400	T	
		2,500	R	

<b>4</b>			R 2,100	
			T 3,700	
Dock Landing Road			L	R
		1,800	L	2,300
		3,500	T	1,400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

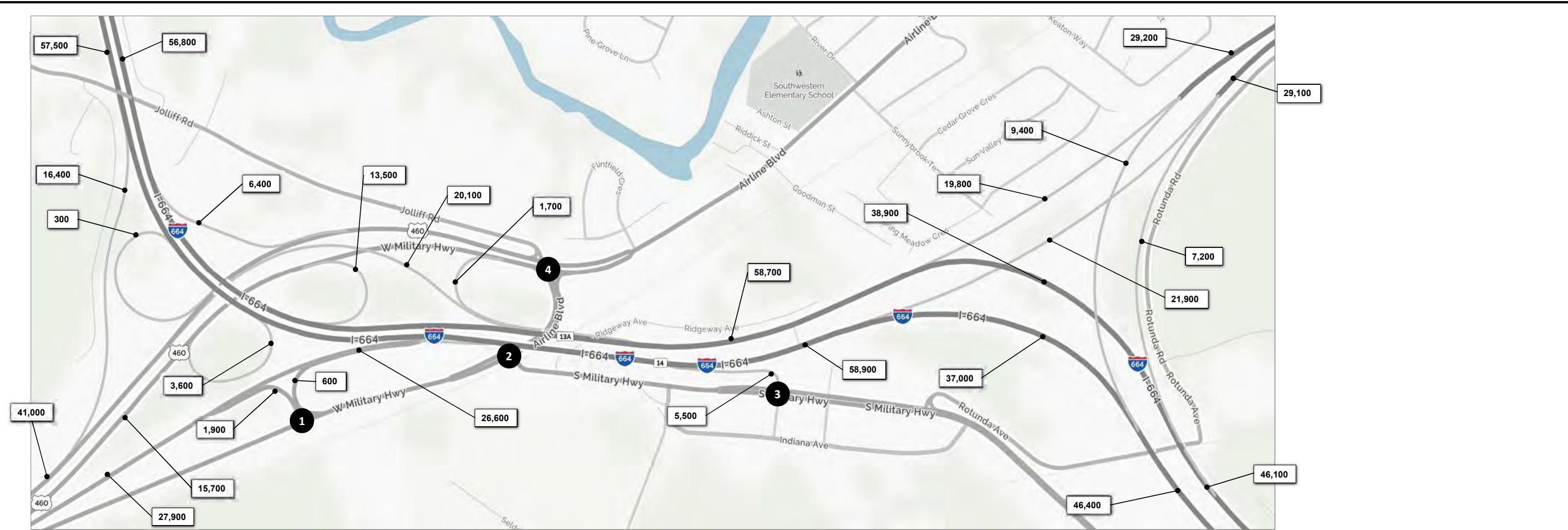


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-10



<b>1</b>			
100	1,800	R 500	
		T 1,500	
R	L		
W. Military Hwy			
100	L		
	3,700	T	

<b>2</b>			
		T 1,200	
		L 3,600	
W. Military Hwy		L	R
	5,300	T	
	200	R	2,700

<b>3</b>			
100	5,400	T 3,400	
R	L		
S. Military Hwy			
	3,800	T	

<b>4</b>					
1,200	2,200	1,400	R 1,000		
			T 4,300		
			L 800		
			L	T	R
	2,200	L			
	3,500	T			
	1,800	R	5,700	1,200	1,100

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**I-664 Corridor**

April 2017

Figure J.1-11



<b>1</b>			<b>R00</b>		
			<b>T</b>	<b>9,500</b>	
			<b>L</b>	<b>400</b>	
<b>R</b>	<b>T</b>	<b>L</b>	<b>L</b>	<b>T</b>	<b>R</b>
	1,400	L			
	19,200	T	300	400	1,000
	900	R			

<b>2</b>			<b>T 10,100</b>		
<b>US 17</b>			<b>L 6,300</b>		
	9,500	T			
	10,700	R			

<b>3</b>			<b>R 5,300</b>		
	17,300		<b>L 1,300</b>		
			<b>VA 164 Ramp</b>		
		T	<b>T</b>		
			<b>12,100</b>		

<b>4</b>			<b>VA 164 Ramp</b>		
	13,500		<b>T 12,100</b>		
			<b>L 1,500</b>		

<b>5</b>			<b>R 6,400</b>		
	7,400		<b>T 8,900</b>		
			<b>L 200</b>		
<b>R</b>	<b>T</b>	<b>L</b>	<b>L</b>	<b>T</b>	<b>R</b>
	7,100	L			
	9,000	T	100	100	100
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

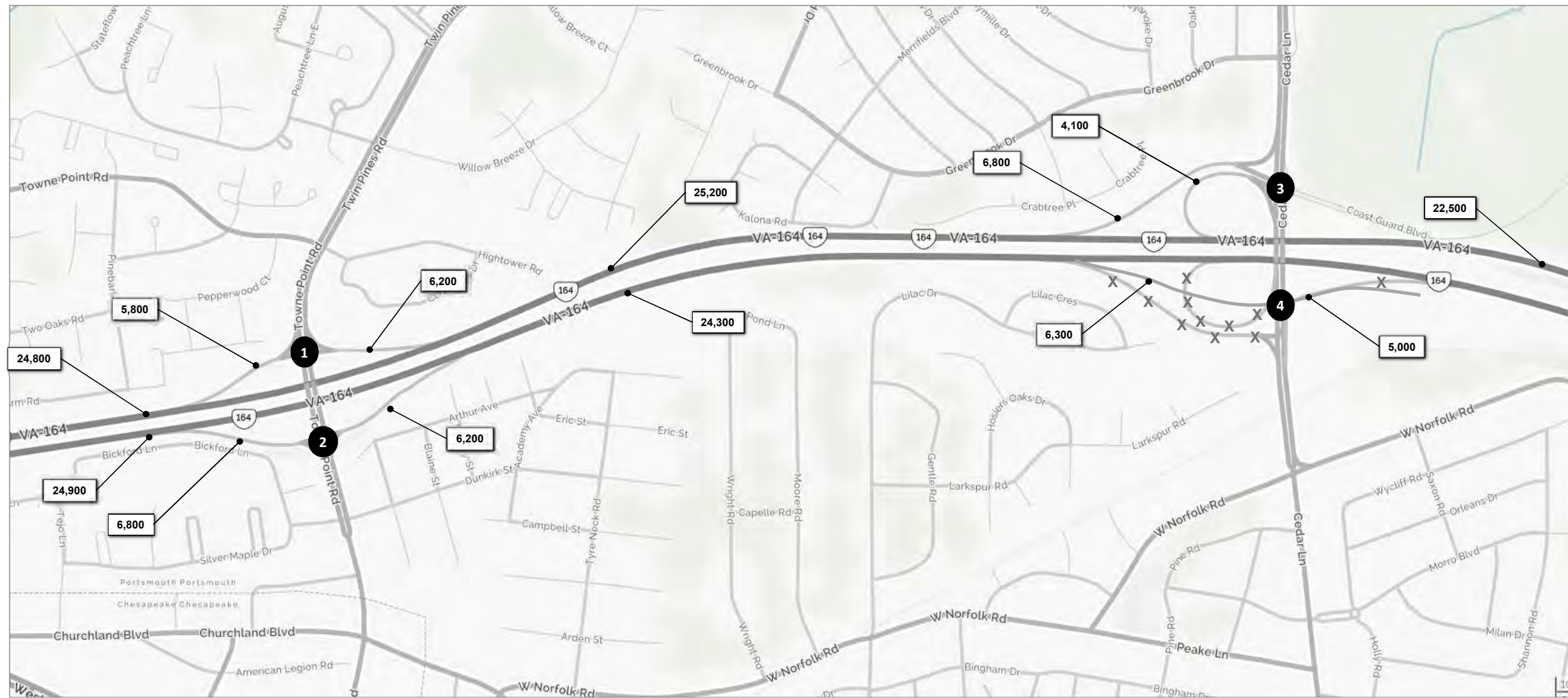


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure J.1-12



<b>1</b>					
	3,400		R	2,900	
	9,200		L	3,300	
R	T		L	T	
			2,400	9,700	
			Towne Point Road		

<b>2</b>					
	9,200		L	3,500	
	3,300		R	3,300	
T	L		L	T	R
			8,600	2,900	
			Towne Point Road		

<b>3</b>					
	1,700		R	100	
	3,300		T	1,200	
R	T	L	L	T	R
	1,300	L	3,900	4,000	2,000
	500	T			
	2,300	R			

<b>4</b>					
	3,800		T	1,900	
	2,600		L	4,400	
T	L		L	T	R
			8,000	2,400	
			Cedar Lane		

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

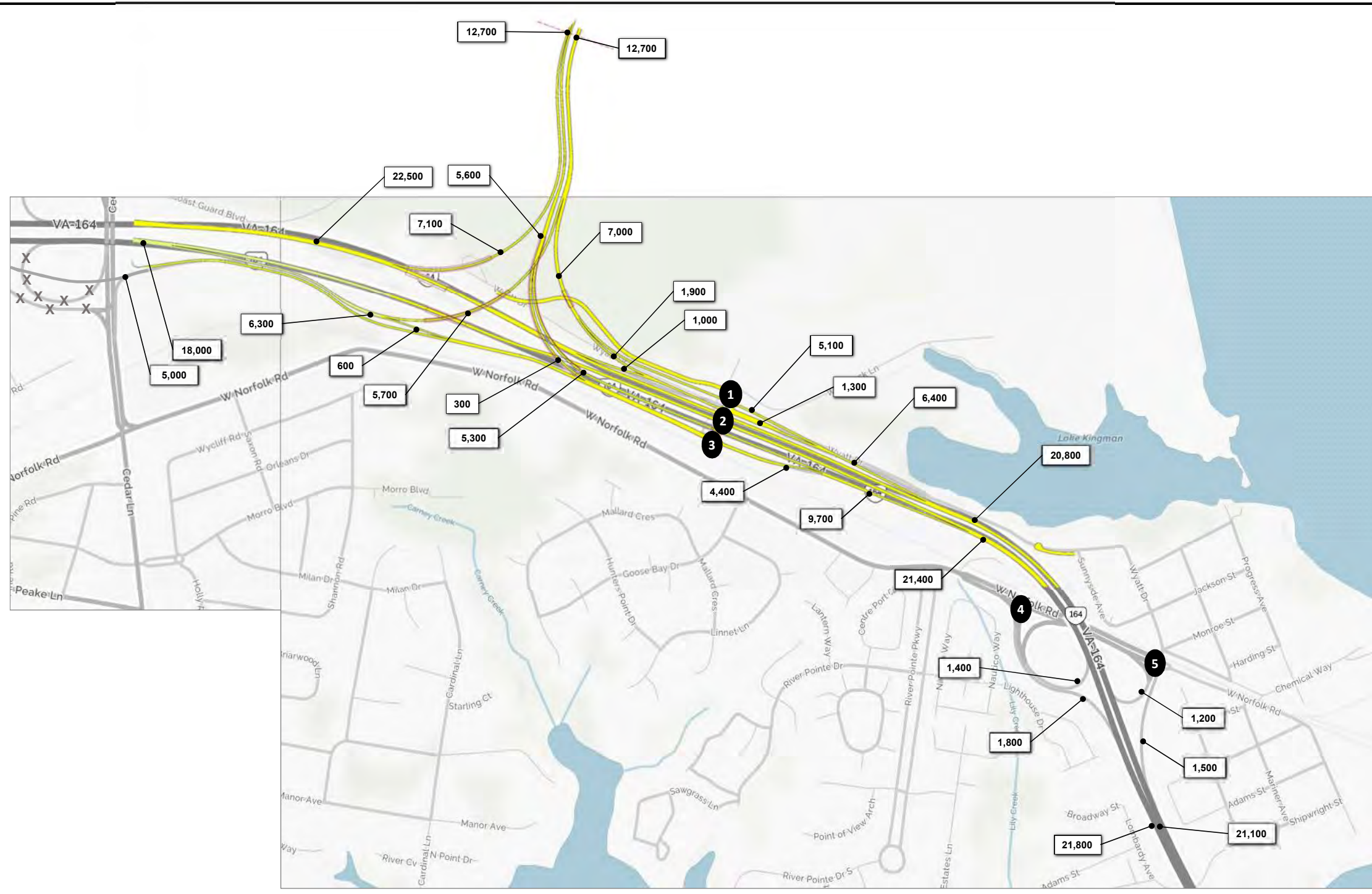


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure J.1-13



<b>1</b>					
100	2,100	100	R	100	
			T	100	
			L	300	
<hr/>					
	100	L	L	T	R
	100	T	100	2,000	300
	100	R			

<b>2</b>					
1,300	1,200	V/G Blvd	R	1,300	
			T	0	
			L	0	
<hr/>					
			L	T	
			1,600	1,100	
					Wyatt Dr

<b>3</b>					
		1,200			
		L			VA 164 Ramp
<hr/>					
	2,700	L			
	3,200	T	V/G Blvd		

<b>4</b>					
			T	1,200	
			L	700	
<hr/>					
			L		R
	1,100	T	700		700
	1,100	R			
					W Norfolk Rd

<b>5</b>					
300	200	200	R	200	
			T	700	
			L	500	
<hr/>					
	300	L	L	T	R
	1,000	T	900	100	500
	500	R			
					W Norfolk Rd

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure J.1-14



<b>1</b>					
300	600	600	R	1,000	
			T	2,400	
			L	2,100	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,500	T	100	100	800
	200	R			

<b>2</b>					
4,600		1,600	T	900	
R		L			
Cleveland St					
	3,900	T			

<b>3</b>					
400		300	R	1,000	
R		L	T	500	
Cleveland St					
	5,000	L			
	500	T			
		R			

<b>4</b>					
100	200	2,600	R	700	
R	T	L	T	600	
Woodrow St			L	1,200	
		L	1,664 Ramp		
	300	L			
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Weekday Daily Volumes**  
**VA 164 Corridor**

April 2017

Figure J.1-15



1	10,900	6,500	2,800	R	2,800		
				T	15,800		
				L	2,700		
						L	T
		10,900	L			9,500	2,400
		16,100	T			6,500	
		9,300	R				

2	1,800	11,300					
						L	T
					2,000	L	11,100
					1,400	R	1,600

3						T	25,600
						L	10,700
					24,900	T	1,700
					2,400	R	11,400

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

**Notes**

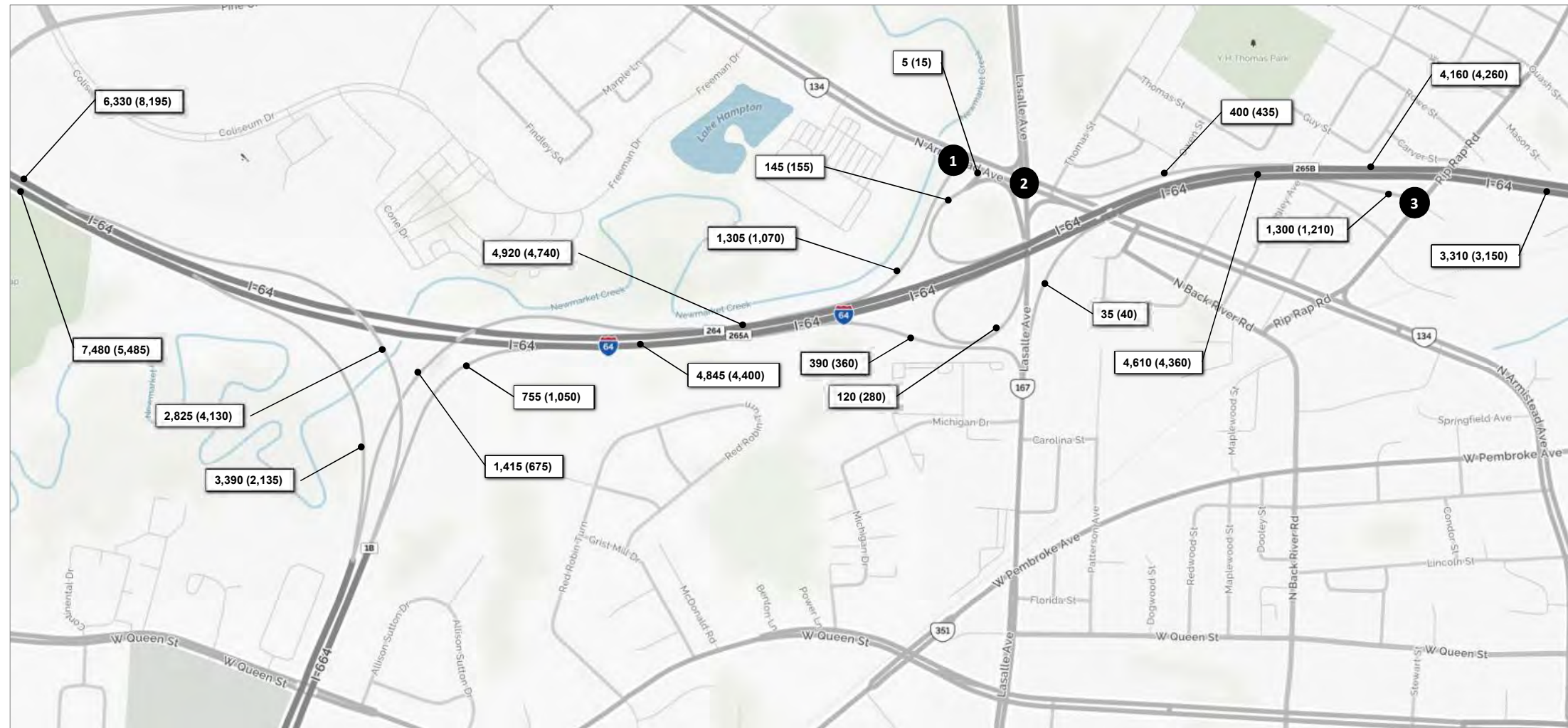
Exhibit is intended to show traffic volumes only.  
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.



**2028 Alternative D  
 Weekday Daily Volumes  
 Elizabeth River Connectors**

April 2017

Figure J.1-16



1					
	R	T	L		
	T	860 (1,200)			
	L	960 (810)			
<i>Armistead Ave</i>			L	T	R
			L		5 (15)
	825 (1,155)		T		
	345 (260)		R		

2					
	R	T	L		
	T	210 (130)			
	L	830 (1,115)			
	L	45 (65)			
<i>Armistead Ave</i>			L	T	R
			L		5 (40)
	45 (70)		L		
	530 (625)		T		
	250 (460)		R		

3			
	T		
	250 (215)		
<i>I-64 Ramp</i>			T
	760 (855)	L	100 (205)
	540 (355)	R	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure J.2-1





<b>1</b>	35 (55)	335 (225)	325 (380)	T	430 (500)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	860 (1,115)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>					545 (565)	
				L	290 (190)	
Settlers Landing Rd						
	590 (1,160)		T			
	685 (735)		R			

<b>3</b>				R	635 (340)	
				T	755 (510)	
Settlers Landing Rd				L		R
	110 (580)		L	180 (245)		220 (375)
	480 (580)		T			

<b>4</b>	120 (25)	5 (10)	35 (65)	T	385 (125)	
	R	T	L	L	10 (25)	
S. Mallory St						
	100 (490)		T			
	210 (485)		R			

<b>5</b>	265 (55)	0 (0)	165 (200)	R	270 (240)	
	R	T	L	L	115 (65)	
S. Mallory St				L	T	R
	50 (345)		L	15 (30)		5 (5)
	80 (190)		T		60 (35)	
	5 (10)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure J.2-2



1	200 (55)	205 (380)	T 150 (125)	
	R	L	L 300 (140)	
4th View St				
	55 (490)	T		
	95 (120)	R		

2			R 320 (330)	
			T 355 (200)	
4th View St				
	25 (290)	L	L 95 (65)	R 120 (120)
	235 (590)	T		

3	60 (50)	960 (665)	US 460	
	R	T	L 360 (485)	T 185 (560)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

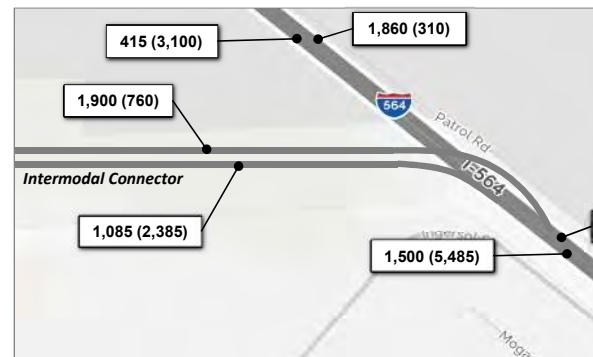


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure J.2-3



1	110 (170)	130 (775)	Bainbridge Ave		
			R	T	
			U	L	T
			5 (5)	5 (5)	640 (125)
			180 (70)		



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

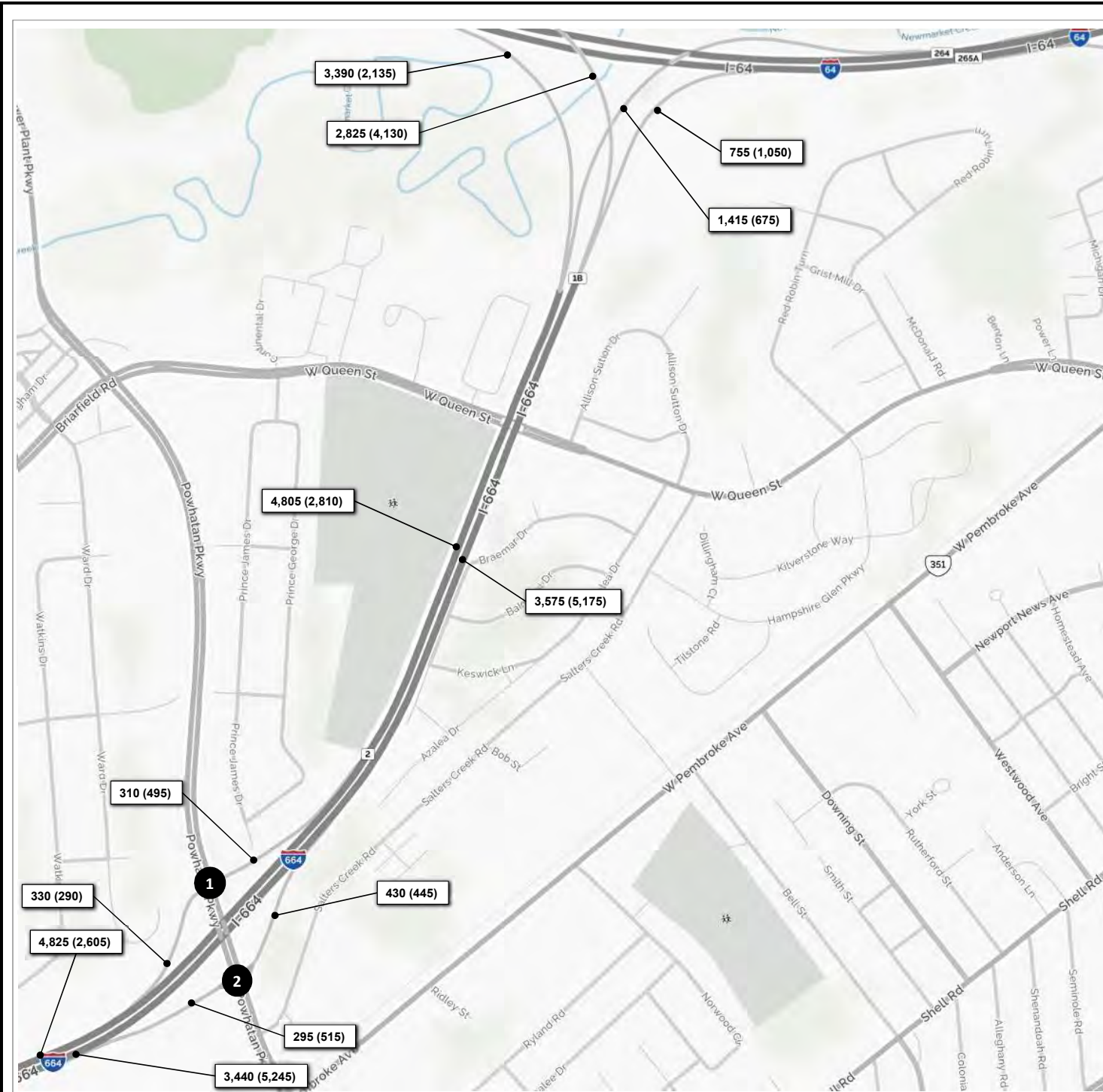


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure J.2-4



1	85 (100)	225 (395)	T 290 (545)	
	R	L	L 200 (155)	
	225 (415)	T	Powhatan Pkwy	
	130 (135)	R	L-664 Ramp	

2		L-664 Ramp	R 380 (365)	
		Powhatan Pkwy	T 415 (480)	
	50 (80)	L	L 75 (220)	R
	400 (730)	T		220 (295)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-5



1	545 (285)	155 (150)	T 530 (735)
	R	T	L 95 (90)
			Aberdeen Road
		475 (985)	T
		265 (240)	R
			I-664 Ramp

2			I-664 Ramp	R 125 (180)
			Aberdeen Road	T 400 (565)
		185 (445)	L	R
		445 (690)	T	L 225 (260)
				R 85 (100)

3	285 (135)	440 (165)	R 115 (230)	
	R	T	L	
			Chestnut Avenue	
		285 (365)	L	
		50 (25)	R	
			L T R	
				15 (15)

4			R 155 (405)	
			T 115 (230)	
		65 (160)	L	
		675 (385)	T	
			R	
			Chestnut Avenue	
				L T R

5	50 (60)	240 (180)	20 (55)	R 30 (50)
	R	T	L	T 130 (260)
			Chestnut Avenue	L 15 (35)
		30 (75)	L	R
		220 (220)	T	L 90 (315)
		425 (90)	R	T 115 (265)
				R 15 (25)

7			R 80 (210)	
			T	
		105 (55)	L	
			T	
			R	
			Roanoke Avenue	
				L T R
				90 (100)
				R 70 (45)

6	15 (10)	10 (5)	25 (10)	R 5 (5)
	R	T	L	T 150 (220)
			Roanoke Avenue	L 15 (85)
		10 (10)	L	R
		80 (45)	T	L T R
		95 (80)	R	

8	20 (25)	630 (250)	30 (30)	R 10 (30)
	R	T	L	T 50 (160)
			Roanoke Avenue	L 20 (20)
		20 (35)	L	R
		65 (50)	T	L 10 (25)
		90 (15)	R	T 190 (540)
				R 15 (20)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

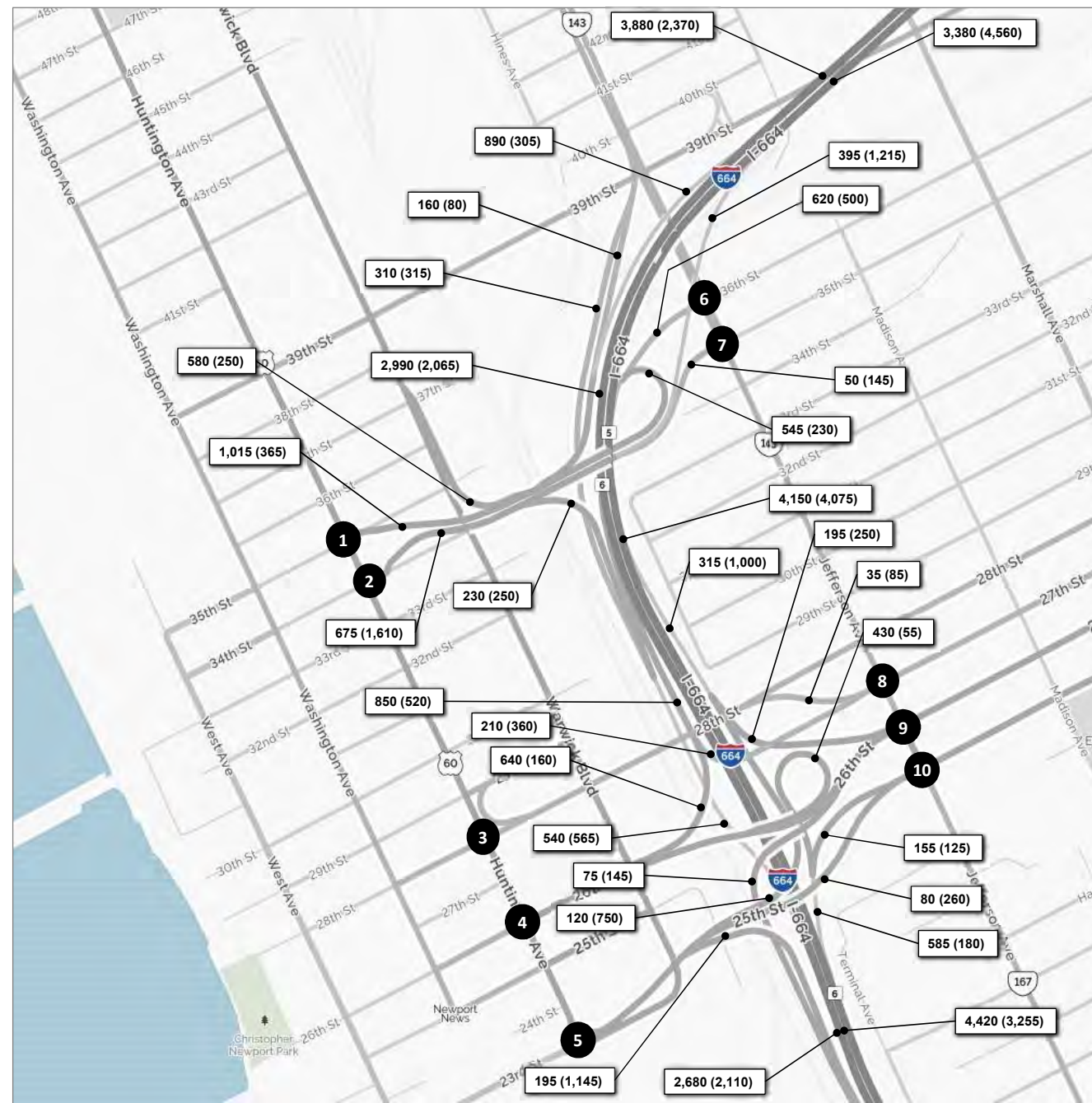


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-6



1	1,125 (1,380)	T	395 (185)
	65 (25)	R	L 620 (180)
		35th Street	
		Huntington Ave	

6	310 (470)	R	60 (55)
	30 (50)	L	L 15 (10)
		36th Street	
		Jefferson Ave	
		T	R
		L 310 (455)	T 190 (415)
		T 300 (35)	R 5 (20)
		R 10 (10)	

2	1,245 (570)	T	
	500 (990)	L	
		34th Street	
		Huntington Ave	
		T	R
		L 265 (800)	T 175 (375)
		R 35 (20)	R 10 (15)

7	315 (475)	T	
	20 (15)	L	
		35th Street	
		Jefferson Ave	
		T	R
		L 20 (60)	T 175 (375)
		T 10 (50)	R 10 (15)
		R 20 (35)	

3	815 (965)	T	R 55 (20)
	20 (45)	L	T 35 (30)
		28th Street	
		Huntington Ave	
		T	R
		L 15 (40)	T 55 (20)
		R 20 (35)	

8	245 (425)	T	
	40 (75)	L	
		27th Street	
		Jefferson Ave	
		T	R
		L 90 (110)	T 150 (260)
		T 85 (195)	R 5 (5)
		R 70 (140)	

4	555 (1,220)	T	R 640 (270)
	80 (55)	R	L 550 (90)
		26th Street	
		Huntington Ave	

9	195 (405)	R	35 (50)
	120 (160)	R	T 210 (225)
		26th Street	
		Jefferson Ave	
		L	T
		L 60 (155)	T 120 (215)

5	240 (1,350)	L	
	5 (10)	T	
		23rd Street	
		Huntington Ave	
		T	R
		L 155 (805)	T 150 (295)
		R 15 (75)	R 15 (25)

10	150 (325)	T	
	65 (110)	L	
		25th Street	
		Jefferson Ave	
		T	R
		L 30 (75)	T 150 (295)
		T 160 (160)	R 15 (25)
		R 45 (150)	

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE

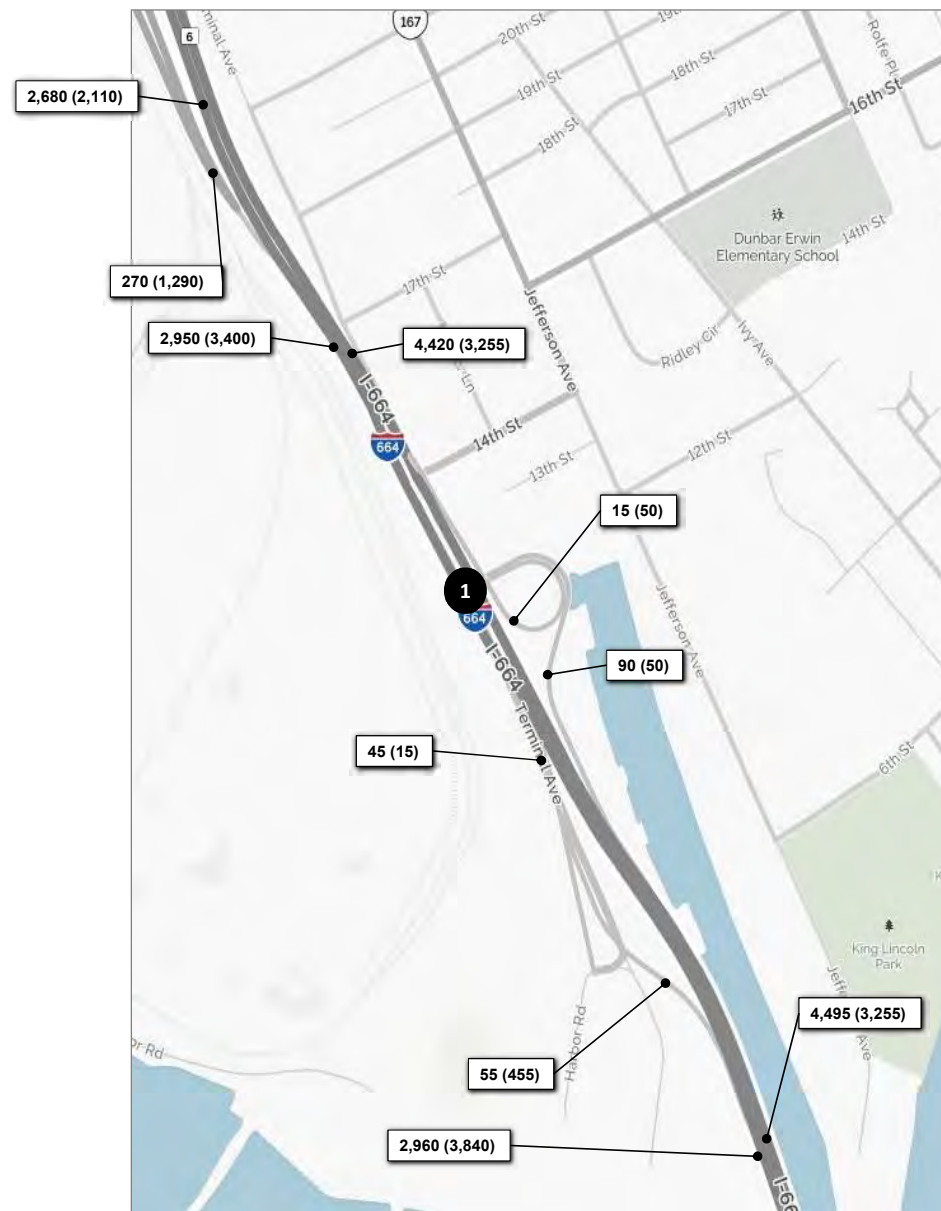


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D  
 Peak Hour Volumes  
 I-664 Corridor**

April 2017

Figure J.2-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R 40 (40)
	T	L	L 50 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

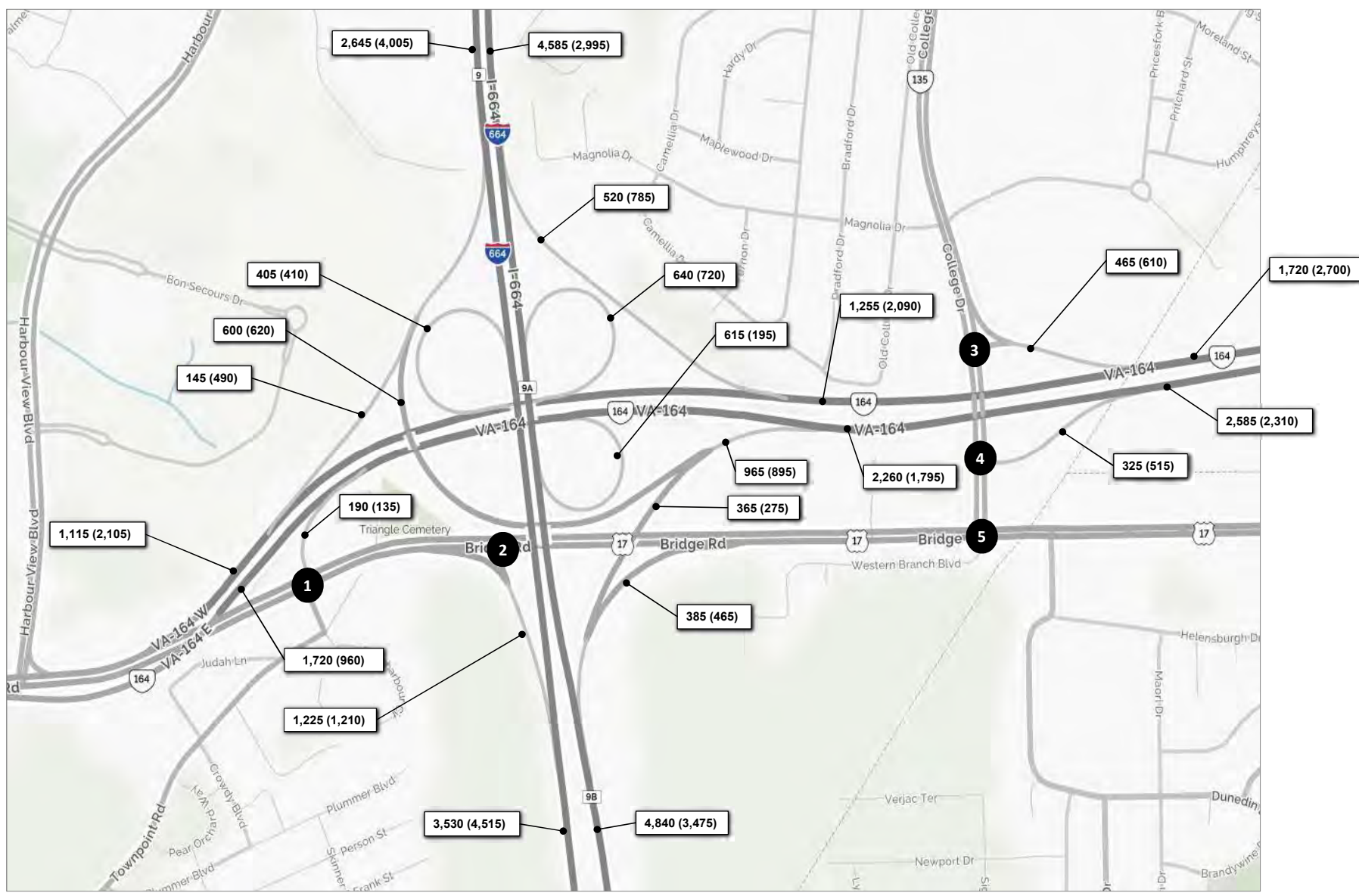


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-8



<b>1</b>				R	30 (25)
				T	370 (915)
				L	35 (50)
	US 17				
			L	T	R
105 (90)			L		105 (90)
1,420 (1,290)			T	35 (35)	55 (20)
50 (130)			R		

<b>2</b>				T	435 (990)
				L	420 (485)
	US 17				
	720 (655)			T	
805 (725)			R		

<b>3</b>	810 (1,530)			R	375 (465)
				L	90 (145)
	T			VA 164 Ramp	
				T	580 (900)

<b>4</b>	670 (1,240)				
	T			L	230 (435)
				VA 164 Ramp	
				T	580 (900)
			College Dr		
			L	95 (80)	

<b>5</b>	395 (655)			R	240 (495)
	5 (5)			T	455 (810)
	270 (580)			L	10 (15)
	US 17				
430 (475)			L	T	R
665 (630)			T	5 (10)	5 (15)
10 (15)			R		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



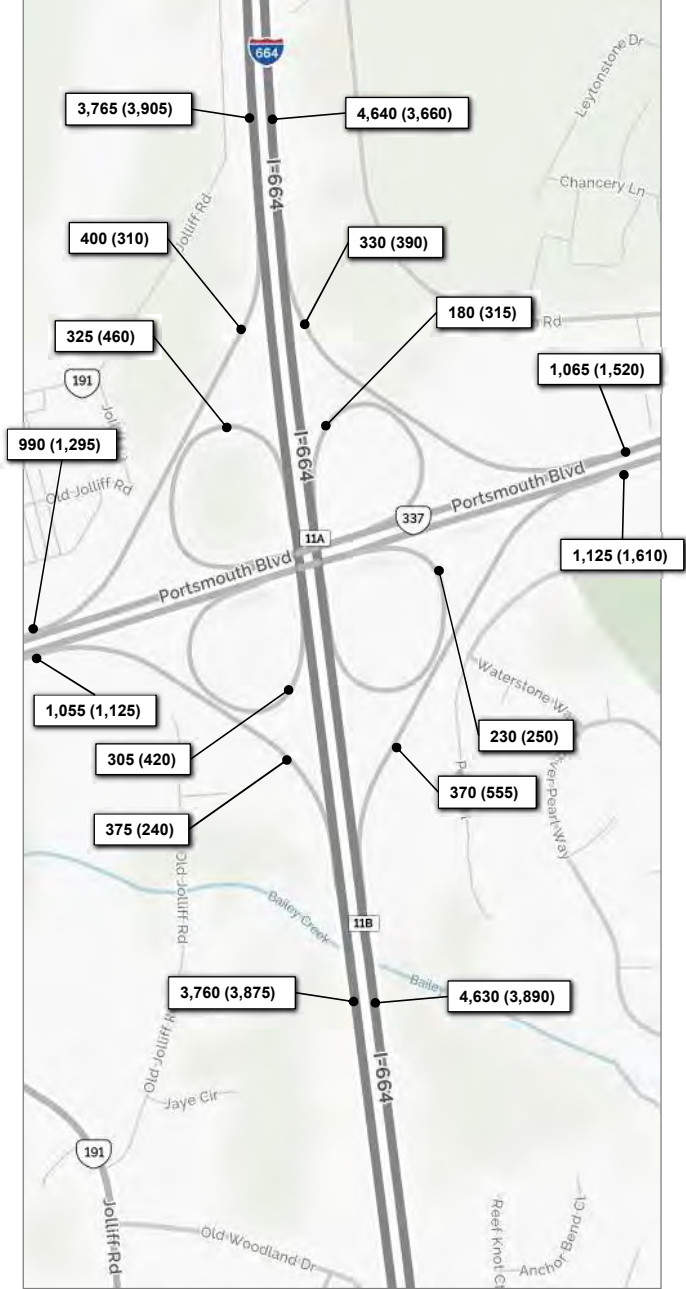
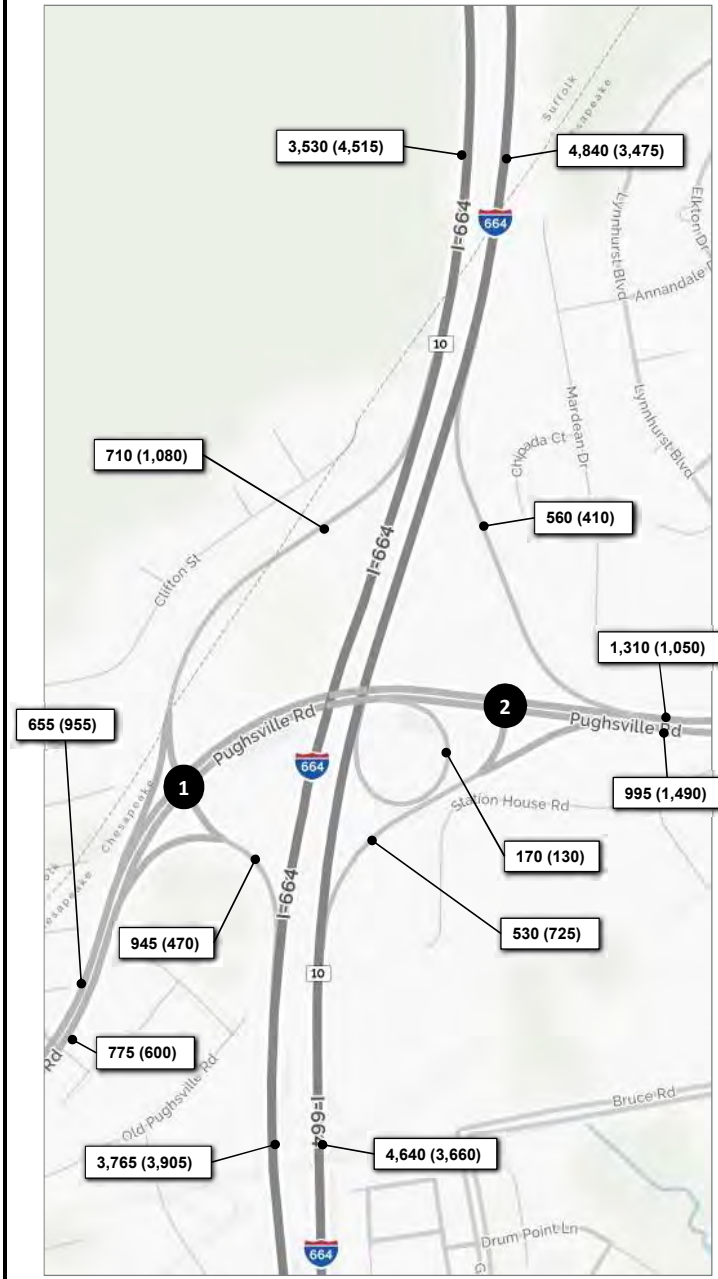
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-9





1	360 (380)	350 (700)	T 295 (575)	
	R	L	L 550 (315)	
			Pughsville Road	
			R 560 (410)	
			T 750 (640)	
Pughsville Road			L 95 (250)	R 435 (475)
			T 560 (1,015)	
			R 170 (130)	

2	175 (215)	70 (175)	T 280 (225)	
	R	L	L 220 (110)	
			Dock Landing Road	
			R 275 (105)	
			T 425 (245)	
Dock Landing Road			L 295 (135)	R 115 (255)
			T 225 (345)	
			R 75 (90)	

3	360 (380)	350 (700)	T 295 (575)	
	R	L	L 550 (315)	
			Pughsville Road	
			R 560 (410)	
			T 750 (640)	
Pughsville Road			L 95 (250)	R 435 (475)
			T 560 (1,015)	
			R 170 (130)	

4	175 (215)	70 (175)	T 280 (225)	
	R	L	L 220 (110)	
			Dock Landing Road	
			R 275 (105)	
			T 425 (245)	
Dock Landing Road			L 295 (135)	R 115 (255)
			T 225 (345)	
			R 75 (90)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

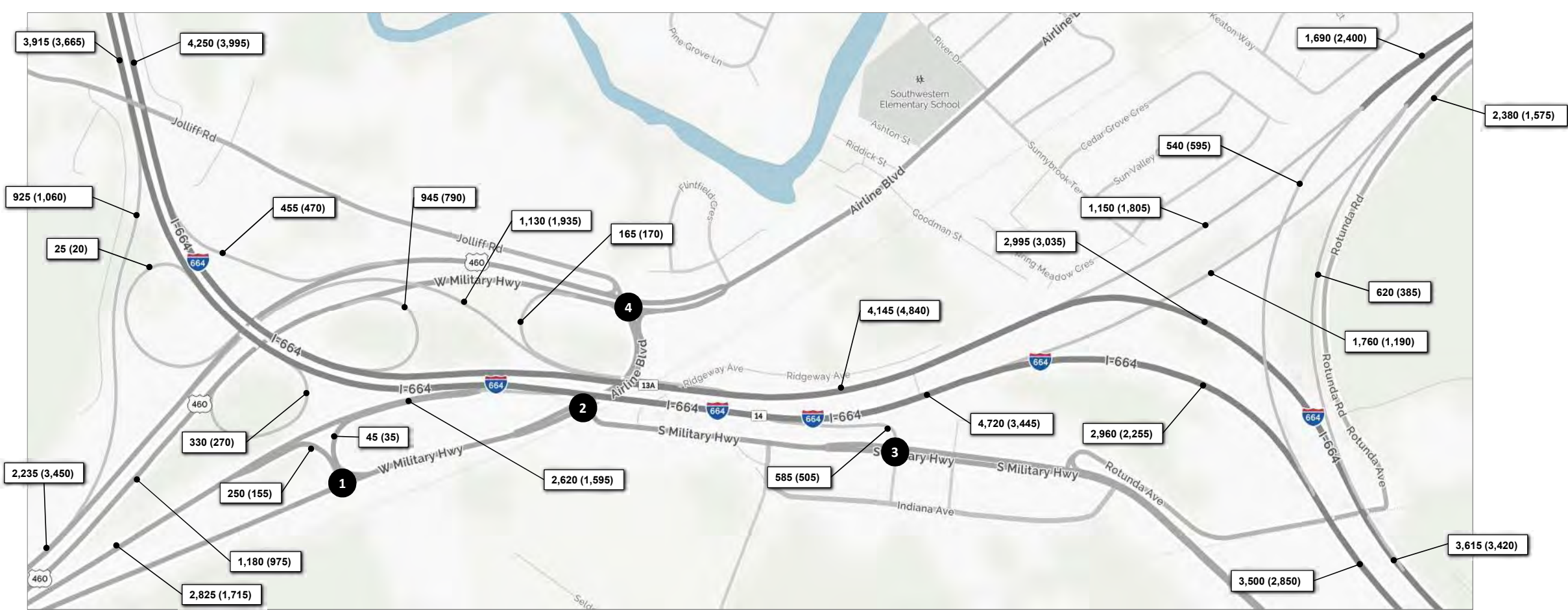


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-10



<b>1</b>				
	5 (5)	245 (150)	R 40 (30)	T 95 (130)
	R	L		
	W. Military Hwy			
	5 (5)	L		
	40 (290)	T		

<b>2</b>				
			T 105 (80)	L 470 (340)
			L	R
	W. Military Hwy			
	255 (425)	T	30 (80)	145 (370)
	30 (15)	R		

<b>3</b>				
	10 (15)	575 (490)		T 165 (435)
	R	L		
	S. Military Hwy			
	500 (355)	T		

<b>4</b>						
	80 (40)	295 (140)	120 (50)	R 105 (75)	T 340 (345)	L 95 (70)
	R	T	L			
				L	T	R
				320 (165)	95 (155)	65 (80)
				225 (250)	240 (560)	
				185 (210)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

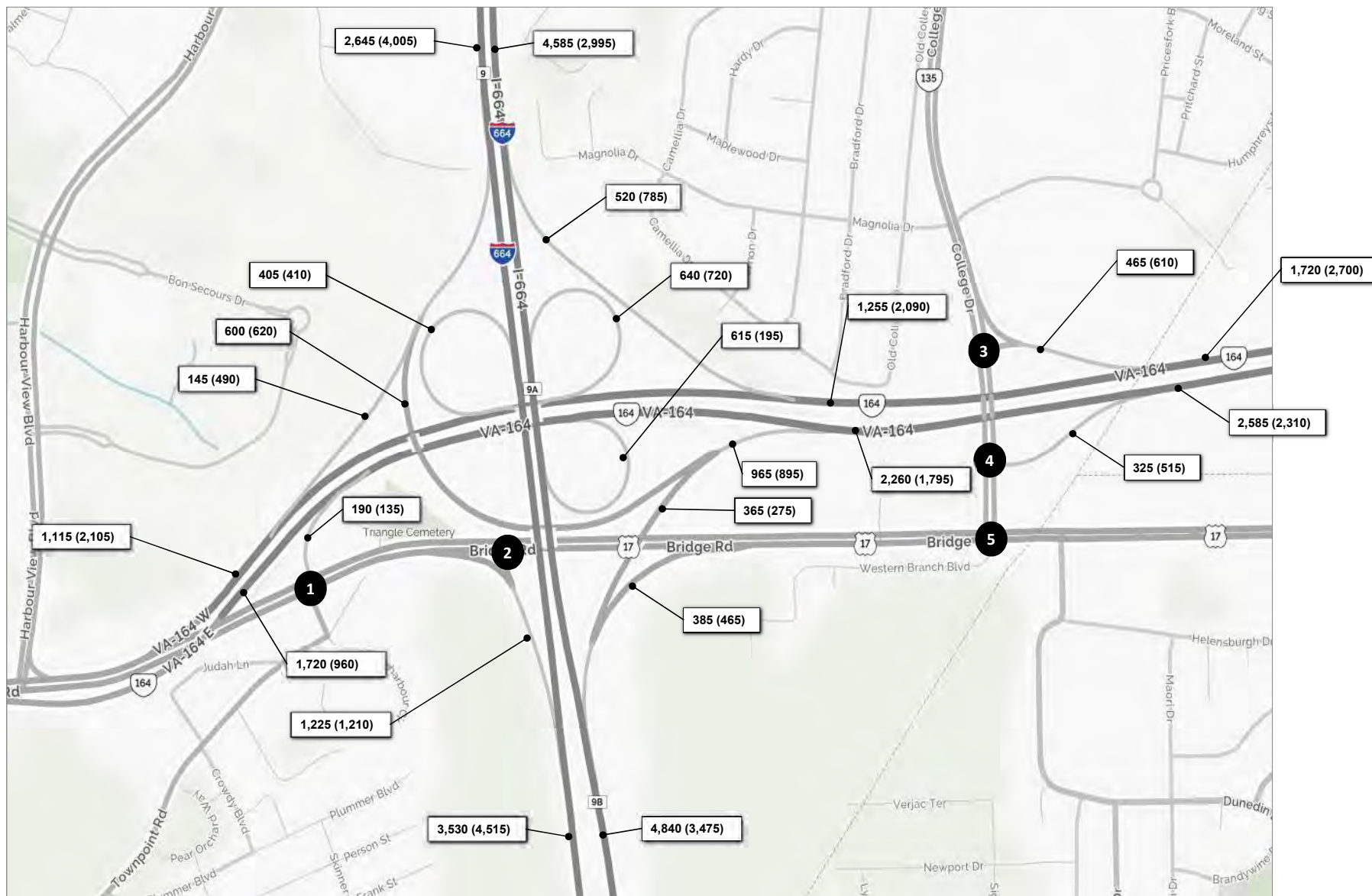


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure J.2-11



<b>1</b>				<b>R0 (25)</b>		
				<b>T</b>	<b>370 (915)</b>	
				<b>L</b>	<b>35 (50)</b>	
	<b>US 17</b>					
	<b>105 (90)</b>	<b>L</b>		<b>L</b>	<b>T</b>	<b>R</b>
	<b>1,420 (1,290)</b>	<b>T</b>		<b>35 (35)</b>	<b>55 (20)</b>	<b>105 (90)</b>
	<b>50 (130)</b>	<b>R</b>				

<b>2</b>				<b>T 435 (990)</b>		
				<b>L 420 (485)</b>		
	<b>US 17</b>					
	<b>720 (655)</b>	<b>T</b>				
	<b>805 (725)</b>	<b>R</b>				

<b>3</b>				<b>R 375 (465)</b>		
				<b>L 90 (145)</b>		
	<b>810 (1,530)</b>			<b>T VA 164 Ramp</b>		
			<b>T 580 (900)</b>			

<b>4</b>						
				<b>VA 164 Ramp</b>		
	<b>670 (1,240)</b>			<b>T 580 (900)</b>		
	<b>230 (435)</b>	<b>L</b>				
			<b>R 95 (80)</b>			

<b>5</b>				<b>R 240 (495)</b>		
				<b>T 455 (810)</b>		
				<b>L 10 (15)</b>		
	<b>395 (655)</b>					
	<b>430 (475)</b>	<b>L</b>	<b>L</b>	<b>T</b>	<b>R</b>	
	<b>665 (630)</b>	<b>T</b>	<b>5 (10)</b>	<b>5 (10)</b>	<b>5 (15)</b>	
	<b>10 (15)</b>	<b>R</b>				

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure J.2-12



<b>1</b>					
	375 (180)	810 (580)	R	80 (305)	
			L	145 (315)	
	R	T			
			L	T	
			150 (180)	290 (985)	Towne Point Road

<b>2</b>					
	600 (745)	355 (150)			
			L	T	R
			110 (275)	330 (890)	185 (190)
			200 (395)		
			L	T	R

<b>3</b>					
	200 (130)	460 (255)	30 (15)		
			R	5 (15)	
			T	10 (160)	
			L	25 (90)	
	R	T			
			L	T	R
			50 (145)	320 (280)	365 (40)
			80 (10)		
			215 (210)		
			L	T	R

<b>4</b>					
	405 (370)	295 (185)			
			T		
			360 (105)		
			445 (435)		
			L	T	R

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure J.2-13



1	150 (165)	0 (0)	R	0 (5)
	0 (5)		T	0 (0)
			L	5 (15)
	0 (5)	L	L	T
	0 (0)	T	5 (5)	205 (65)
	5 (5)	R		30 (15)

2	70 (85)	90 (100)	V/G Blvd	R	120 (45)
				T	0 (0)
				L	0 (0)
				L	T
				100 (95)	120 (40)
					Wyatt Dr

3		90 (100)			
			L		VA 164 Ramp
	220 (135)	L			
	315 (195)	T	V/G Blvd		

4				T	45 (125)
				L	40 (75)
				L	R
	130 (65)	T		25 (70)	65 (35)
	215 (45)	R			

5	30 (15)	10 (10)	10 (10)	R	10 (10)
				T	30 (65)
				L	20 (50)
				L	T
				25 (120)	5 (10)
					55 (30)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure J.2-14



<b>1</b>						
	5 (20)	30 (35)	55 (55)	R	120 (60)	
				T	140 (210)	
				L	155 (90)	
	<b>Cleveland St</b>			L	T	R
				25 (15)	L	
				175 (260)	T	
				10 (10)	R	
				5 (5)	5 (5)	55 (90)

<b>2</b>						
	345 (295)		265 (10)		T	70 (65)
				L		
	<b>Cleveland St</b>					
				285 (405)	T	

<b>3</b>						
	30 (20)		25 (5)	R	45 (90)	
				T	40 (45)	
				L		
	<b>Cleveland St</b>			L		
				490 (395)	L	
				60 (20)	T	
					R	

<b>4</b>						
	5 (5)	20 (25)	170 (105)	R	30 (65)	
				T	25 (35)	
				L	45 (100)	
	<b>Woodrow St</b>			L		
				35 (35)	L	
				100 (50)	T	
				10 (15)	R	
						1,664 Ramp

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

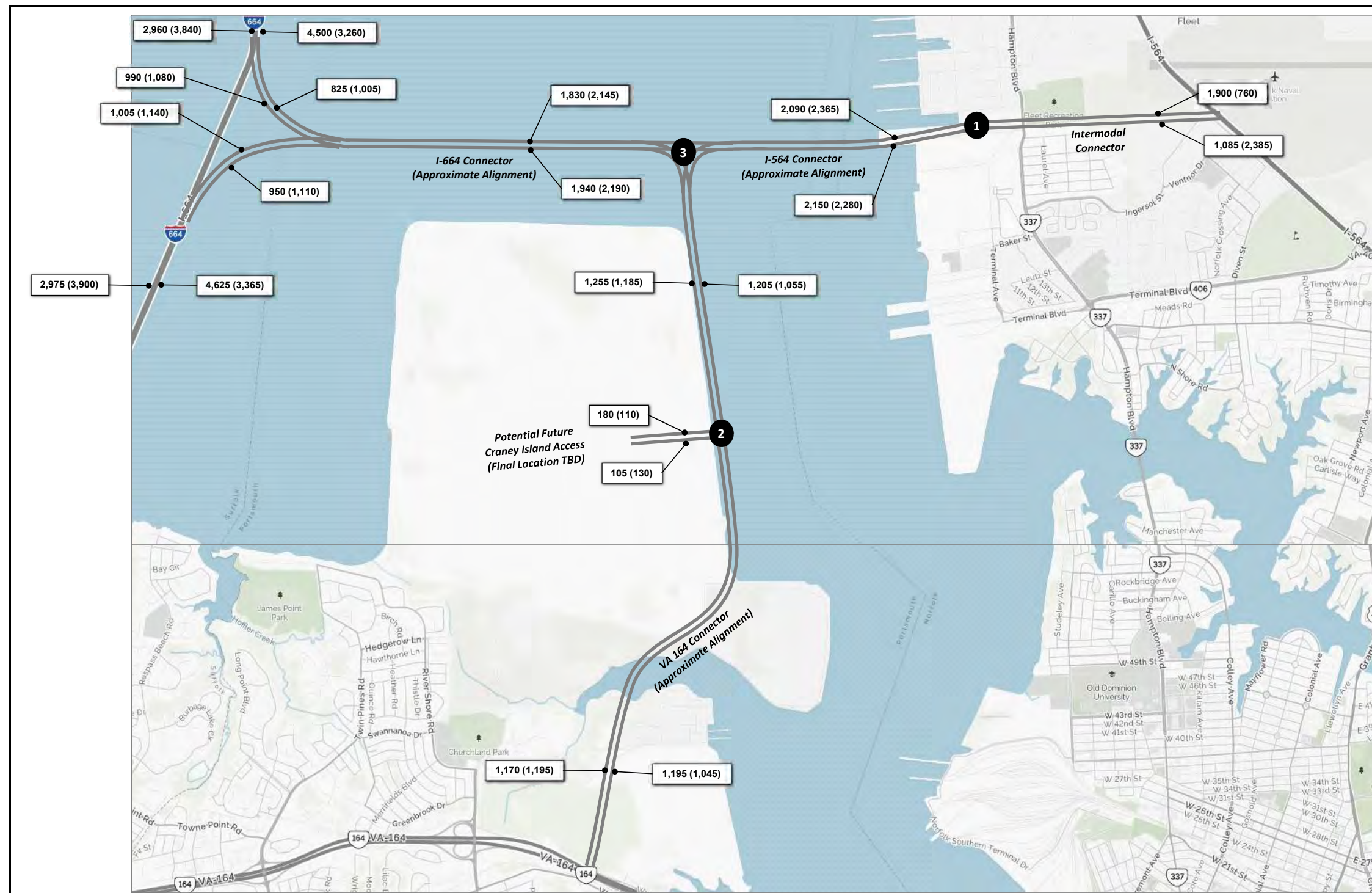


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure J.2-15



<b>1</b>	345 (890)	195 (535)	R	455 (30)
	50 (50)		T	1,255 (630)
			L	190 (100)
	820 (360)	L	L	T
	725 (1,430)	T	490 (845)	50 (50)
	605 (490)	R		165 (420)

<b>2</b>	145 (30)	1,110 (1,155)		
	45 (90)	L	L	T
	60 (40)	R	35 (80)	1,160 (965)

<b>3</b>			T	1,410 (1,730)
			L	680 (635)
	1,365 (1,640)	T	L	T
	575 (550)	R	420 (415)	785 (640)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

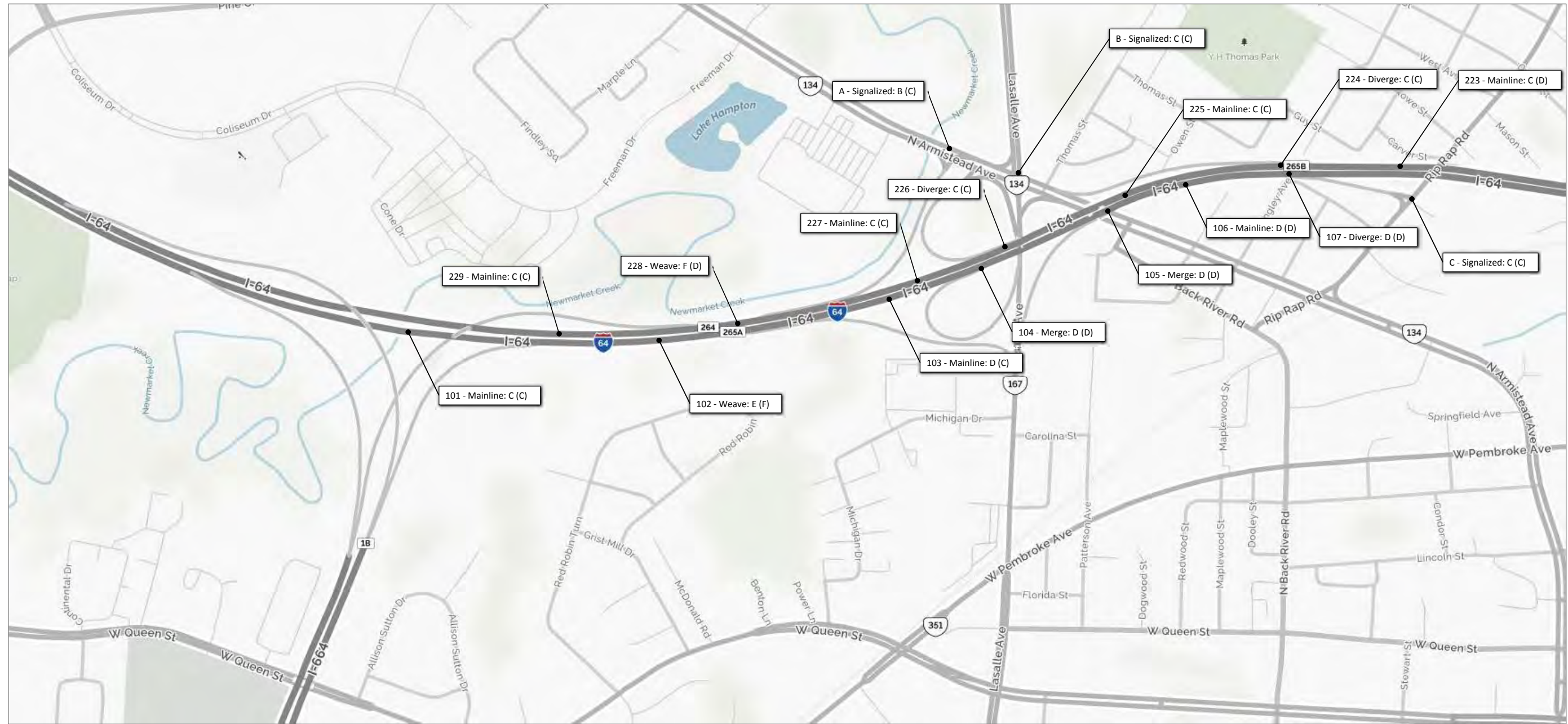


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Peak Hour Volumes**  
**Elizabeth River Connectors**

April 2017

Figure J.2-16



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



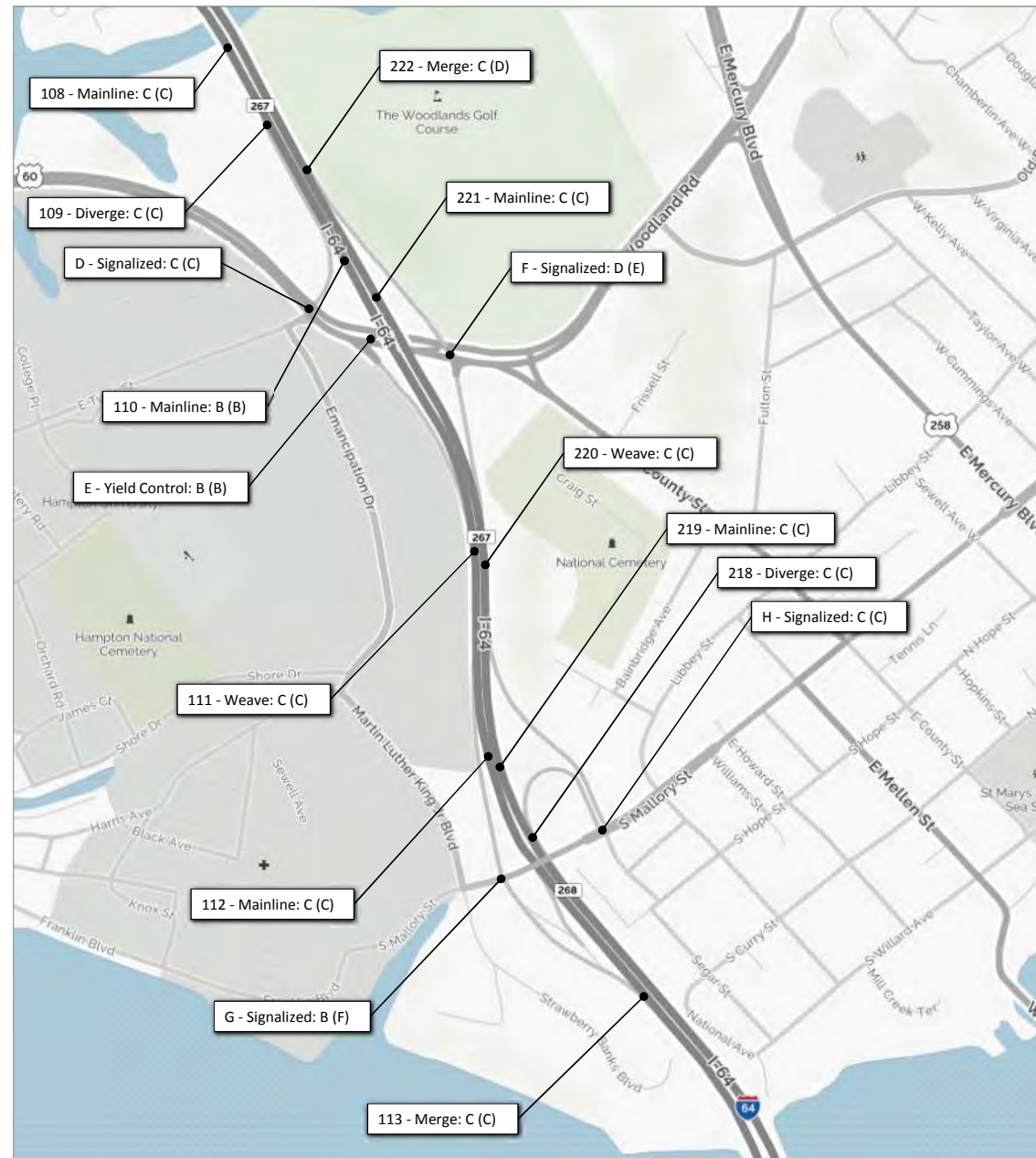
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure J.3-1





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

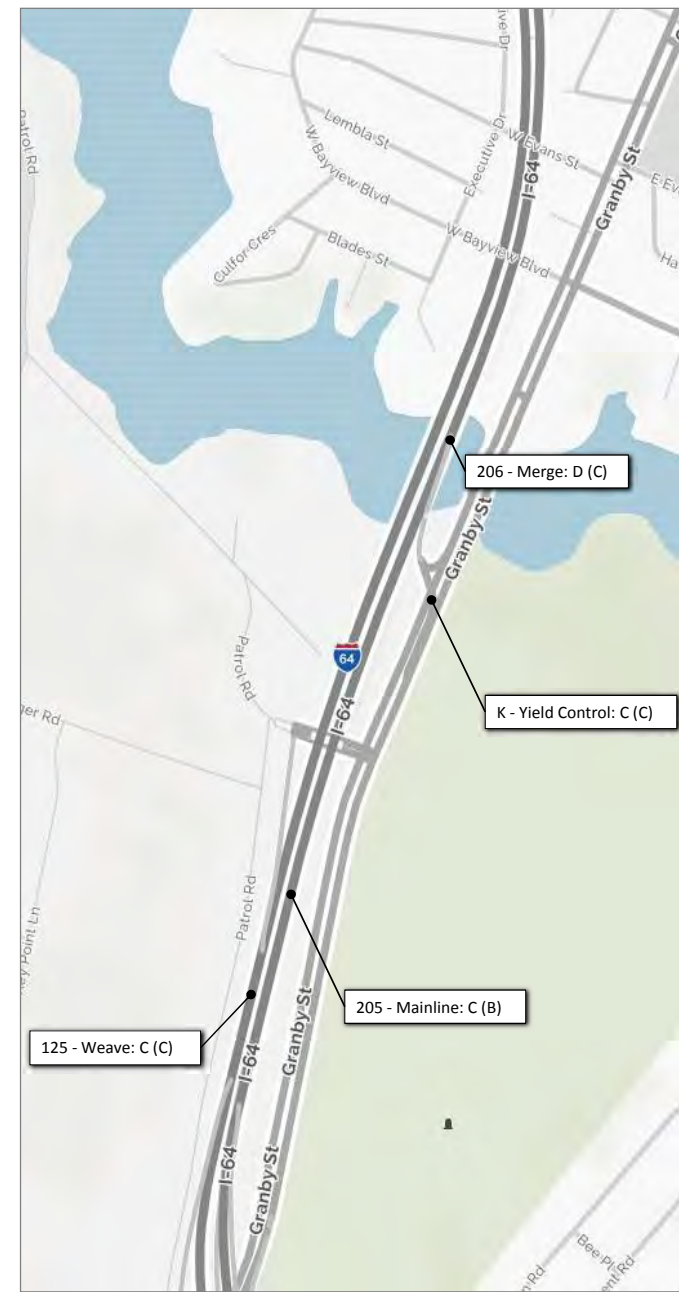


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure J.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D  
Level of Service  
I-64 Corridor**

April 2017

Figure J.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

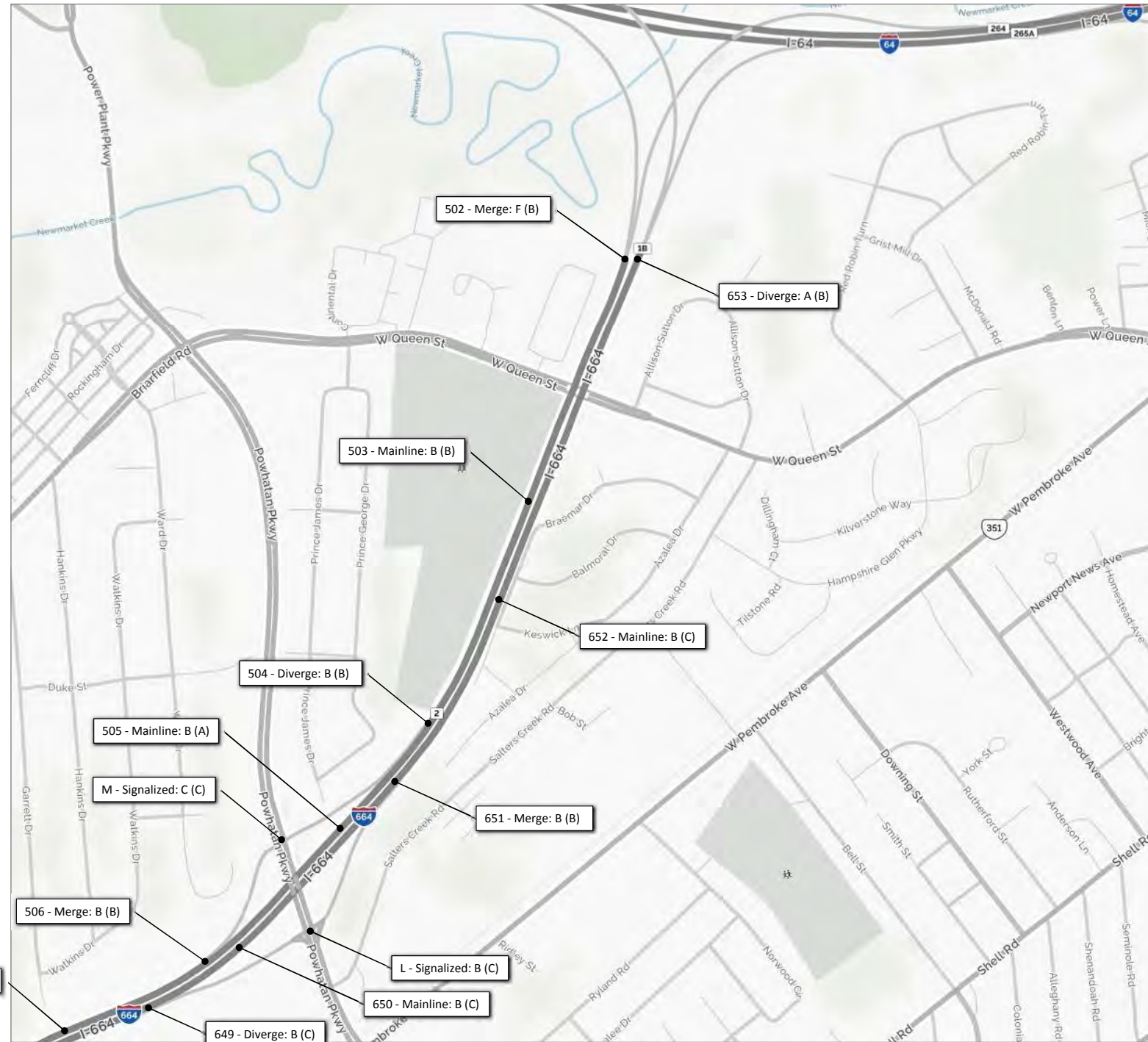
100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-64 Corridor**



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

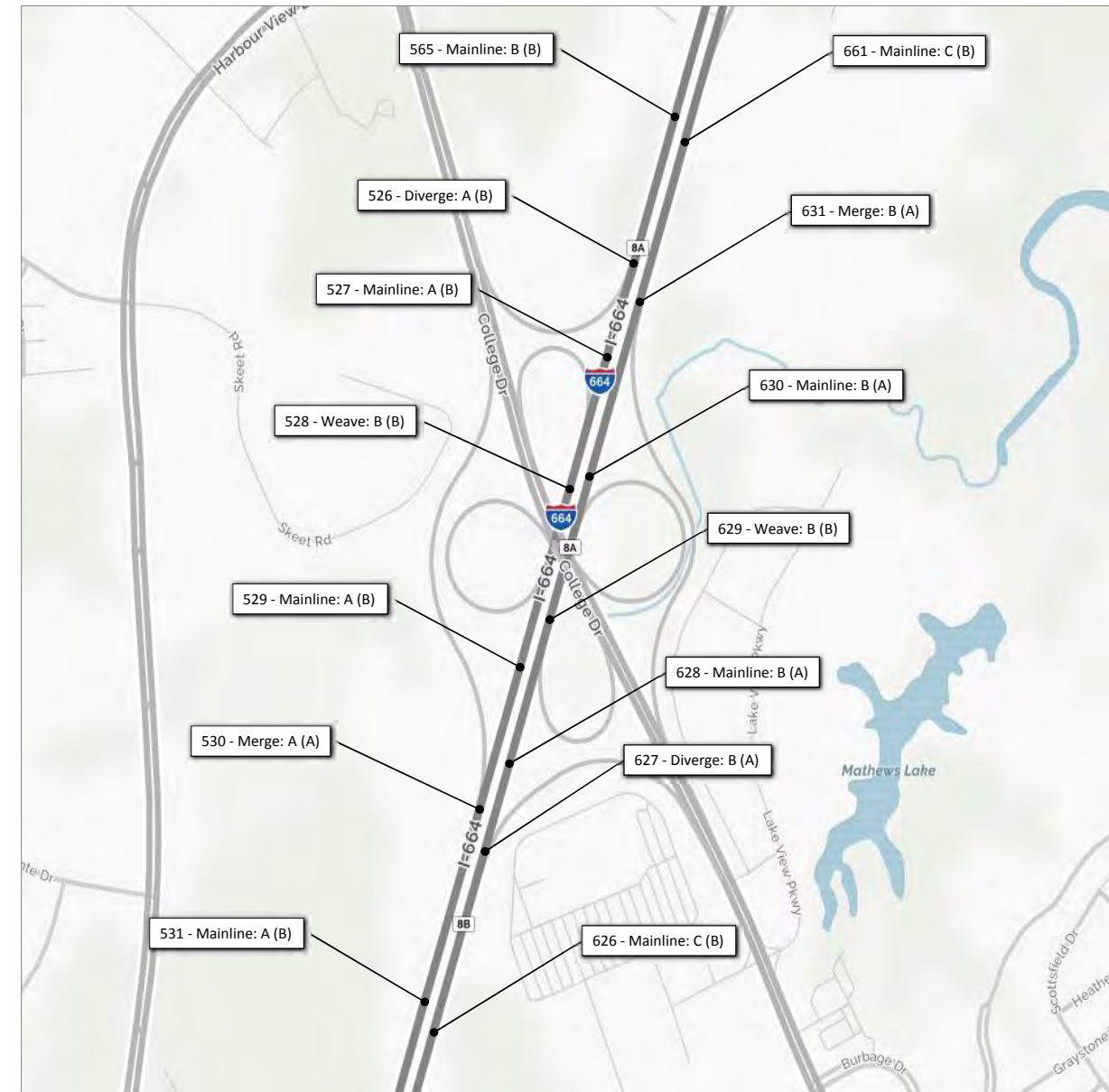
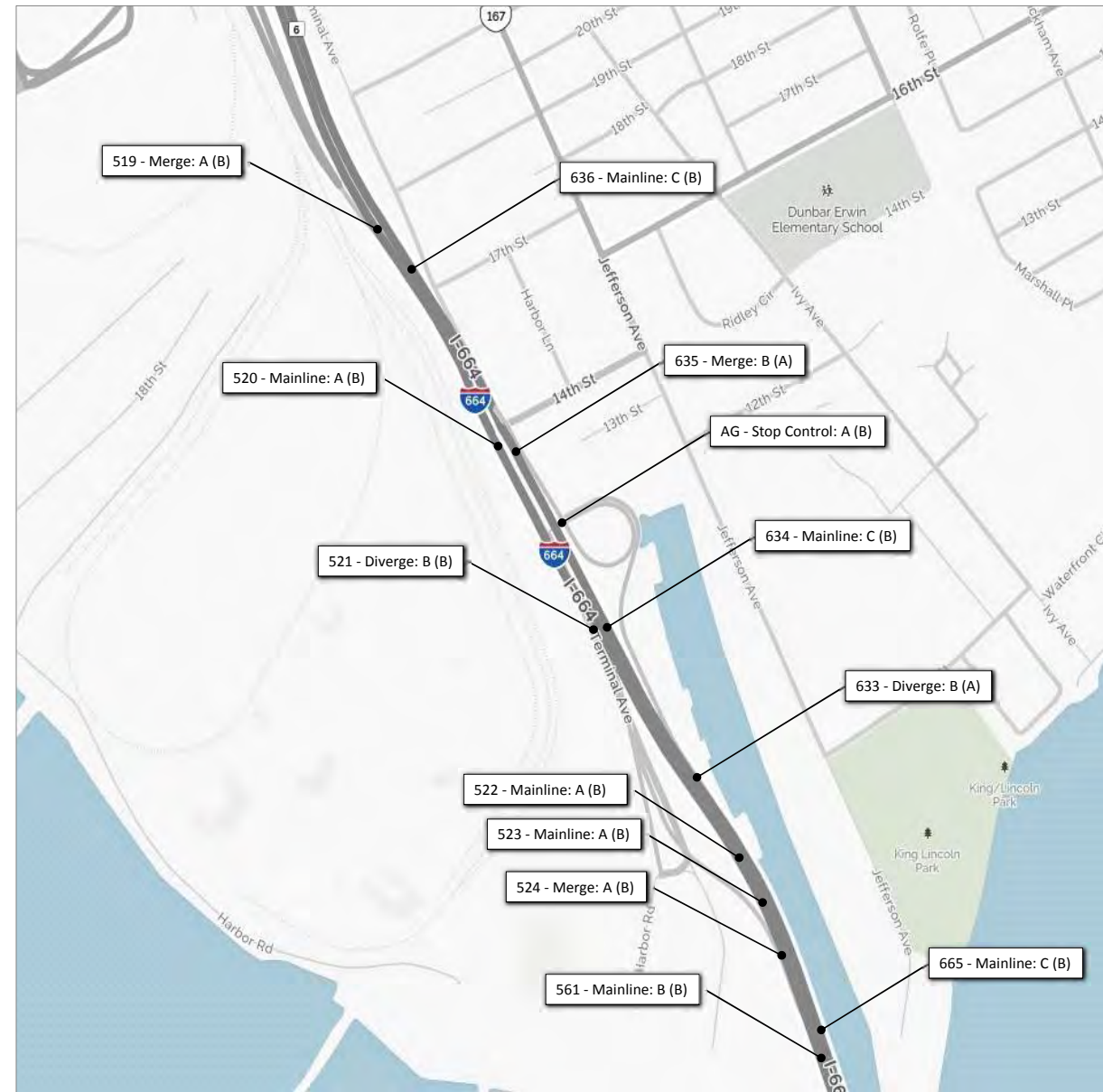


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-7



SEE JAMES RIVER CONNECTORS SHEET  
FOR I-664/I-664 CONNECTOR LOS RESULTS

**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

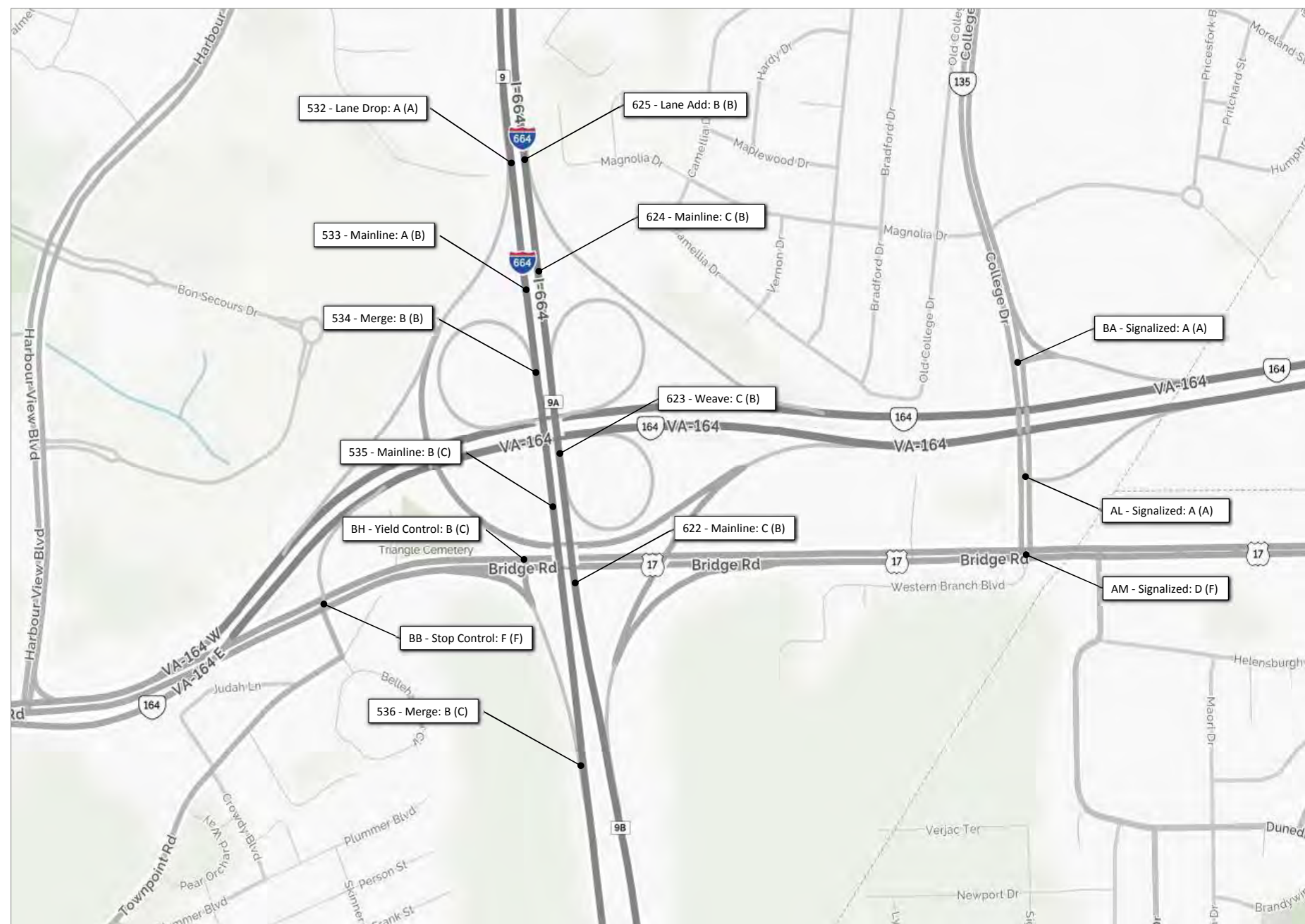


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



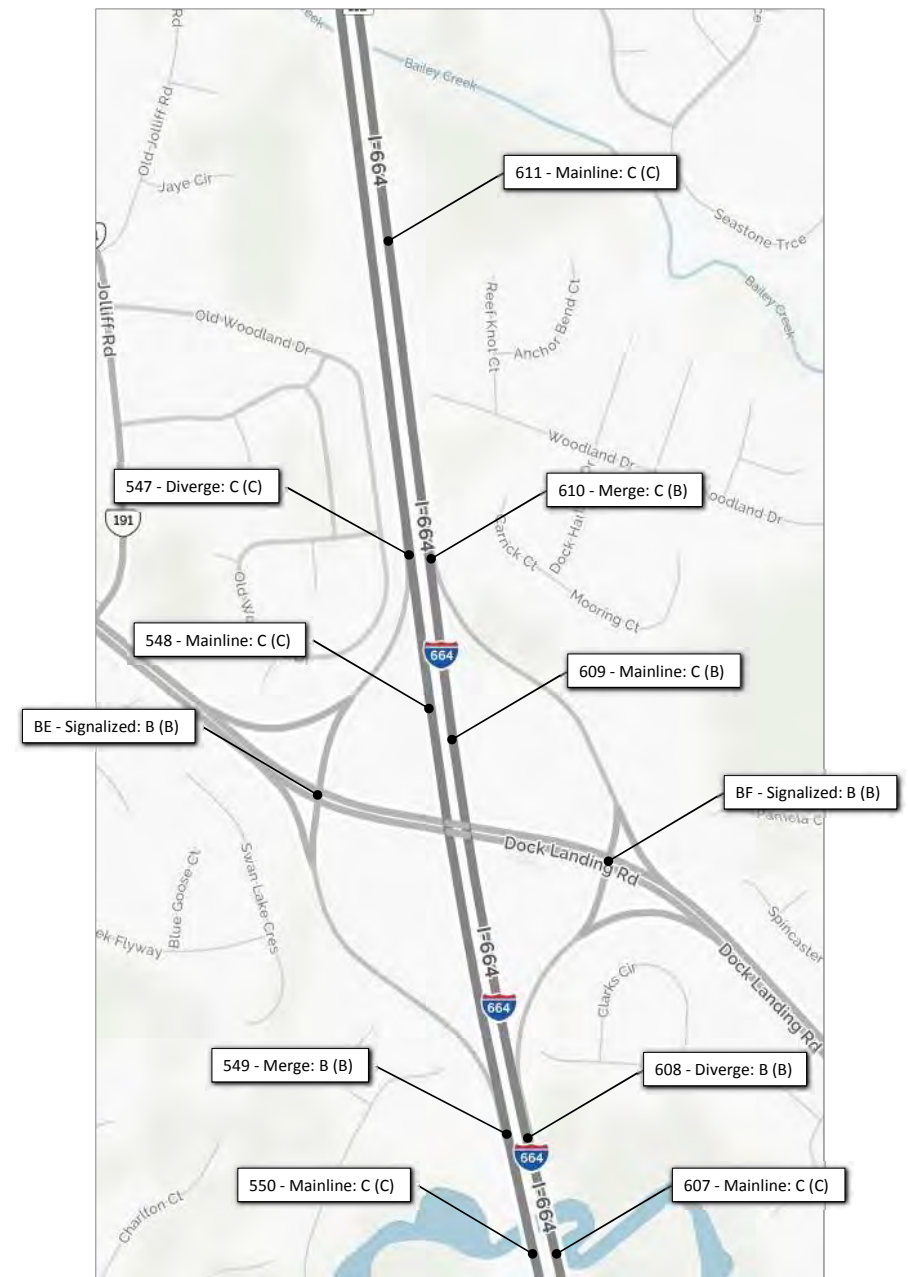
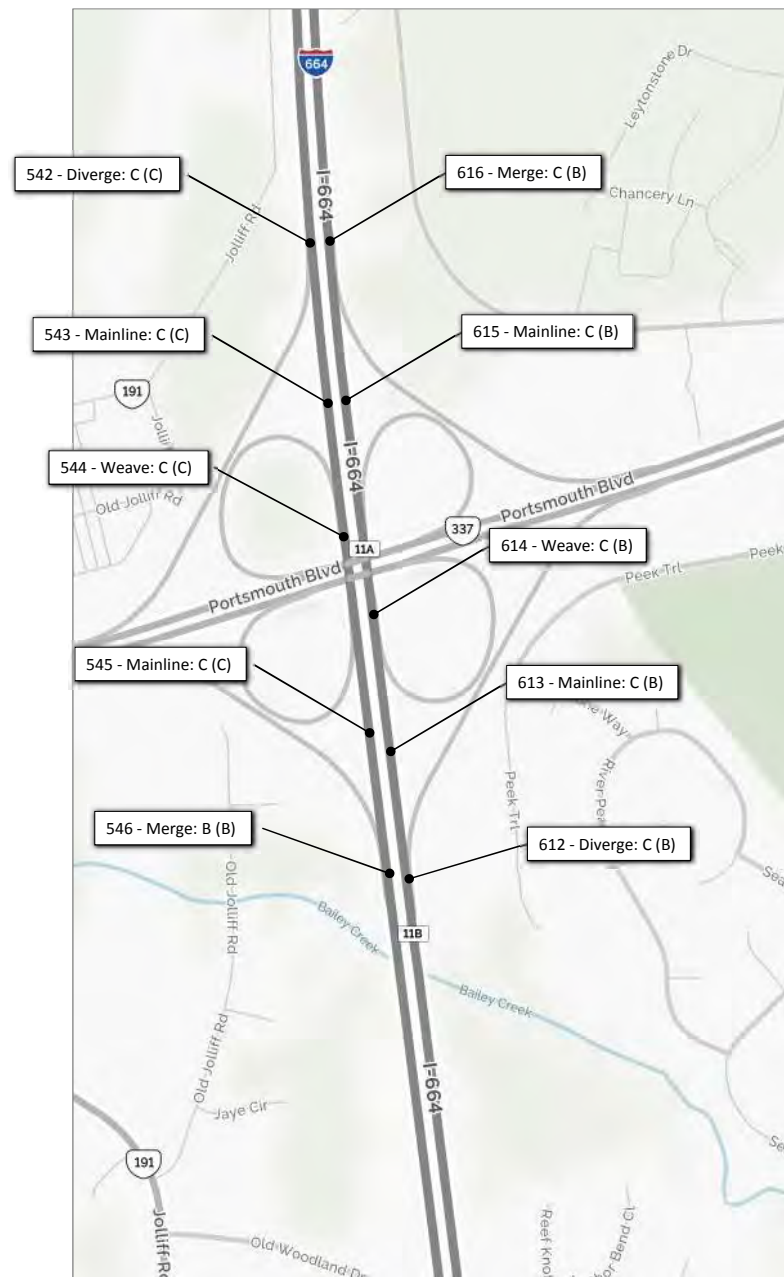
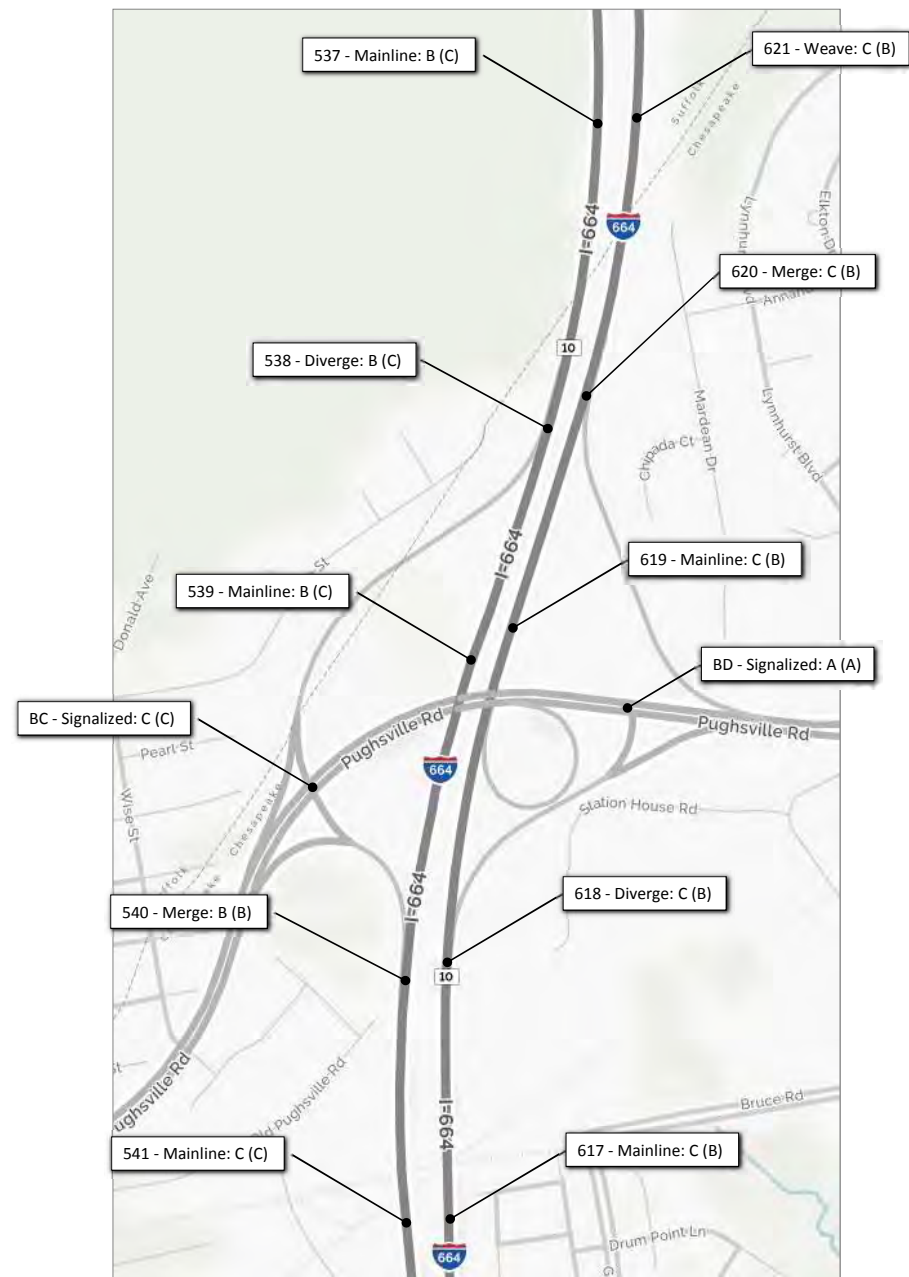
**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-9





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

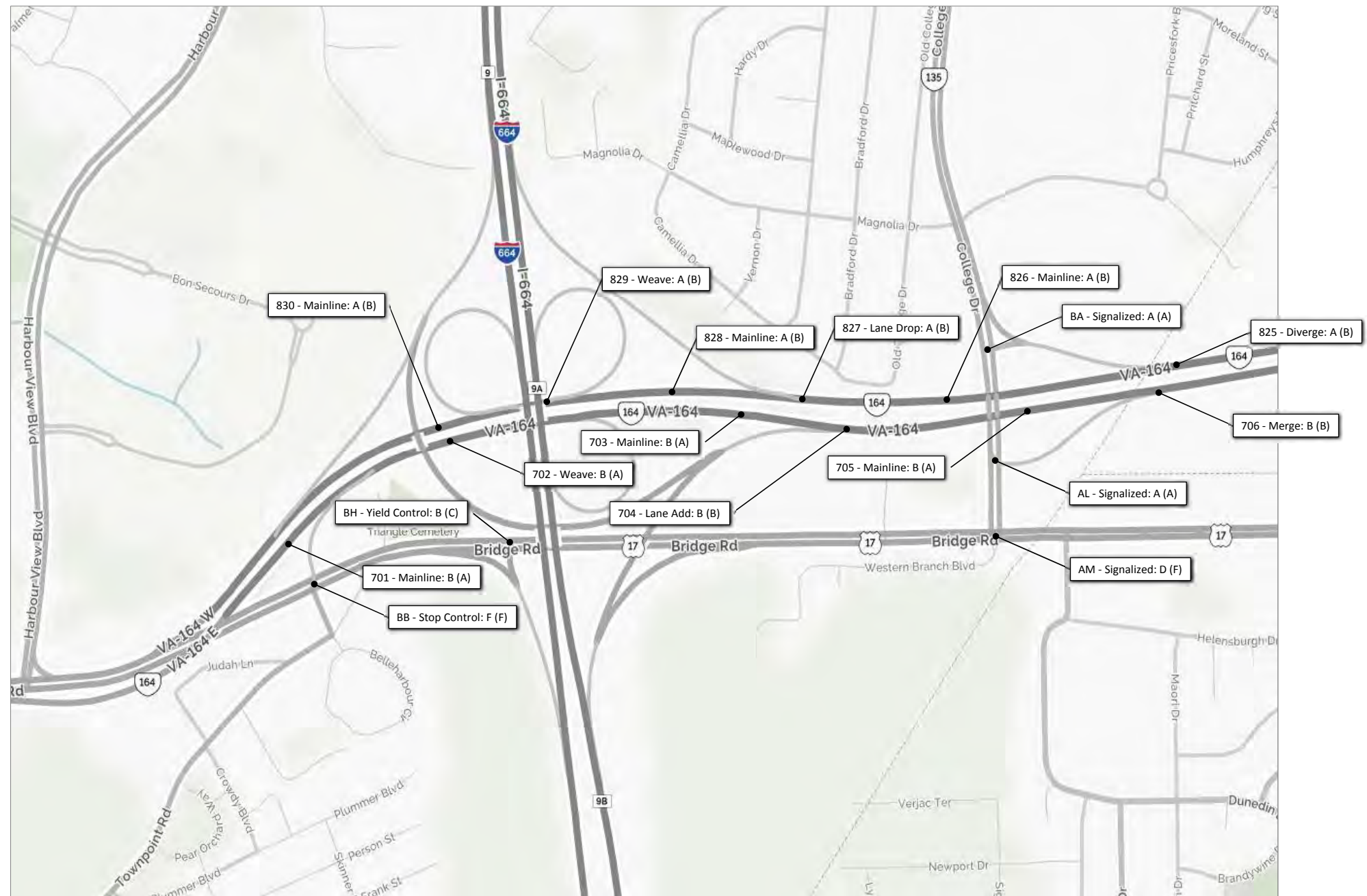


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure J.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure J.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure J.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

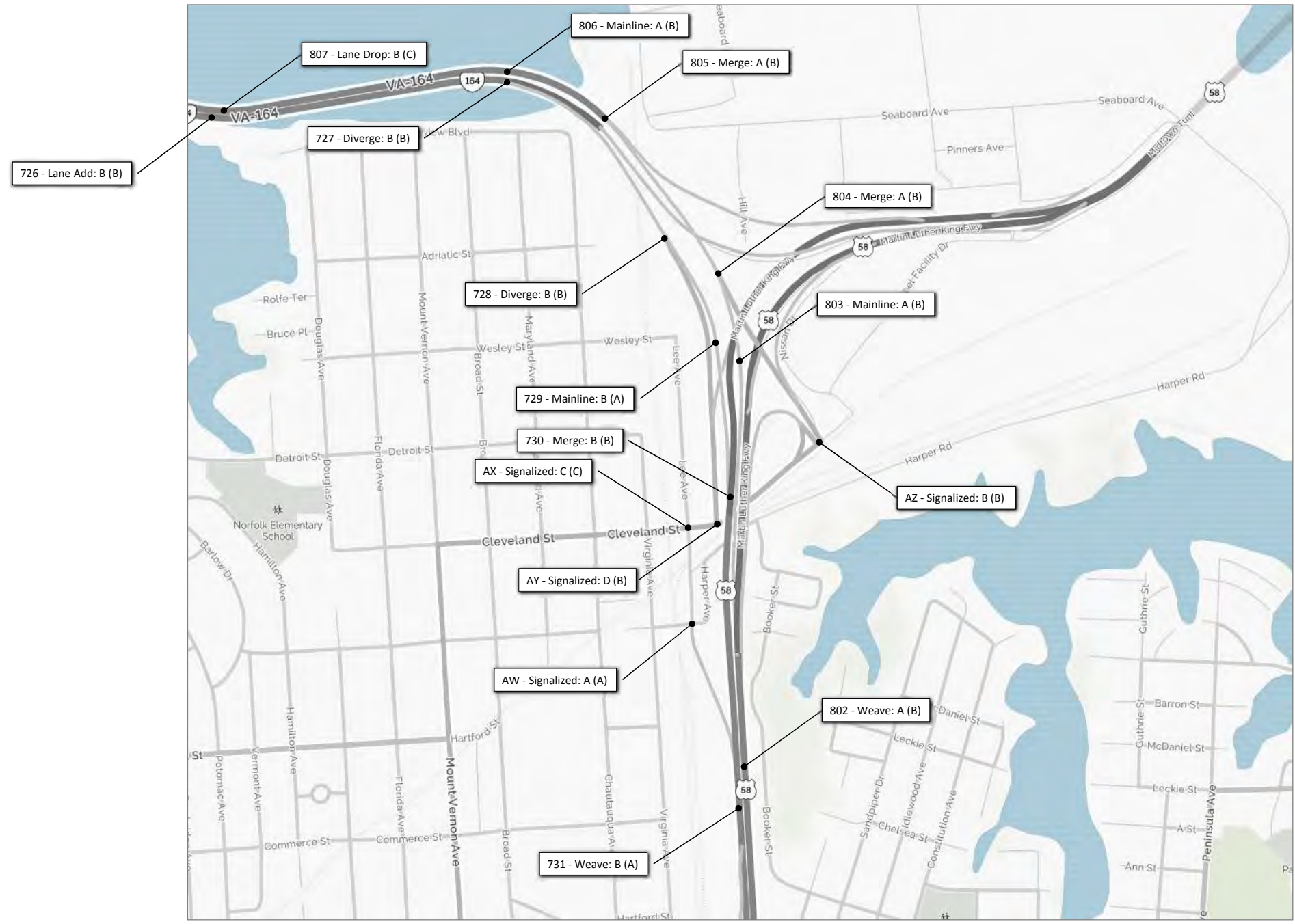


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure J.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

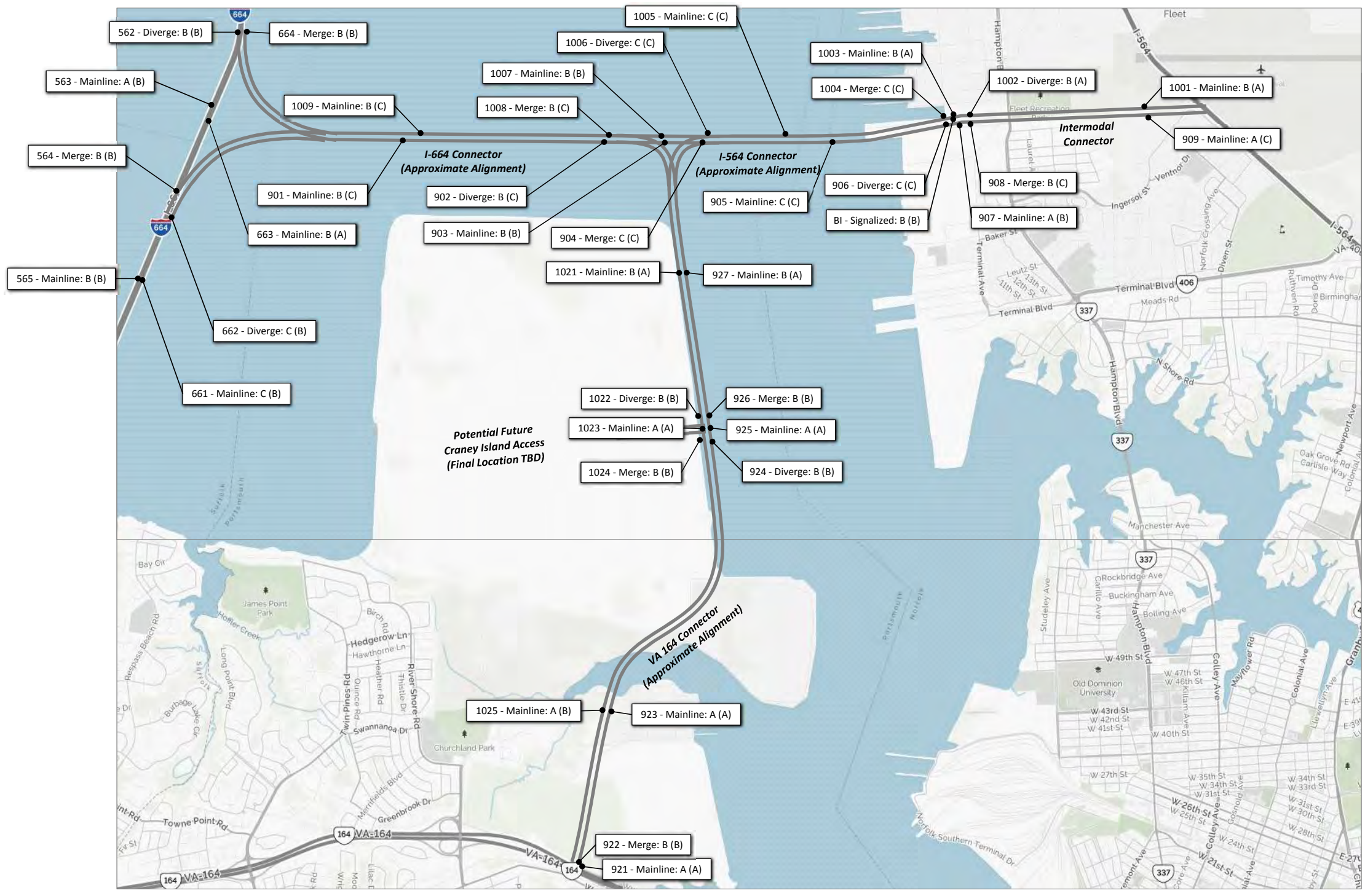


**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure J.3-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound  
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

**Notes**

Exhibit is intended to show traffic volumes only.  
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.  
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.  
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2028 Alternative D**  
**Level of Service**  
**Elizabeth River Connectors**

April 2017

Figure J.3-16

**APPENDIX K:  
TRAVEL DEMAND MODEL OUTPUT FOR FORECAST SEGMENTS**



2034 HRCS Travel Demand Model Output

Segment	Direction	Thousand VMT					Hundred VHT					AM Congested Travel Time (Minutes)					PM Congested Travel Time (Minutes)				
		NB	A	B	C	D	NB	A	B	C	D	NB	A	B	C	D	NB	A	B	C	D
A	EB	368.2	353.4	356.3	426.3	410.4	70.5	65.2	65.9	70.3	66.8	10.5	10.0	9.4	7.6	7.3	7.8	7.5	8.1	7.1	7.1
A	WB	338.1	324.9	327.0	399.3	386.0	62.3	58.3	58.6	64.3	61.6	7.0	6.9	7.1	6.7	6.7	9.7	9.4	9.1	7.3	7.1
B	EB	64.0	60.4	59.7	88.1	86.0	10.8	9.7	9.6	13.3	13.0	1.5	1.4	1.4	1.2	1.2	1.5	1.4	1.4	1.2	1.3
B	WB	61.4	57.3	57.4	85.8	85.0	9.8	8.9	9.0	13.0	12.8	1.3	1.3	1.3	1.2	1.2	1.4	1.4	1.4	1.3	1.3
C	EB	155.4	146.7	144.8	219.1	215.3	32.1	26.4	25.9	33.5	33.0	4.9	3.6	3.7	2.8	2.8	4.8	4.0	3.8	2.9	2.9
C	WB	153.0	143.7	142.0	217.3	216.1	30.4	25.4	25.0	33.2	33.1	4.2	3.8	3.7	2.9	2.9	4.9	3.7	3.8	2.9	2.9
D	EB	143.2	135.2	133.4	213.1	190.0	53.6	38.9	38.1	42.7	35.8	10.1	5.9	6.6	4.0	3.4	10.0	7.6	7.0	3.6	3.4
D	WB	136.2	127.9	126.4	201.5	179.4	50.5	37.0	36.2	39.9	33.6	8.6	6.9	6.4	3.3	3.2	10.4	6.5	6.8	3.9	3.3
E	EB	244.4	227.3	224.1	304.0	268.7	45.5	41.4	40.7	55.2	47.9	6.3	6.0	6.0	6.1	5.8	6.1	6.0	5.9	5.9	5.8
E	WB	255.6	237.5	236.2	320.6	283.4	48.7	43.8	43.5	58.3	50.5	6.5	6.3	6.2	6.0	6.0	7.1	6.6	6.6	6.4	6.1
F	EB	214.4	254.2	253.2	195.5	229.8	48.0	62.4	59.6	40.0	49.0	5.7	6.7	6.3	4.7	5.3	5.0	5.5	5.3	4.6	4.6
F	WB	195.8	229.5	225.3	177.1	207.5	41.3	56.3	58.0	34.6	44.6	3.9	4.4	4.7	3.7	3.9	4.9	6.2	6.4	4.1	5.1
G	EB	224.7	287.0	283.3	201.1	252.3	131.6	104.7	99.6	78.2	68.6	28.2	17.8	16.8	17.7	11.3	12.7	6.5	6.5	7.5	4.8
G	WB	235.9	301.3	296.7	213.9	266.9	141.6	109.4	103.0	87.0	72.6	10.2	5.7	5.7	6.8	4.8	29.8	17.5	16.5	18.8	11.3
H	EB	226.7	304.1	301.2	213.6	276.1	71.1	75.7	72.6	56.2	59.7	12.1	9.5	8.8	9.2	7.3	8.2	6.1	6.1	6.8	5.4
H	WB	216.3	297.7	295.2	208.6	273.4	59.6	69.8	68.2	51.0	57.3	6.2	5.5	5.5	5.8	5.1	10.3	7.7	7.6	7.5	6.3
I	EB	36.0	37.6	54.7	111.1	106.2	6.4	6.5	15.3	28.8	26.3	2.7	2.6	5.9	5.1	4.8	2.8	2.7	4.1	3.5	3.3
I	WB	31.5	31.0	48.8	98.4	96.3	5.8	5.6	13.6	29.5	27.6	3.4	3.2	4.3	4.5	4.4	2.9	2.8	5.6	5.9	5.4
J	EB	-	-	35.6	87.5	84.6	-	-	6.3	47.3	41.2	-	-	1.7	10.8	9.6	-	-	1.6	3.1	2.8
J	WB	-	-	37.7	90.0	86.9	-	-	6.6	43.8	38.2	-	-	1.7	2.0	2.0	-	-	1.8	10.1	8.6
K	EB	-	-	-	131.6	123.4	-	-	-	30.8	26.0	-	-	-	6.9	5.3	-	-	-	4.3	4.2
K	WB	-	-	-	123.8	114.2	-	-	-	27.8	23.2	-	-	-	4.1	4.0	-	-	-	6.4	5.2
L	NB	-	-	49.4	75.9	78.7	-	-	10.3	13.1	13.5	-	-	3.1	4.3	4.3	-	-	2.5	4.2	4.2
L	SB	-	-	44.6	71.6	77.7	-	-	7.8	12.3	13.4	-	-	2.0	4.2	4.2	-	-	2.1	4.3	4.3
M	EB	78.9	76.2	104.3	60.6	61.7	16.8	16.0	21.1	12.7	11.5	4.6	4.6	4.3	4.7	3.6	3.7	3.6	3.5	3.4	3.3
M	WB	78.8	75.5	104.2	60.4	63.1	18.3	16.9	22.3	13.4	12.0	3.4	3.3	3.3	3.2	3.2	5.6	5.1	4.7	5.0	3.6

2034 HRCS Travel Demand Model Output

Segment	Direction	AM Congested Speed (MPH)					PM Congested Speed (MPH)					AM Average V/C Ratio					PM Average V/C Ratio				
		NB	A	B	C	D	NB	A	B	C	D	NB	A	B	C	D	NB	A	B	C	D
A	EB	40.2	42.3	44.7	55.4	57.8	54.2	56.1	52.3	59.4	59.2	0.901	0.874	0.855	0.776	0.738	0.777	0.745	0.781	0.720	0.723
A	WB	60.0	60.9	58.6	62.3	62.3	43.0	44.3	46.0	57.2	58.7	0.701	0.681	0.721	0.663	0.663	0.883	0.869	0.852	0.784	0.756
B	EB	52.4	59.3	58.4	65.3	65.6	54.0	57.9	58.5	64.5	64.0	0.851	0.770	0.784	0.578	0.556	0.833	0.790	0.782	0.617	0.641
B	WB	61.2	62.3	62.4	65.4	65.1	56.6	59.8	58.8	64.5	64.5	0.739	0.710	0.707	0.555	0.574	0.826	0.771	0.791	0.595	0.594
C	EB	37.5	50.9	49.0	64.6	65.1	37.7	45.7	47.6	63.2	62.4	0.986	0.884	0.902	0.597	0.574	0.984	0.930	0.915	0.654	0.681
C	WB	43.3	48.4	50.0	63.9	63.1	37.8	49.7	48.8	63.8	64.0	0.947	0.908	0.893	0.629	0.656	0.984	0.896	0.904	0.631	0.624
D	EB	16.7	28.3	25.6	41.8	49.4	16.8	22.1	24.0	46.8	49.1	1.046	0.938	0.958	0.902	0.789	1.045	0.987	0.971	0.836	0.794
D	WB	18.9	23.5	25.5	49.6	50.8	15.7	25.1	24.0	42.3	49.2	1.096	1.051	1.034	0.786	0.755	1.139	1.038	1.047	0.897	0.793
E	EB	51.0	53.5	53.4	52.7	54.9	52.0	53.4	53.8	54.3	55.1	0.737	0.662	0.667	0.704	0.610	0.706	0.662	0.649	0.645	0.602
E	WB	51.2	52.8	53.2	55.0	55.6	47.0	50.6	50.5	51.6	54.2	0.617	0.584	0.572	0.565	0.529	0.745	0.695	0.692	0.693	0.615
F	EB	37.0	31.8	33.7	45.1	40.0	42.2	38.9	40.2	46.3	46.2	0.917	0.984	0.956	0.833	0.913	0.888	0.923	0.905	0.832	0.832
F	WB	49.1	43.6	40.7	52.4	49.3	39.1	30.9	29.9	46.6	37.8	0.750	0.850	0.871	0.675	0.752	0.893	0.973	0.993	0.783	0.910
G	EB	7.8	12.4	13.1	12.5	19.5	17.4	34.1	34.2	29.3	46.0	1.364	1.200	1.185	1.198	1.089	1.115	0.969	0.969	1.005	0.849
G	WB	22.7	40.7	40.2	34.0	48.2	7.7	13.2	14.0	12.3	20.5	1.058	0.913	0.917	0.970	0.813	1.369	1.184	1.168	1.204	1.079
H	EB	21.7	27.6	29.7	28.5	36.1	32.2	43.2	42.9	38.5	48.7	1.048	0.990	0.977	0.987	0.928	0.962	0.867	0.870	0.910	0.779
H	WB	41.9	47.9	47.4	45.0	50.8	25.4	33.7	34.3	34.9	41.2	0.877	0.787	0.795	0.836	0.716	1.004	0.933	0.928	0.943	0.876
I	EB	57.9	59.6	26.0	30.1	32.3	55.2	56.9	37.3	44.4	46.4	0.064	0.066	0.582	0.752	0.695	0.310	0.265	0.673	0.816	0.791
I	WB	50.1	52.4	39.3	38.0	38.5	58.2	59.8	30.2	28.7	31.3	0.451	0.464	0.622	0.757	0.749	0.040	0.046	0.392	0.815	0.791
J	EB	-	-	54.4	8.6	9.6	-	-	57.7	30.1	33.7	-	-	0.632	1.327	1.282	-	-	0.393	0.999	0.973
J	WB	-	-	58.4	48.7	49.3	-	-	54.9	9.8	11.5	-	-	0.309	0.804	0.790	-	-	0.606	1.276	1.224
K	EB	-	-	-	30.5	39.7	-	-	-	49.0	50.3	-	-	-	0.523	0.487	-	-	-	0.448	0.438
K	WB	-	-	-	54.5	55.0	-	-	-	34.5	42.9	-	-	-	0.384	0.373	-	-	-	0.520	0.483
L	NB	-	-	41.9	57.7	57.4	-	-	50.6	58.7	58.7	-	-	0.895	0.382	0.412	-	-	0.550	0.266	0.271
L	SB	-	-	58.7	59.3	59.2	-	-	55.2	58.0	57.8	-	-	0.301	0.175	0.190	-	-	0.590	0.354	0.375
M	EB	39.2	40.0	42.8	38.8	50.1	49.3	50.2	52.1	53.4	55.4	0.870	0.861	0.818	0.890	0.653	0.662	0.631	0.561	0.481	0.316
M	WB	52.8	53.2	53.9	54.9	55.9	31.4	34.5	37.6	35.4	48.8	0.491	0.467	0.426	0.327	0.221	0.963	0.930	0.900	0.924	0.691

**2034 HRCS Travel Demand Model Output**

Segment	Direction	AM Delay (Minutes)					PM Delay (Minutes)				
		NB	A	B	C	D	NB	A	B	C	D
A	EB	3.5	3.0	2.4	0.6	0.3	0.8	0.5	1.0	0.1	0.1
A	WB	0.0	0.0	0.2	0.0	0.0	2.7	2.5	2.1	0.3	0.2
B	EB	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
B	WB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	EB	1.5	0.3	0.4	0.0	0.0	1.5	0.7	0.5	0.0	0.0
C	WB	0.9	0.5	0.3	0.0	0.0	1.5	0.4	0.4	0.0	0.0
D	EB	7.0	2.9	3.5	1.0	0.3	7.0	4.5	4.0	0.5	0.4
D	WB	5.7	4.0	3.4	0.3	0.2	7.4	3.5	3.8	0.9	0.3
E	EB	0.5	0.2	0.2	0.3	0.0	0.3	0.2	0.1	0.1	0.0
E	WB	0.5	0.3	0.2	0.0	0.0	1.0	0.5	0.5	0.4	0.1
F	EB	1.9	2.8	2.4	0.9	1.4	1.2	1.6	1.4	0.7	0.7
F	WB	0.4	0.9	1.2	0.2	0.4	1.4	2.7	2.9	0.6	1.6
G	EB	24.2	13.8	12.8	13.6	7.3	8.7	2.5	2.5	3.5	0.8
G	WB	6.0	1.5	1.5	2.6	0.6	25.6	13.3	12.3	14.6	7.1
H	EB	7.3	4.8	4.1	4.4	2.5	3.4	1.3	1.3	2.0	0.6
H	WB	1.5	0.7	0.8	1.0	0.4	5.5	3.0	2.9	2.7	1.6
I	EB	0.0	0.0	2.2	2.3	2.0	0.0	0.0	0.4	0.7	0.5
I	WB	0.0	0.2	0.5	1.4	1.3	0.0	0.0	1.8	2.8	2.3
J	EB	-	-	0.0	9.2	7.9	-	-	0.0	1.4	1.1
J	WB	-	-	0.0	0.2	0.2	-	-	0.0	8.3	6.8
K	EB	-	-	-	3.1	1.5	-	-	-	0.5	0.4
K	WB	-	-	-	0.0	0.0	-	-	-	2.4	1.1
L	NB	-	-	0.6	0.0	0.0	-	-	0.1	0.0	0.0
L	SB	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0
M	EB	1.3	1.2	0.9	1.4	0.3	0.4	0.3	0.2	0.1	0.0
M	WB	0.1	0.1	0.1	0.0	0.0	2.4	1.9	1.5	1.8	0.4

**Model Output**  
**(Updated for 2040 HRTPO Model)**

Segment	Direction	Thousand VMT		Hundred VHT		AM Congested Travel Time (Minutes)	
		No Build	Preferred Alternative	No Build	Preferred Alternative	No Build	Preferred Alternative
A	EB	363.5	351.9	68.5	64.6	10.6	10.1
A	WB	326.0	317.2	58.5	55.6	6.6	6.6
B	EB	61.5	57.6	10.1	9.1	1.6	1.4
B	WB	60.4	56.5	9.7	8.8	1.3	1.3
C	EB	150.5	141.4	30.6	25.1	6.0	4.1
C	WB	148.5	138.0	29.5	24.1	3.2	3.2
D	EB	138.6	130.3	47.6	36.3	12.3	8.1
D	WB	132.2	122.8	45.7	34.2	4.1	4.2
E	EB	232.4	216.0	42.6	38.9	6.2	5.9
E	WB	244.6	227.3	45.7	41.6	6.1	6.1
F	EB	217.5	256.8	50.6	64.9	6.5	7.2
F	WB	198.3	231.1	42.4	58.3	3.8	4.3
G	EB	235.1	298.9	158.5	124.6	32.4	21.3
G	WB	245.1	312.5	167.4	132.2	7.8	5.1
H	EB	233.3	313.7	78.8	83.8	13.8	10.7
H	WB	220.5	304.4	63.1	76.0	6.0	5.4
I	EB	36.8	37.8	6.4	6.6	2.2	2.2
I	WB	30.8	31.3	5.5	5.5	2.7	2.7
J	EB	-	-	-	-	-	-
J	WB	-	-	-	-	-	-
K	EB	-	-	-	-	-	-
K	WB	-	-	-	-	-	-
L	NB	-	-	-	-	-	-
L	SB	-	-	-	-	-	-
M	EB	85.2	81.2	18.9	17.6	5.1	4.9
M	WB	84.9	80.2	20.4	18.5	3.3	3.3

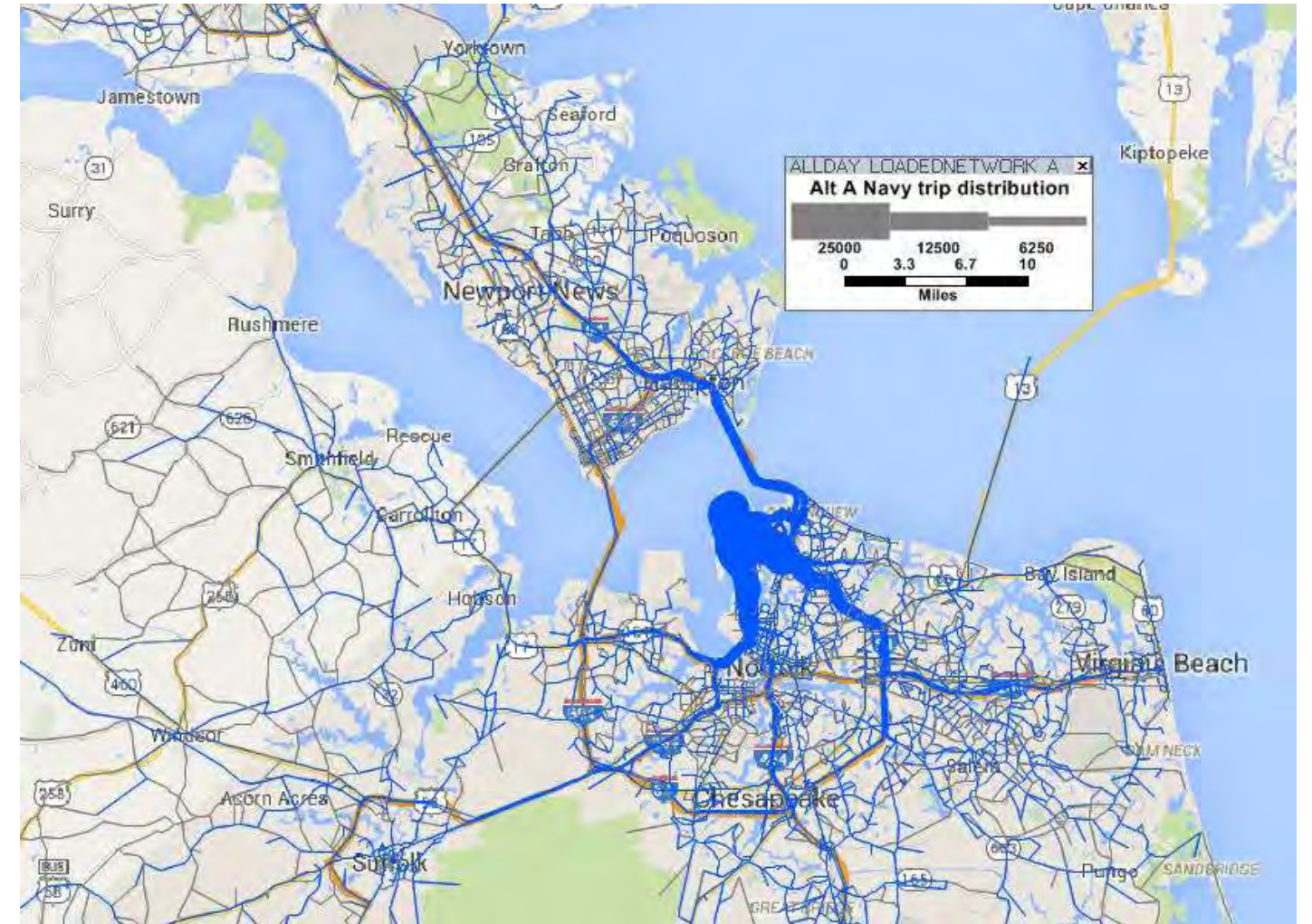
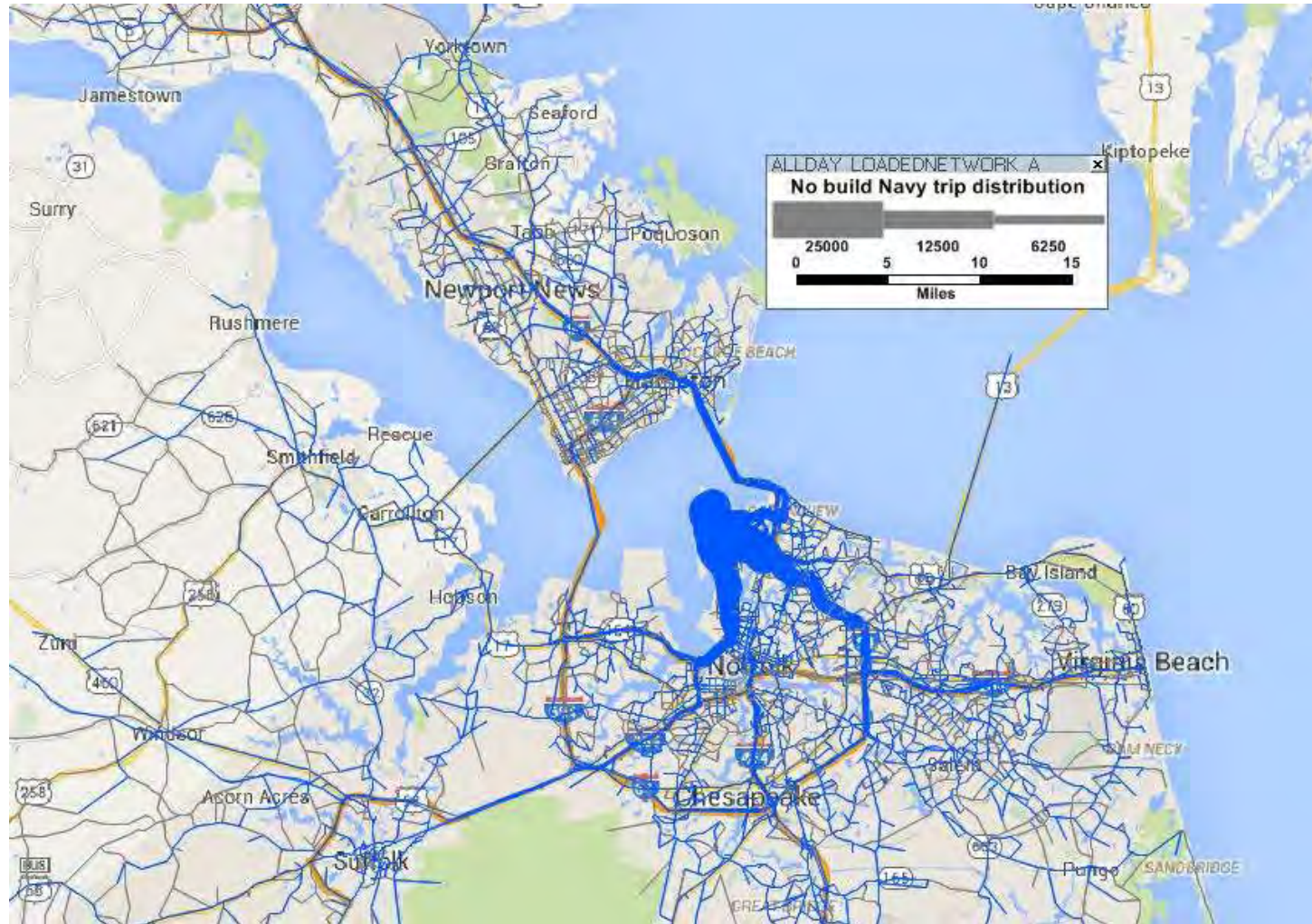
**Model Output**  
**(Updated for 2040 HRTPO Model)**

Segment	Direction	PM Congested Travel Time (Minutes)		AM Congested Speed (MPH)		PM Congested Speed (MPH)	
		No Build	Preferred Alternative	No Build	Preferred Alternative	No Build	Preferred Alternative
A	EB	7.2	7.2	39.8	41.9	58.4	58.7
A	WB	9.5	9.0	63.4	63.1	44.1	46.6
B	EB	1.3	1.3	50.6	58.1	61.5	62.0
B	WB	1.5	1.4	64.5	64.2	54.5	58.0
C	EB	3.5	3.4	30.3	44.0	52.7	53.7
C	WB	5.6	4.0	57.7	57.0	32.7	45.3
D	EB	5.4	5.1	13.7	20.7	31.2	33.1
D	WB	12.1	8.0	40.1	38.5	13.5	20.4
E	EB	5.9	5.8	51.5	53.9	54.2	54.7
E	WB	6.9	6.6	54.7	54.8	47.8	50.4
F	EB	5.0	5.4	32.7	29.6	42.4	39.3
F	WB	5.0	6.6	50.1	45.2	38.7	29.3
G	EB	12.1	6.2	6.8	10.4	18.3	35.6
G	WB	33.8	21.5	29.8	45.5	6.8	10.7
H	EB	8.1	6.2	19.0	24.6	32.6	42.5
H	WB	11.1	9.0	43.3	48.6	23.5	28.9
I	EB	2.3	2.3	59.5	59.5	56.4	56.1
I	WB	2.4	2.4	52.8	53.5	59.7	59.7
J	EB	-	-	-	-	-	-
J	WB	-	-	-	-	-	-
K	EB	-	-	-	-	-	-
K	WB	-	-	-	-	-	-
L	NB	-	-	-	-	-	-
L	SB	-	-	-	-	-	-
M	EB	3.7	3.7	35.7	37.3	48.9	49.8
M	WB	5.8	5.4	53.0	53.3	30.5	32.8

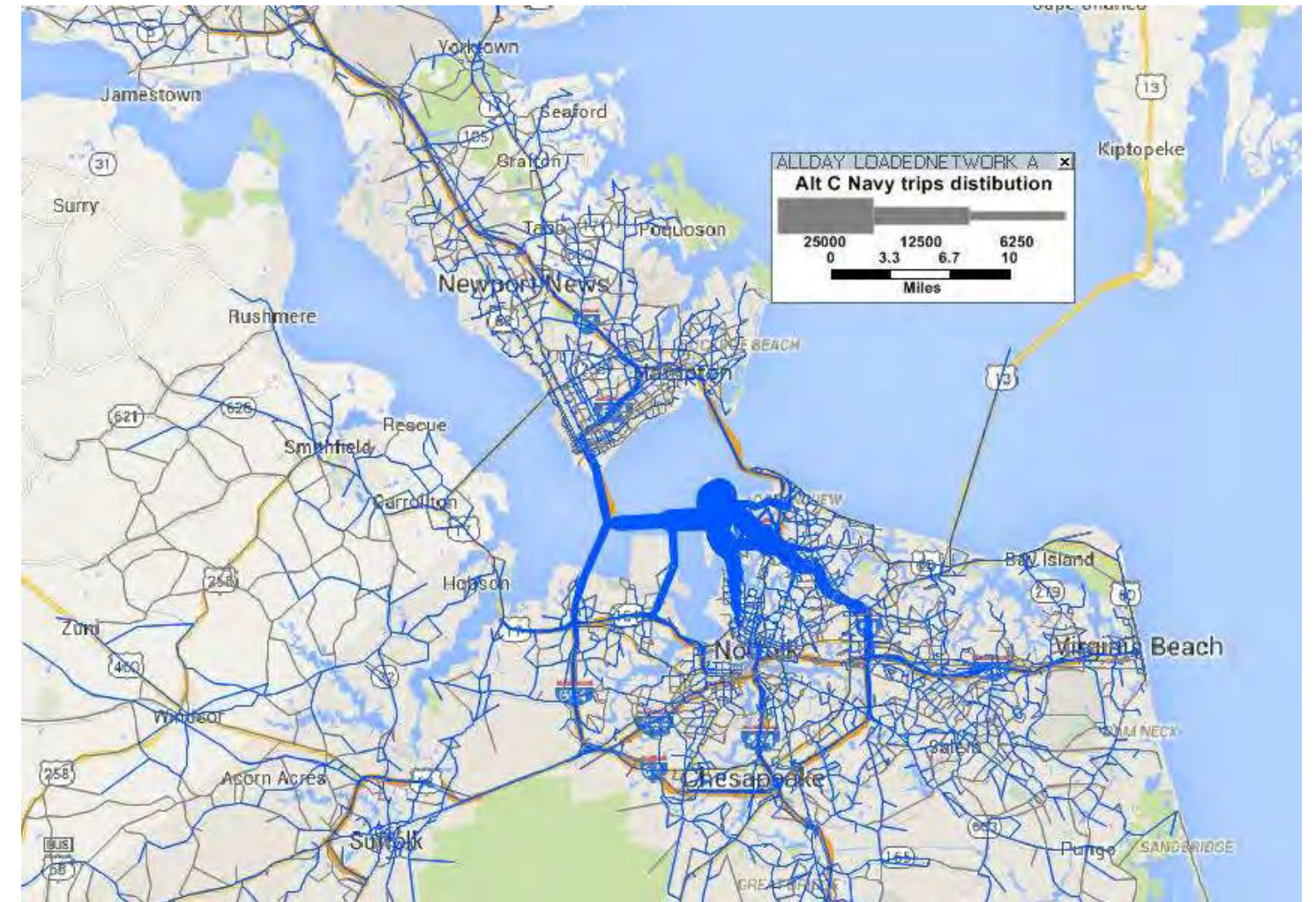
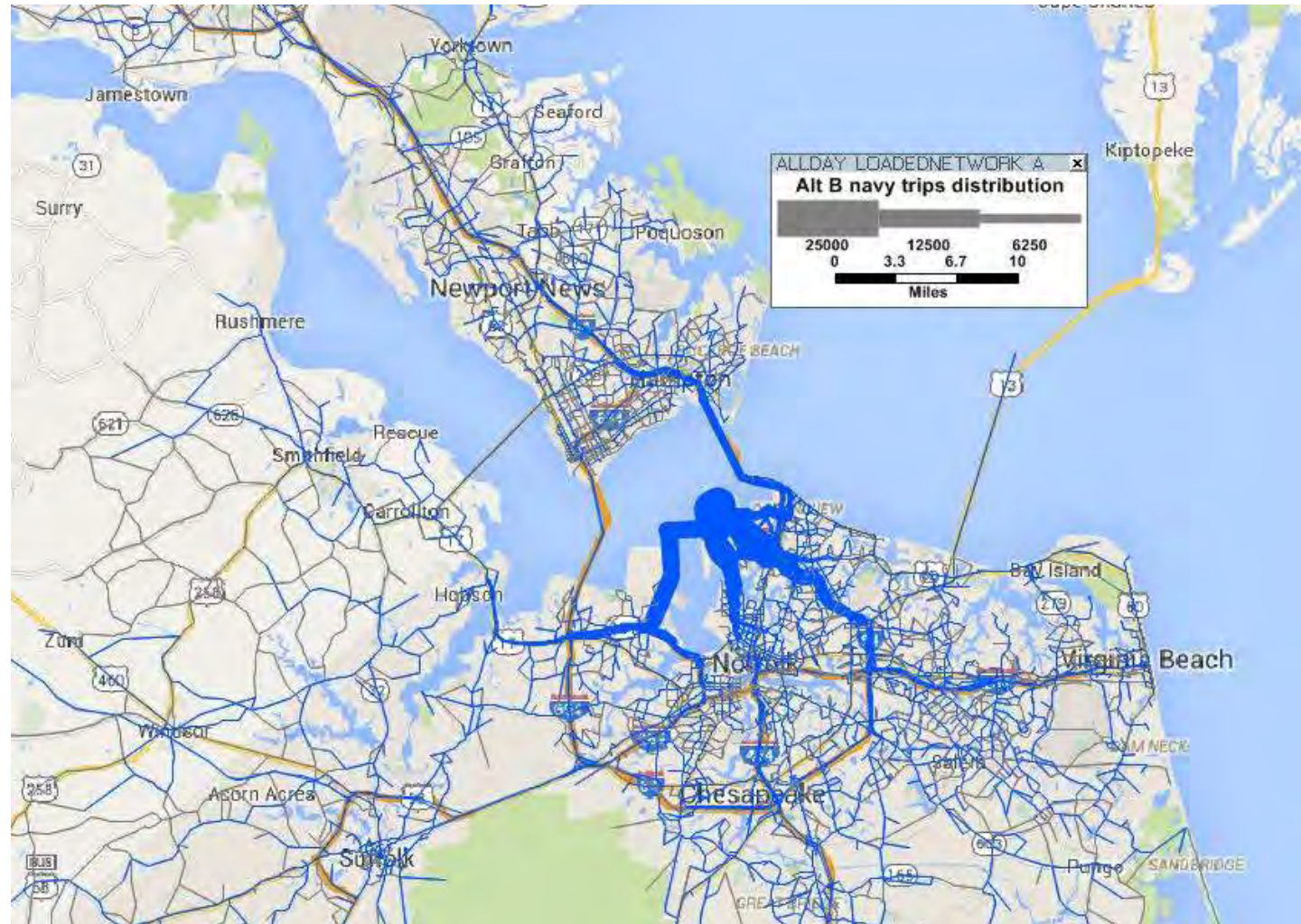
**Model Output**  
**(Updated for 2040 HRTPO Model)**

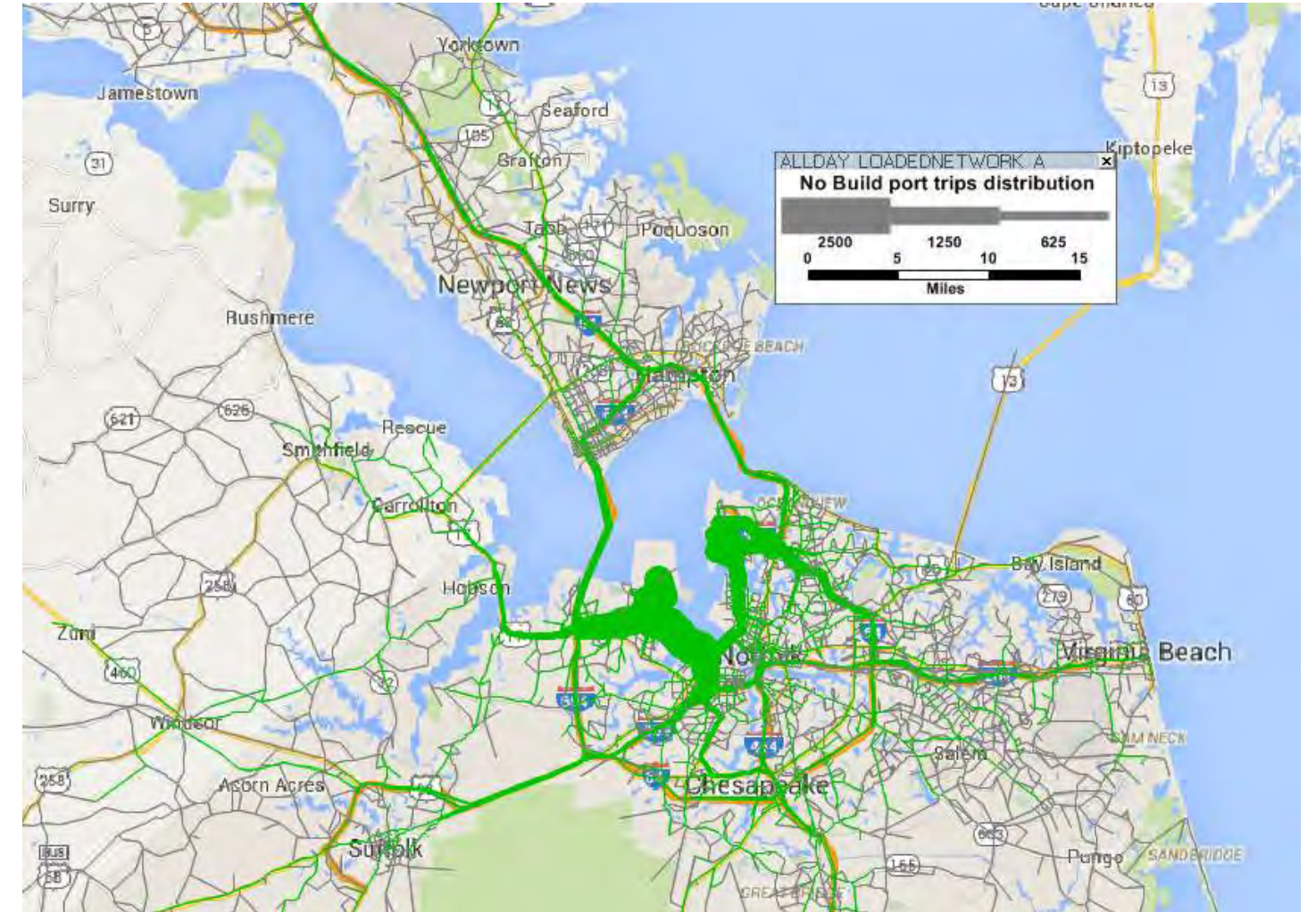
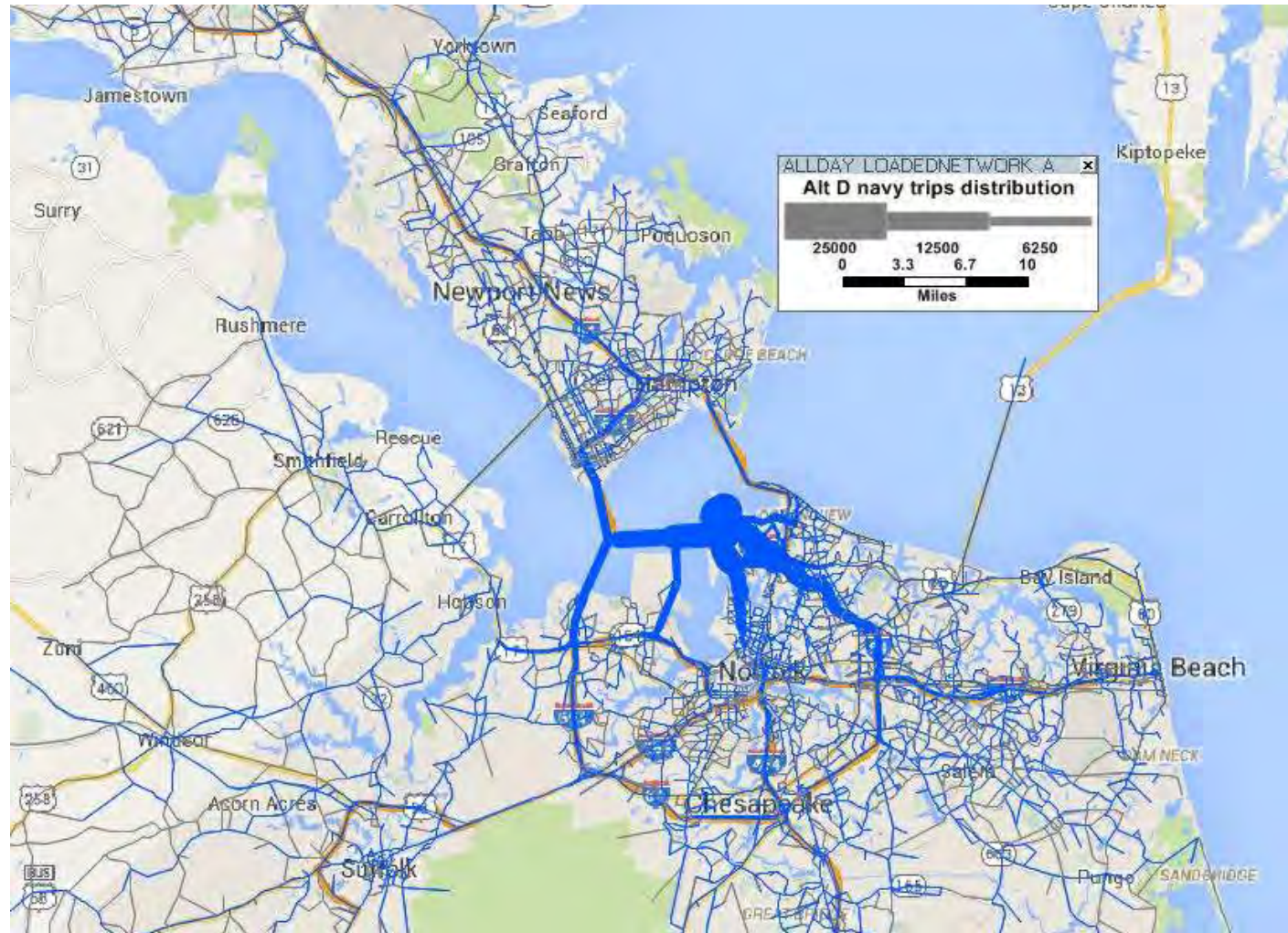
Segment	Direction	AM Average V/C Ratio		PM Average V/C Ratio		AM Delay (Minutes)		PM Delay (Minutes)	
		No Build	Preferred Alternative	No Build	Preferred Alternative	No Build	Preferred Alternative	No Build	Preferred Alternative
A	EB	0.902	0.876	0.722	0.710	4.5	4.0	1.2	1.1
A	WB	0.602	0.610	0.865	0.839	0.6	0.6	3.5	3.0
B	EB	0.863	0.787	0.728	0.717	0.5	0.2	0.2	0.2
B	WB	0.429	0.436	0.678	0.612	0.1	0.1	0.3	0.3
C	EB	1.032	0.942	0.865	0.852	3.4	1.6	0.9	0.8
C	WB	0.793	0.806	1.016	0.932	0.6	0.6	3.0	1.4
D	EB	1.095	1.000	0.918	0.905	9.5	5.3	2.6	2.3
D	WB	0.919	0.934	1.176	1.080	1.4	1.5	9.3	5.3
E	EB	0.725	0.650	0.628	0.603	0.9	0.6	0.5	0.5
E	WB	0.557	0.545	0.724	0.673	0.5	0.5	1.4	1.1
F	EB	0.940	1.002	0.886	0.920	3.0	3.6	1.5	1.9
F	WB	0.735	0.829	0.903	0.986	0.6	1.1	1.8	3.4
G	EB	1.429	1.256	1.103	0.958	28.8	17.6	8.4	2.5
G	WB	1.002	0.856	1.428	1.246	3.9	1.2	30.0	17.7
H	EB	1.074	1.017	0.964	0.875	9.4	6.2	3.6	1.7
H	WB	0.861	0.773	1.023	0.968	1.6	0.9	6.7	4.6
I	EB	0.128	0.128	0.448	0.479	0.0	0.0	0.1	0.2
I	WB	0.703	0.684	0.084	0.087	0.3	0.3	0.0	0.0
J	EB	-	-	-	-	-	-	-	-
J	WB	-	-	-	-	-	-	-	-
K	EB	-	-	-	-	-	-	-	-
K	WB	-	-	-	-	-	-	-	-
L	NB	-	-	-	-	-	-	-	-
L	SB	-	-	-	-	-	-	-	-
M	EB	0.914	0.897	0.680	0.651	1.9	1.7	0.6	0.5
M	WB	0.487	0.464	0.977	0.952	0.3	0.2	2.7	2.3

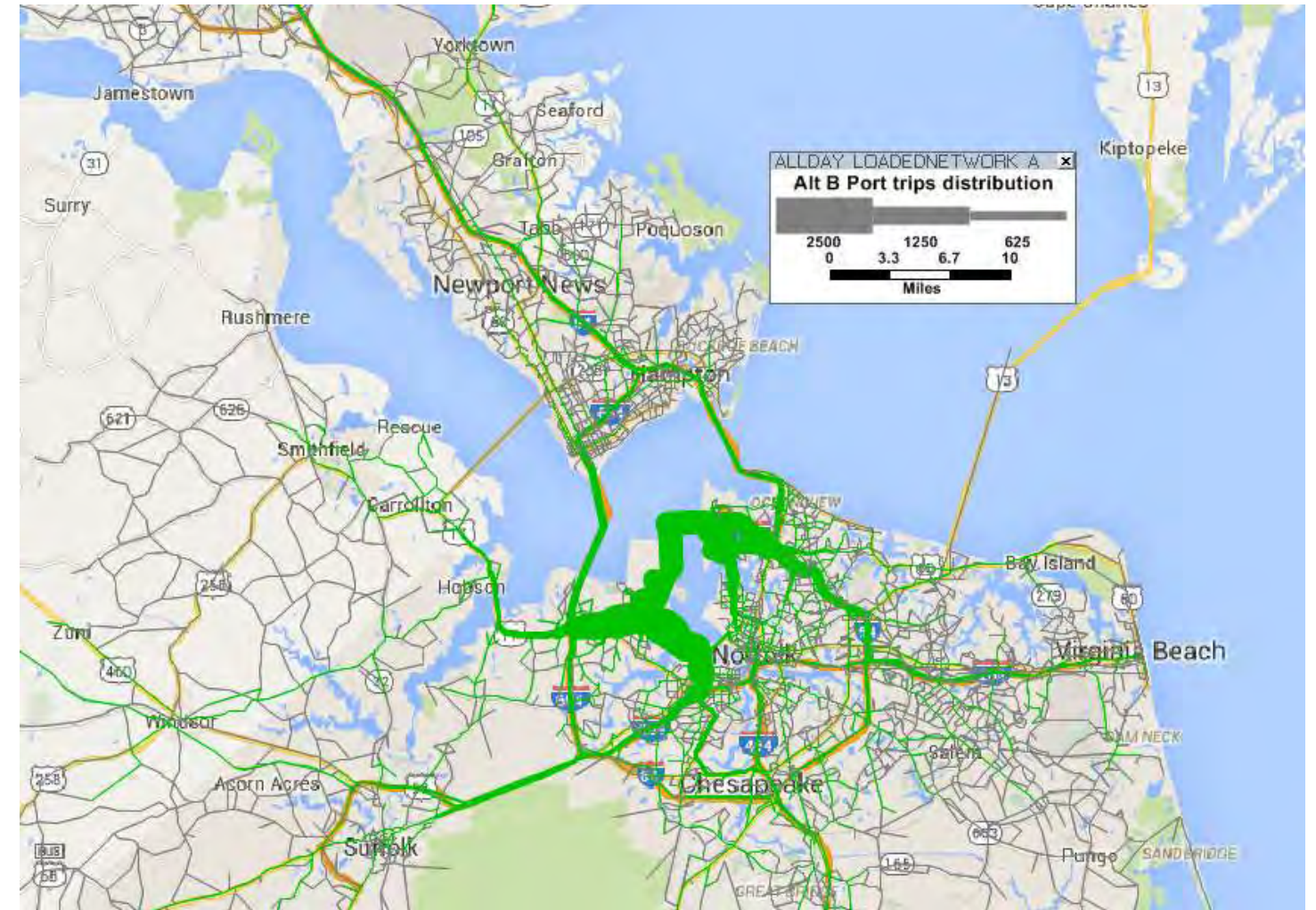
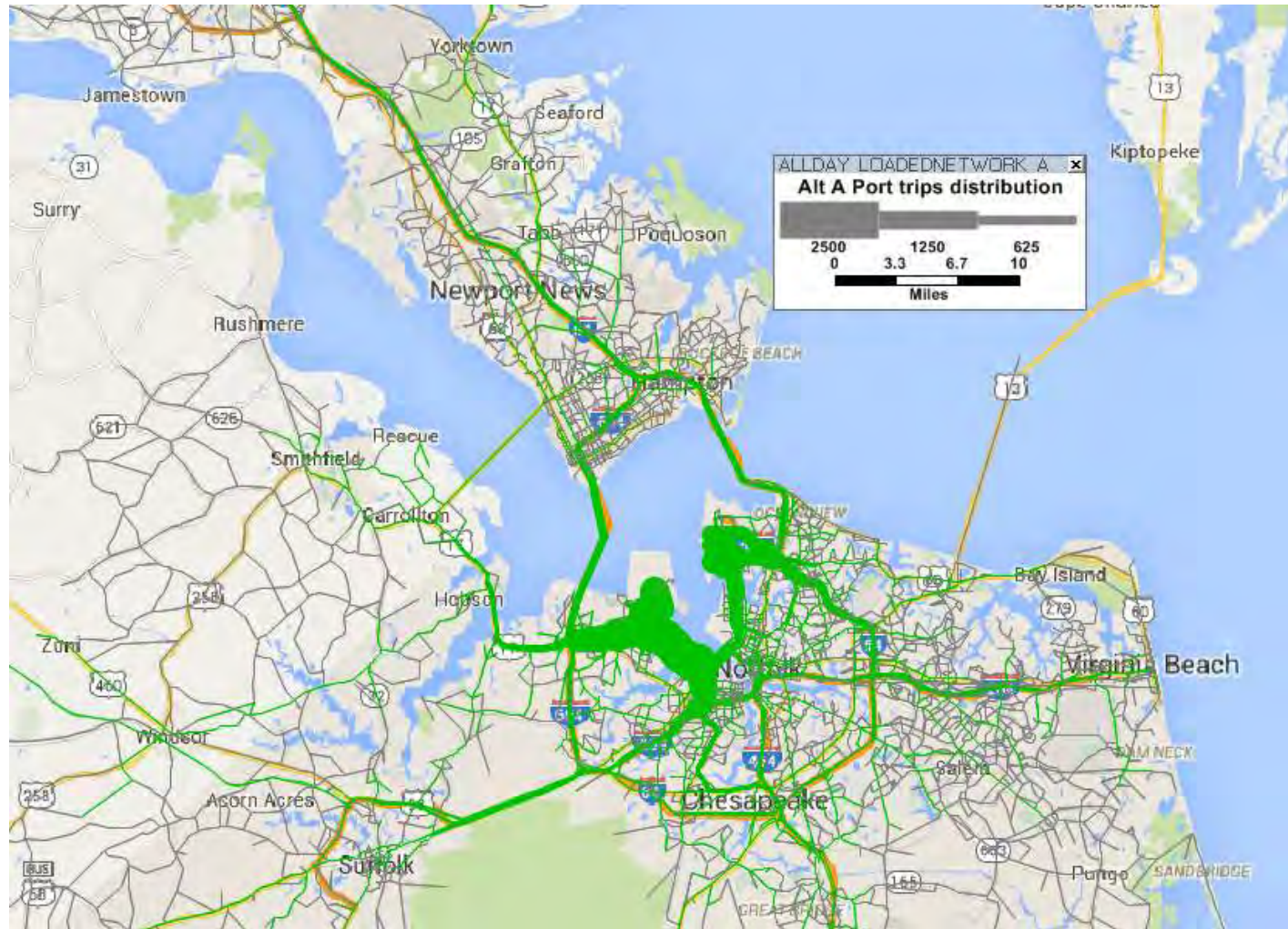
**APPENDIX L:  
NAVY AND PORT FACILITY TRIP INFORMATION**











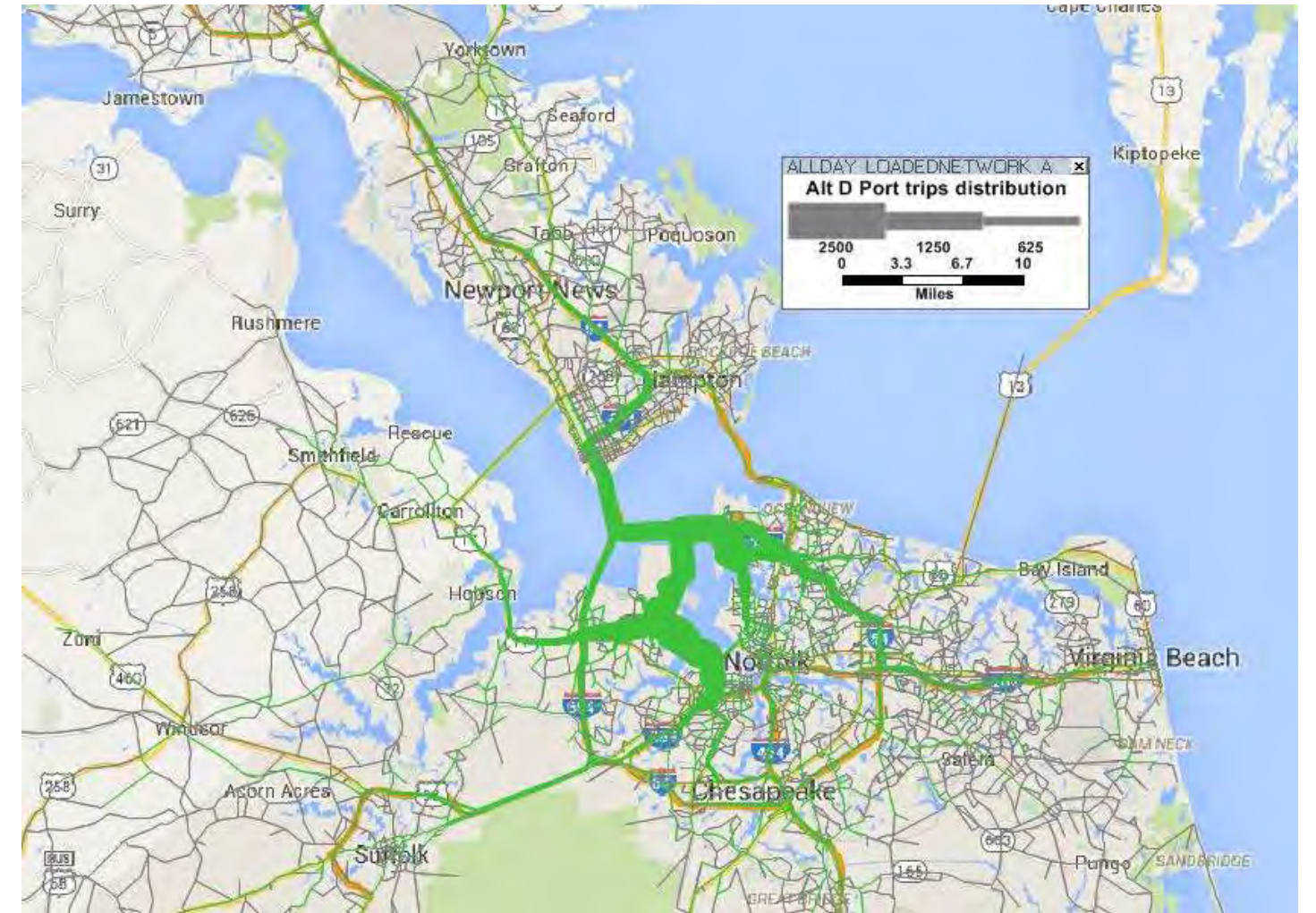
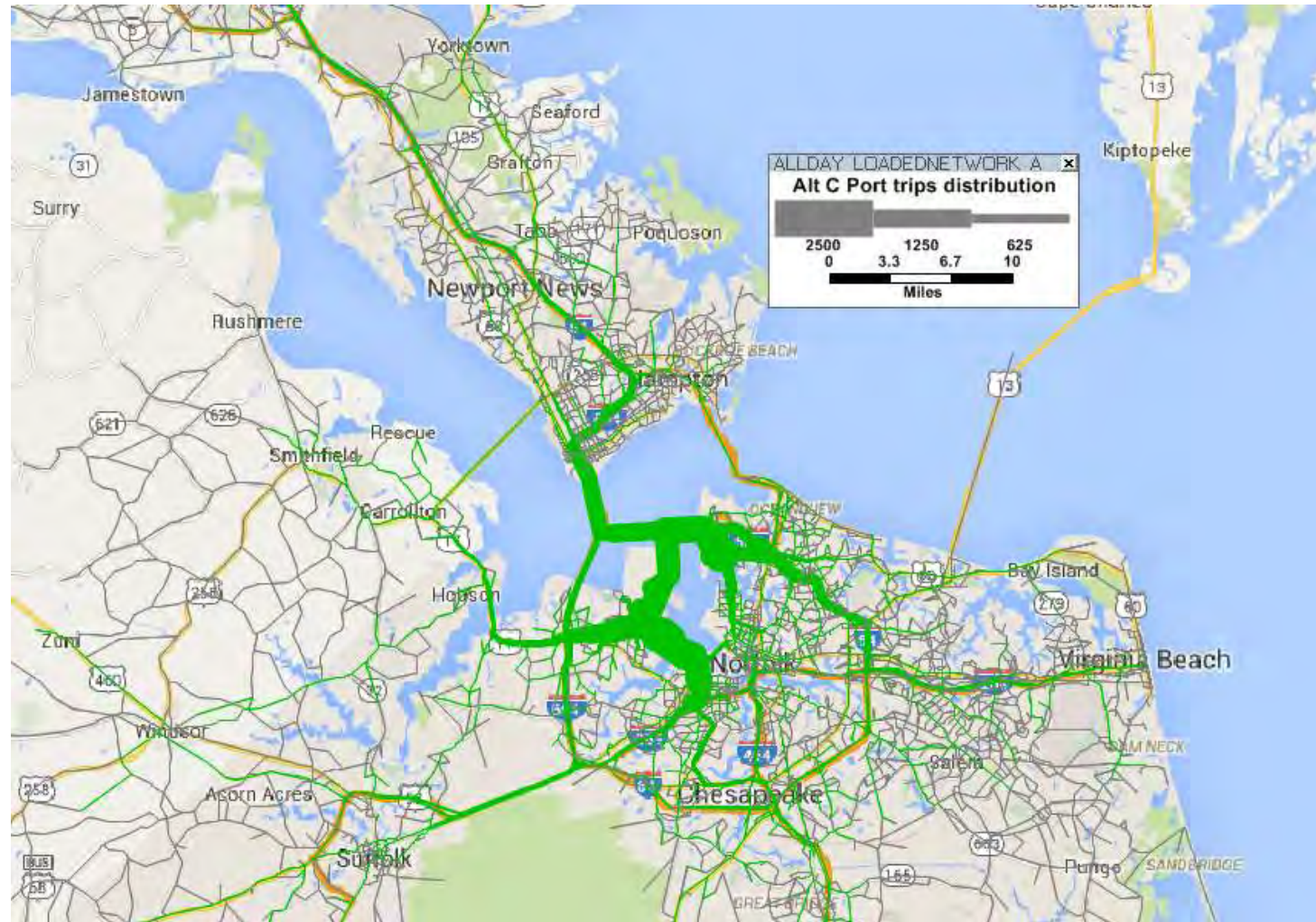


Table 1

	2034 Daily VHT (Vehicle hours)	2034 Daily VHT Savings (Vehicle hours)	2034 Annual VHT Savings (Vehicle hours)	2034 Annual Value of Time Savings \$	2034 Annual Person Hours of VHT Saved (person hours)
No Build	1,591,730				
Alt A	1,584,510	7,220	1,877,200	48,807,200	2,890,888
Alt B	1,583,720	8,010	2,082,600	54,147,600	3,207,204
Alt C	1,576,610	15,120	3,931,200	102,211,200	6,054,048
Alt D	1,572,130	19,600	5,096,000	132,496,000	7,847,840

Assumed \$26/hr for value of time.

Table 2  
congested VHT

2009 NB	2034 NB	Alt A	Alt B	Alt C	Alt D
117800	362154	328336	326444	347887	328376

In HRTPO model report, the congested VHT are defined for facility type interstates or freeway, whole day VC ratio equal or greater than 0.89 for other facilities, whole day VC ratio equal or great than 0.82

Table 7  
Navy

	No Build	Alt A	Alt B	Alt C	Alt D
I64 HRBT	7.98%	9.99%	8.96%	2.25%	3.18%
I664 MMMBT	0.13%	0.06%	0.78%	8.36%	8.10%

These are the trip distribution from Navy base to HRBT and MMMBT respectively for different scenarios.

Table 8  
Port

	No Build	Alt A	Alt B	Alt C	Alt D
I64 HRBT	3.22%	3.80%	4.36%	0.53%	0.77%
I664 MMMBT	4.92%	4.89%	4.98%	10.81%	10.91%

These are the trip distribution from Port (VIT, VIG, PMT and craney Island) to HRBT and MMMBT respectively for different scenarios.

Table 3

Norfolk International Terminals PM peak period travel time to Externals zone 94 (minutes)

	1486	1479	1474	1471
	US17 W	I64 W	US460W	US58 W
No Build	164.96	104.57	75.51	82.06
Alt A	150.95	92.38	75.45	82.11
Alt B	150.34	90.81	72.48	79.29
Alt C	146.48	87.36	72.77	79.64
Alt D	141.18	82.37	71.36	78.26

Table 4

Virginia International Gateway PM peak period travel time to Externals zone 499 (minutes)

	1486	1479	1474	1471
	US17 W	I64 W	US460W	US58 W
No Build	147.28	86.89	64.01	73.51
Alt A	140.82	82.25	63.56	73.4
Alt B	141.36	81.83	64.44	72.81
Alt C	137.81	78.69	64.33	72.37
Alt D	134.83	76.01	63.35	71.34

Table 5

Craney Island PM peak period travel time to Externals zone 497 (minutes)

	1486	1479	1474	1471
	US17 W	I64 W	US460W	US58 W
No Build	147.57	87.18	64.31	74.13
Alt A	141.29	82.72	64.03	74.13
Alt B	141.81	82.28	64.89	73.49
Alt C	134.53	75.41	65.06	74.58
Alt D	131.07	72.26	64.23	74.55

Table 6

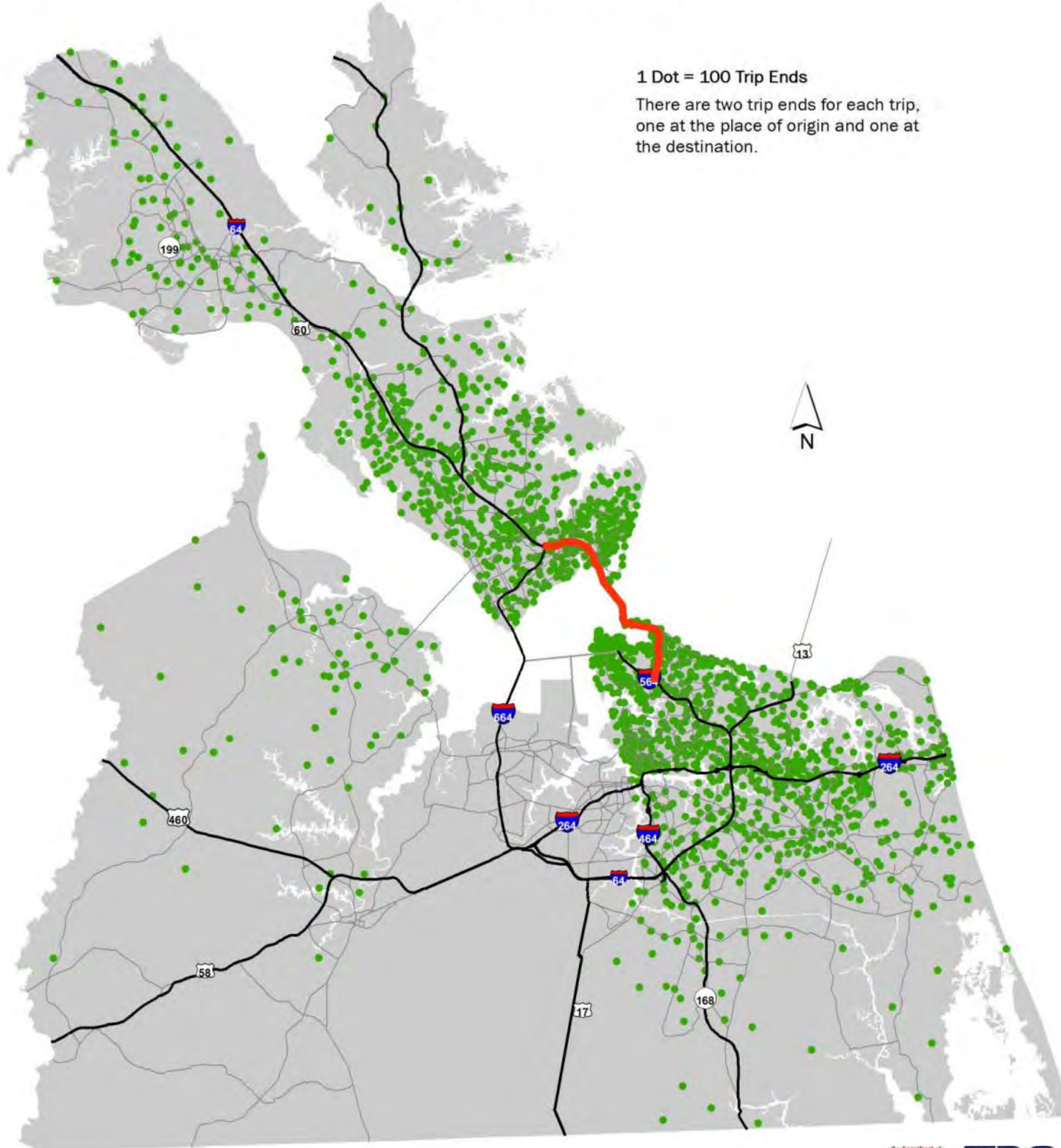
Portsmouth Marine Terminals PM peak period travel time to Externals zone 462 (minutes)

	1486	1479	1474	1471
	US17 W	I64 W	US460W	US58 W
No Build	152.52	92.12	66.36	72.91
Alt A	145.61	87.04	66.27	72.93
Alt B	145.29	85.76	64.69	71.5
Alt C	141.29	82.17	64.33	71.2
Alt D	138.25	79.44	63.25	70.14

**APPENDIX M:  
TRIP ORIGIN INFORMATION BY ALTERNATIVE (FROM HRTPO)**

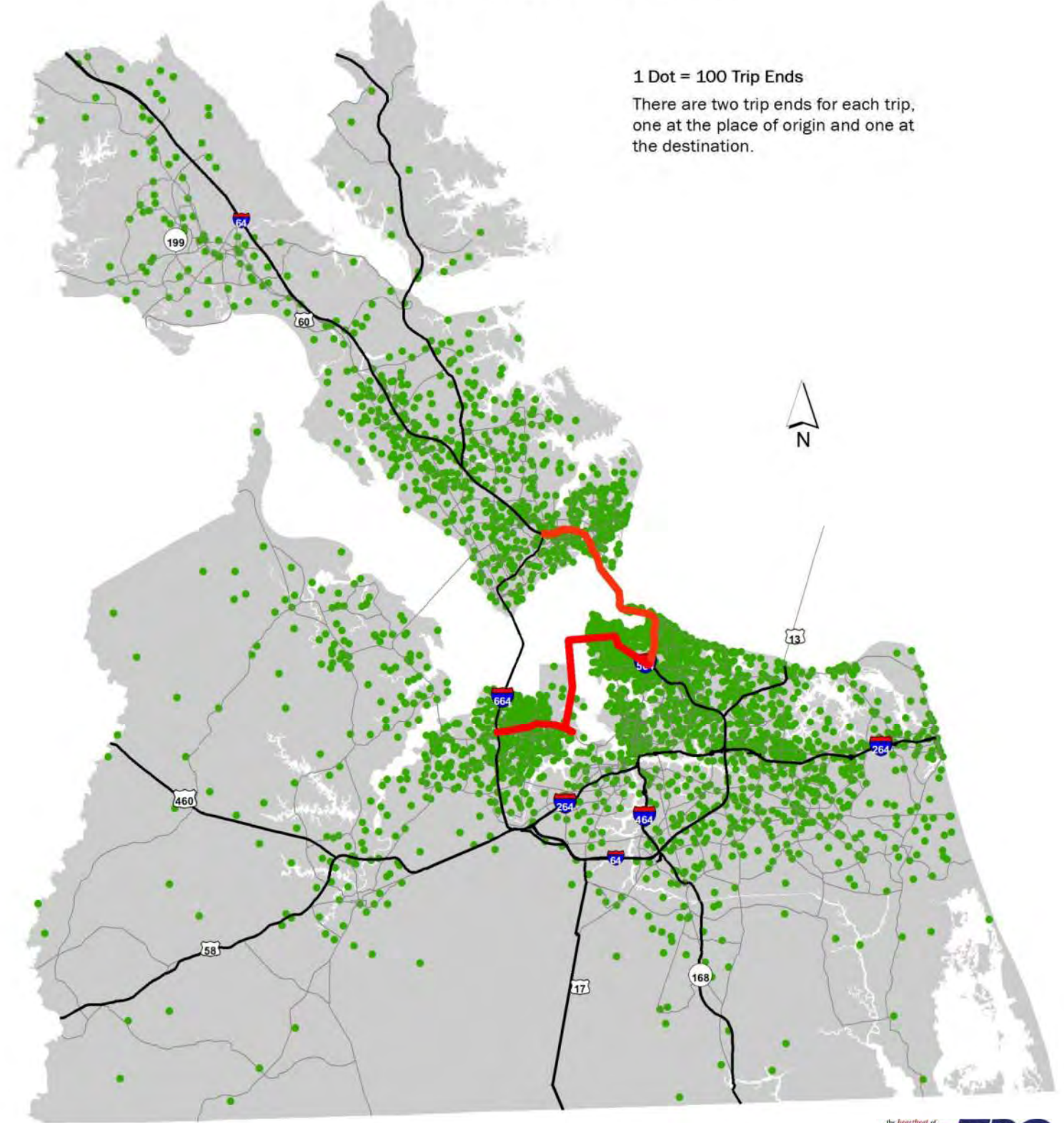
# Hampton Roads Crossing - Alternative A 2040 Trip Locations

1 Dot = 100 Trip Ends  
There are two trip ends for each trip,  
one at the place of origin and one at  
the destination.



# Hampton Roads Crossing - Alternative B 2040 Trip Locations

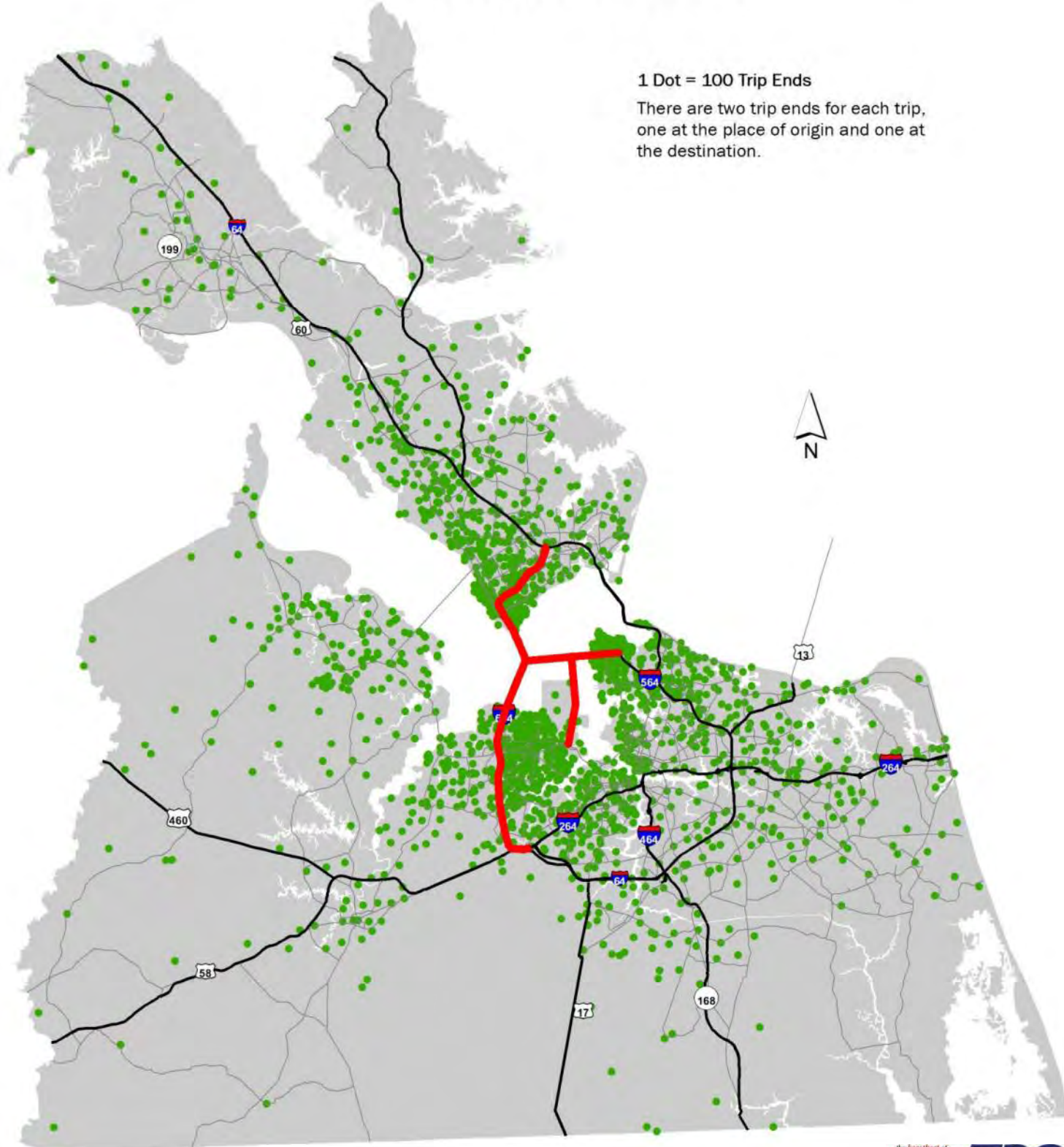
1 Dot = 100 Trip Ends  
There are two trip ends for each trip,  
one at the place of origin and one at  
the destination.





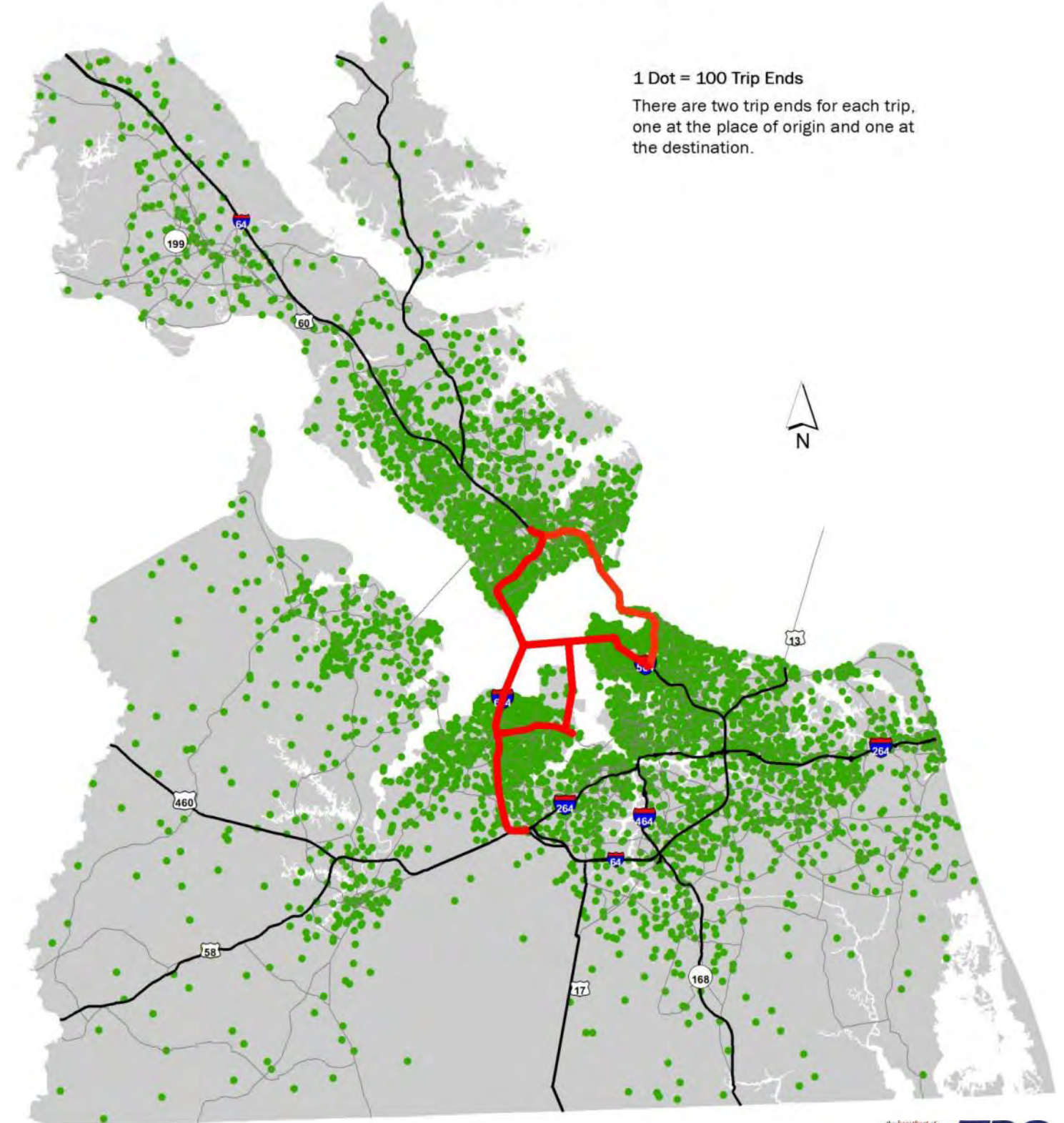
## Hampton Roads Crossing - Alternative C 2040 Trip Locations

1 Dot = 100 Trip Ends  
There are two trip ends for each trip,  
one at the place of origin and one at  
the destination.

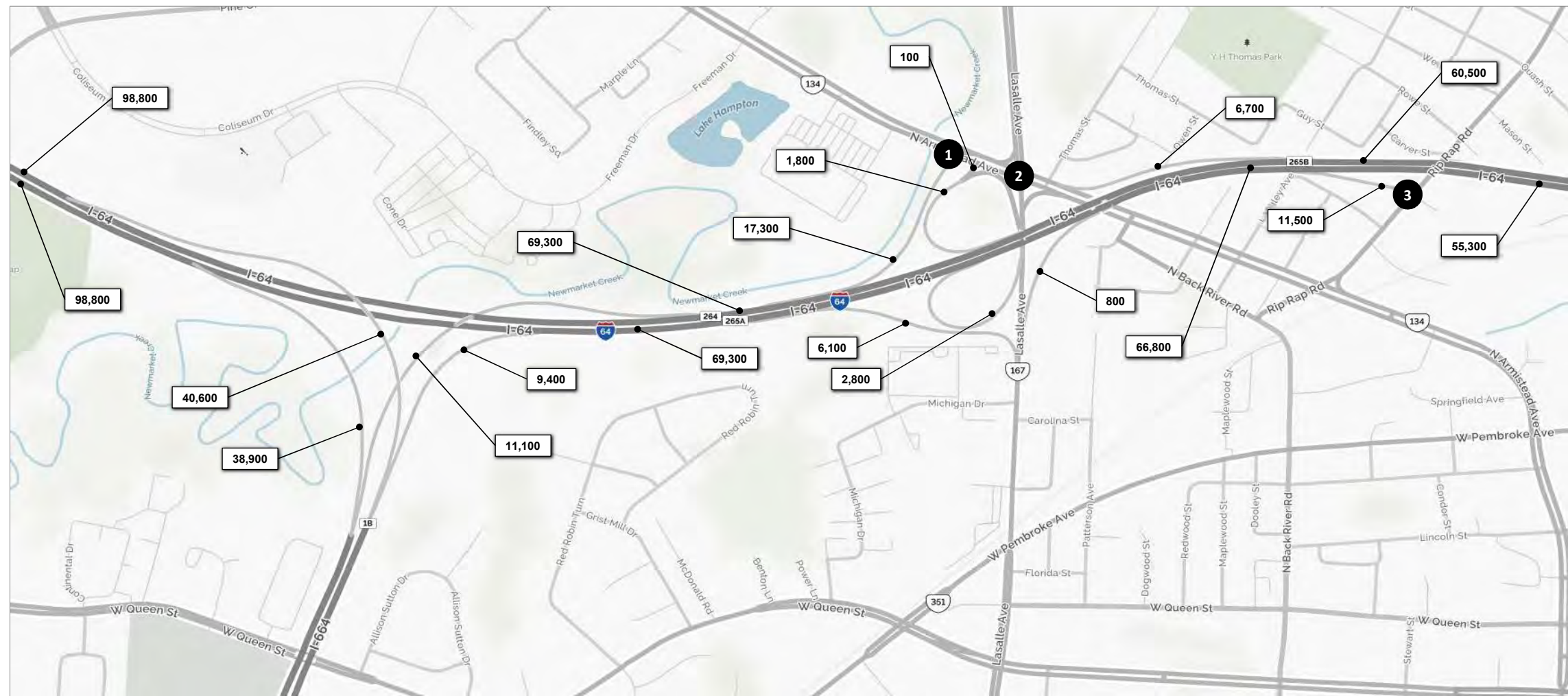


## Hampton Roads Crossing - Alternative D 2040 Trip Locations

1 Dot = 100 Trip Ends  
There are two trip ends for each trip,  
one at the place of origin and one at  
the destination.



**APPENDIX N:  
2040 UPDATED NO-BUILD TRAFFIC VOLUMES AND ANALYSES**



<b>1</b>					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	
				11,500	
				13,400	
<b>Armistead Ave</b>			<i>L</i>	<i>T</i>	<i>R</i>
					100
				14,100	
				3,900	

<b>2</b>					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	
				2,000	
				12,700	
				600	
<b>Armistead Ave</b>			<i>L</i>	<i>T</i>	<i>R</i>
					100
				1,000	
				7,700	
				5,500	

<b>3</b>					
	<i>T</i>				
<b>I-64 Ramp</b>			<i>L</i>	<i>T</i>	
					1,900
				7,800	
				3,700	

**Legend**

xx,xxx Weekday Daily Volume

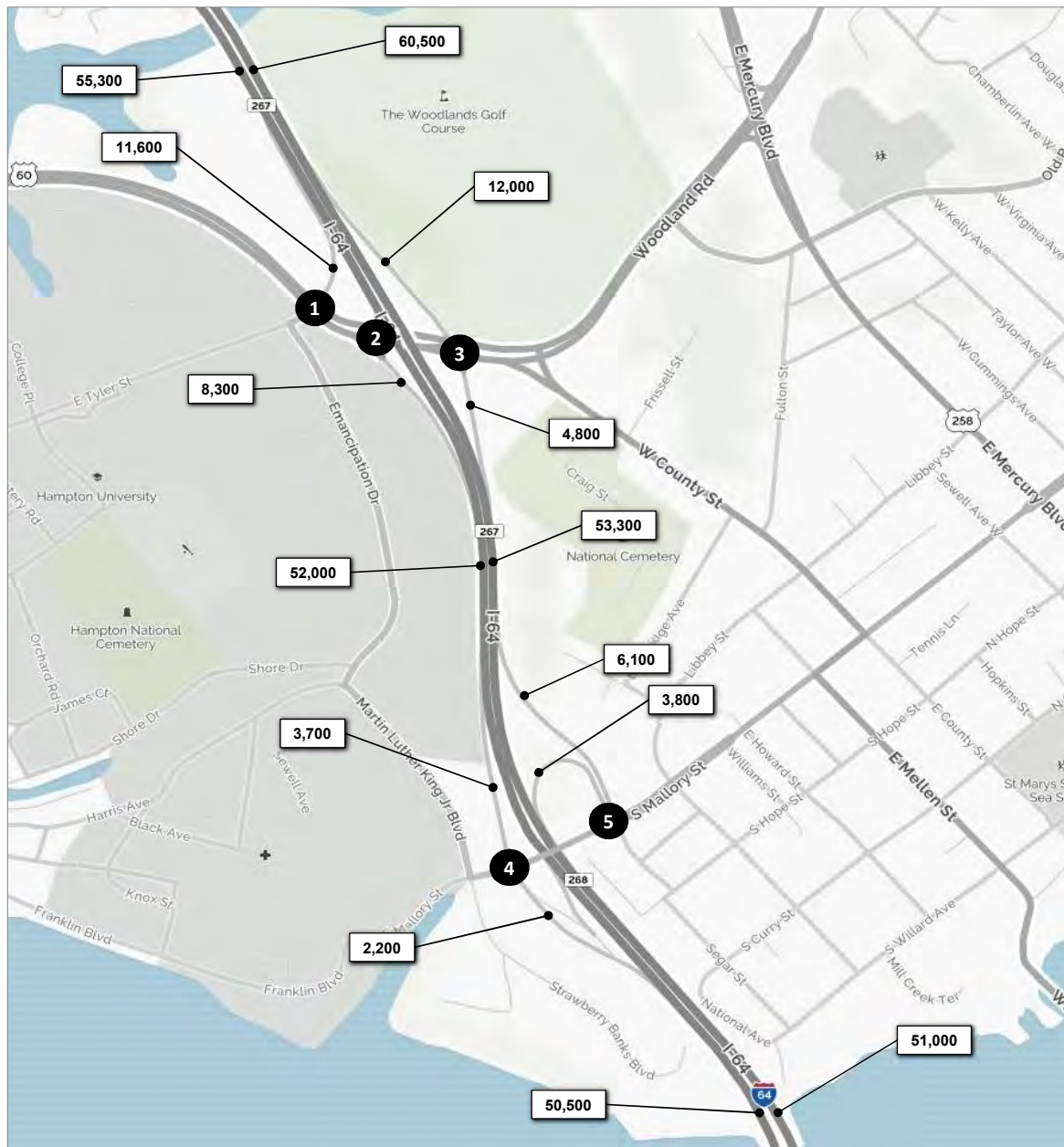


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure N.1-1



<b>1</b>	2,700	3,400	5,500	T 1,300	L 1,500
	R	T	L		
	Settlers Land ing Rd			L	R
		9,600	T	900	3,200
		2,000	R		

<b>2</b>				T 2,800	L 4,600
	Settlers Land ing Rd				
		14,600	T		
		3,700	R		

<b>3</b>				R 7,000	T 4,600
	Settlers Land ing Rd			L	R
		5,000	L		
		9,600	T	2,800	2,000

<b>4</b>	2,100	100	1,500	T 2,700	L 600
	R	T	L		
	S. Mallory St				
		2,000	T		
		1,500	R		

<b>5</b>	1,000	100	2,700	R 4,100	T 2,000	L 100
	R	T	L			
	S. Mallory St			L	T	R
		1,500	L			
		1,900	T	300	500	100
		100	R			

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure N.1-2



1	2,500	5,100	T 1,100
	R	L	L 1,500
4th View St			
	3,000	T	
	900	R	

2			R 5,300
			T 2,000
4th View St			
	2,400	L	L
	5,700	T	R 1,600
			600

3	400	9,500	US 460
	R	T	L T
			L 4,200
			T 9,900

**Legend**

xx,xxx Weekday Daily Volume

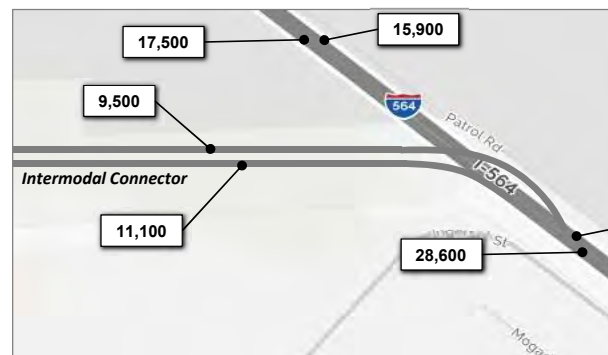


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

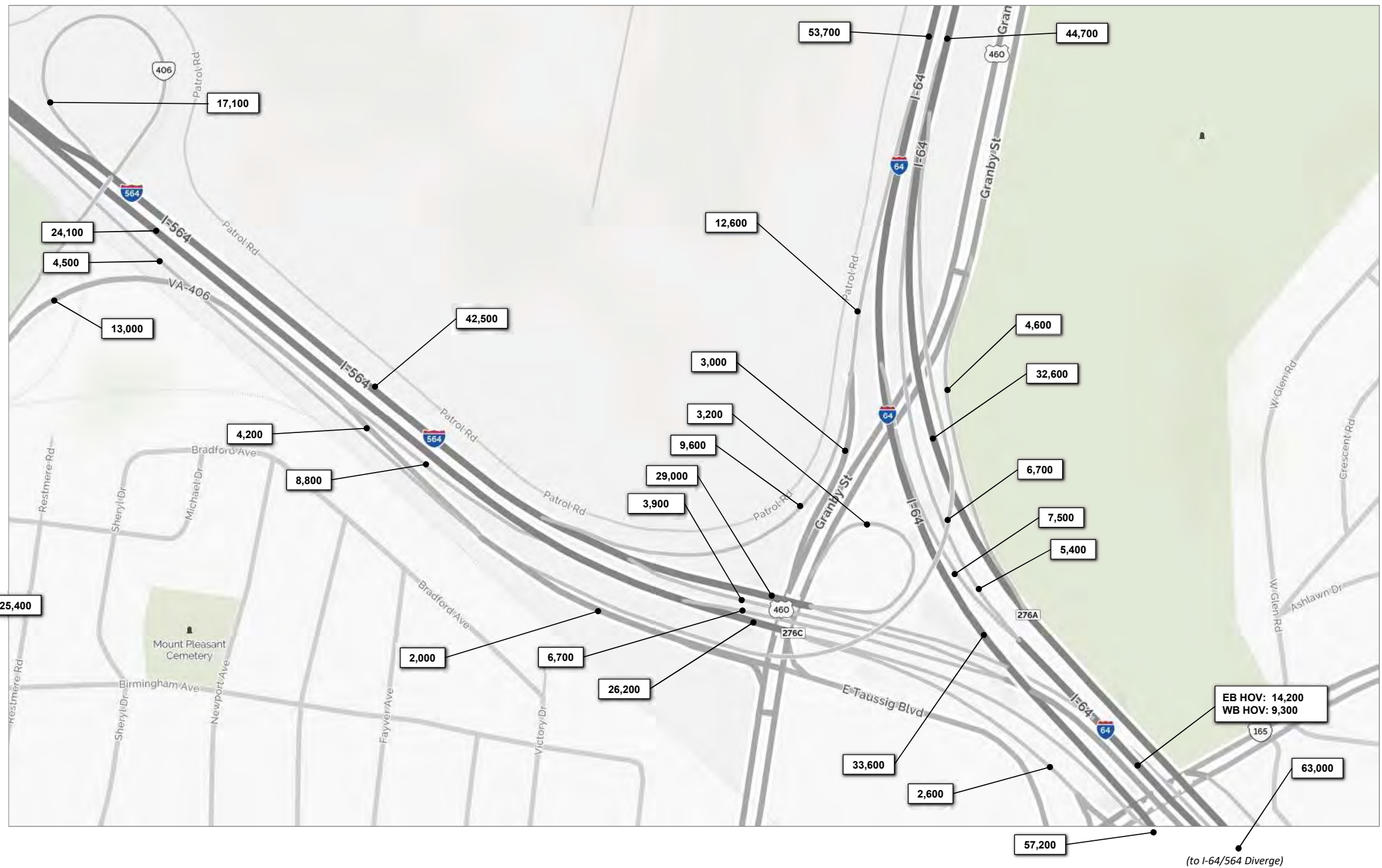
**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure N.1-3



<b>1</b>						
	3,100	6,200	Bainbridge Ave	R	T	L
				U	L	T
			Bellinger Blvd	100	3,000	
				U	L	T
				100	100	6,400



**Legend**

xx,xxx Weekday Daily Volume

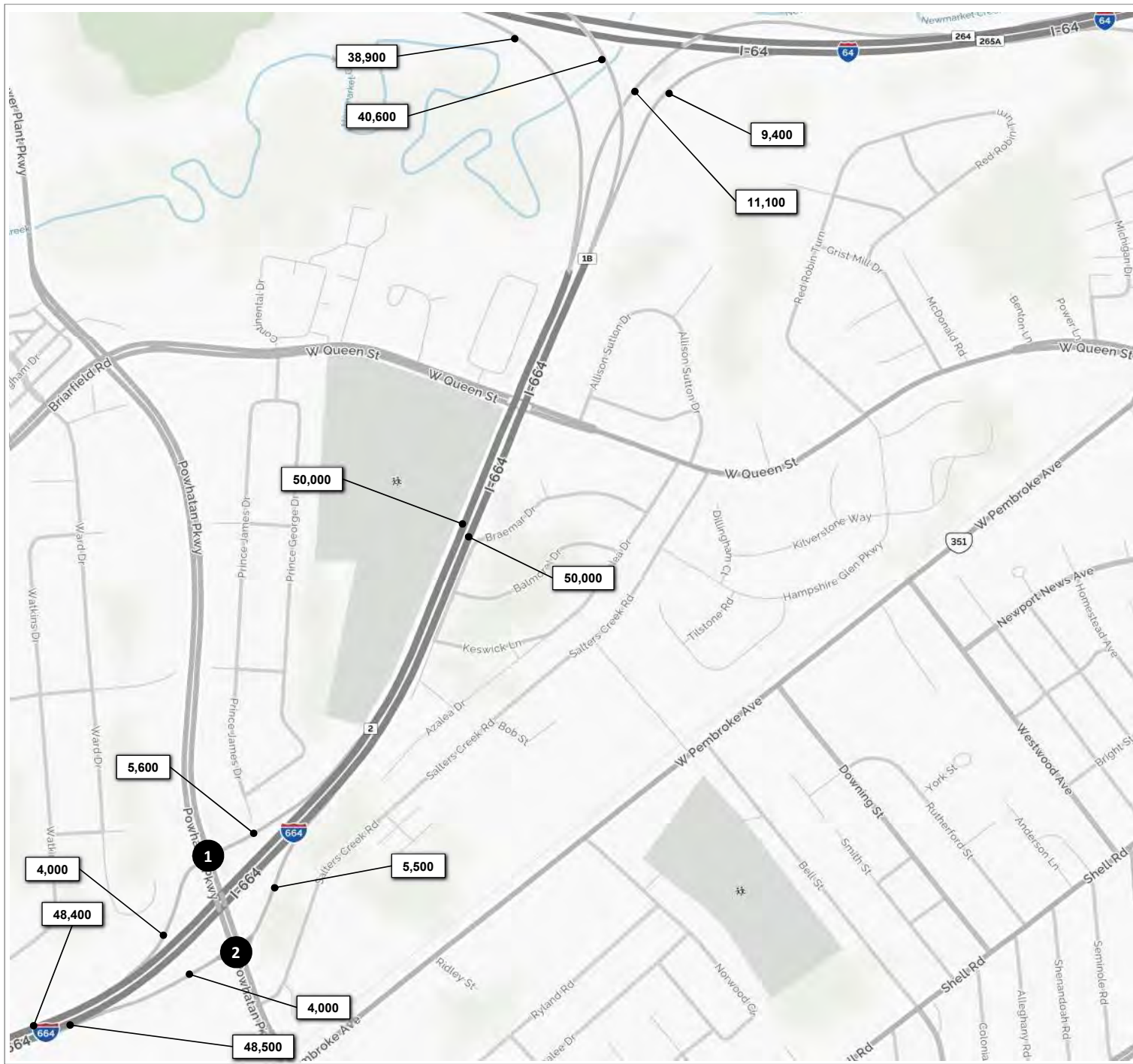


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure N.1-4



<b>1</b>				
	1,300	4,300	T 5,300	
R		L	L 2,200	
			Powhatan Pkwy	
	4,800	T		
	1,800	R		
			I-664 Ramp	

<b>2</b>					
		I-664 Ramp	R 4,800		
			T 5,600		
		Powhatan Pkwy			
	700	L	L	R	
	8,400	T	1,900	2,100	

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-5



<b>1</b>					
4,200		2,000			
R	T	L	T	7,400	
			L	1,200	
			Aberdeen Road		
			I-664 Ramp		
			8,600	T	
			3,400	R	

<b>2</b>					
			I-64 Ramp		
			R	2,500	
			T	5,600	
			Aberdeen Road		
			3,200	L	
			7,400	T	
			L	3,000	
			R	700	

<b>3</b>					
3,100		2,700			
R	T	L	R	2,100	
			L		
			Chestnut Avenue		
			L		
			4,700	T	
			400	R	
			L	T	R
					300

<b>4</b>					
			R	3,300	
			T	2,100	
			L		
			Chestnut Avenue		
			L	T	R
			2,200	L	
			5,500	T	
				R	

<b>5</b>					
700		2,300			
R	T	L	R	500	
			T	2,500	
			L	500	
			Chestnut Avenue		
			L	T	R
			600	L	
			2,800	T	
			2,100	R	
			L	T	R
			2,200	2,300	300

<b>6</b>					
100		200			
R	T	L	R	100	
			T	1,800	
			L	600	
			Roanoke Avenue		
			L	T	R
			200	L	
			800	T	
			1,200	R	

<b>7</b>					
			R	1,400	
			L		
			Roanoke Avenue		
			L	T	R
				L	
			900	T	
				R	
			L	T	R
			1,100		800

<b>8</b>					
300		4,300			
R	T	L	R	400	
			T	700	
			L	300	
			Roanoke Avenue		
			L	T	R
			200	L	
			1,100	T	
			400	R	
			L	T	R
			400	4,200	300

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-6





<b>1</b>					
	700	11,400		T 4,100	
R			L	4,900	35th Street
		Huntington Ave			

<b>2</b>					
	9,500	6,800			
			T	L	34th Street
		Huntington Ave			
	5,100		T		
	400		R		

<b>3</b>					
	500	9,500	500	R 500	
R			L	T 600	
		Huntington Ave		L 300	28th Street
	900		T		
	400		R		

<b>4</b>					
	1,500	8,200		T 4,400	
R			L	2,600	26th Street
		Huntington Ave			

<b>5</b>					
	1,500	100	9,000		
R			L		23rd Street
		Huntington Ave			
	3,900		T		
	400		R		

<b>6</b>					
	4,900	400		R 700	
			L	T 200	36th Street
		Jefferson Ave			
	4,800		L		
	500		T		
	200		R		

<b>7</b>					
	5,100	200			
			T	L	35th Street
		Jefferson Ave			
	400		L		
	400		T		
	300		R		

<b>8</b>					
	3,900	900			
			T	L	27th Street
		Jefferson Ave			
	1,600		L		
	700		T		
	1,600		R		

<b>9</b>					
	1,200	4,300		R 500	
R			L	T 1,700	
		Jefferson Ave		L 400	26th Street
			L		
			T		
			R		

<b>10</b>					
	3,800	900			
			T	L	25th Street
		Jefferson Ave			
	1,100		L		
	1,300		T		
	800		R		

**Legend**

xx,xxx Weekday Daily Volume

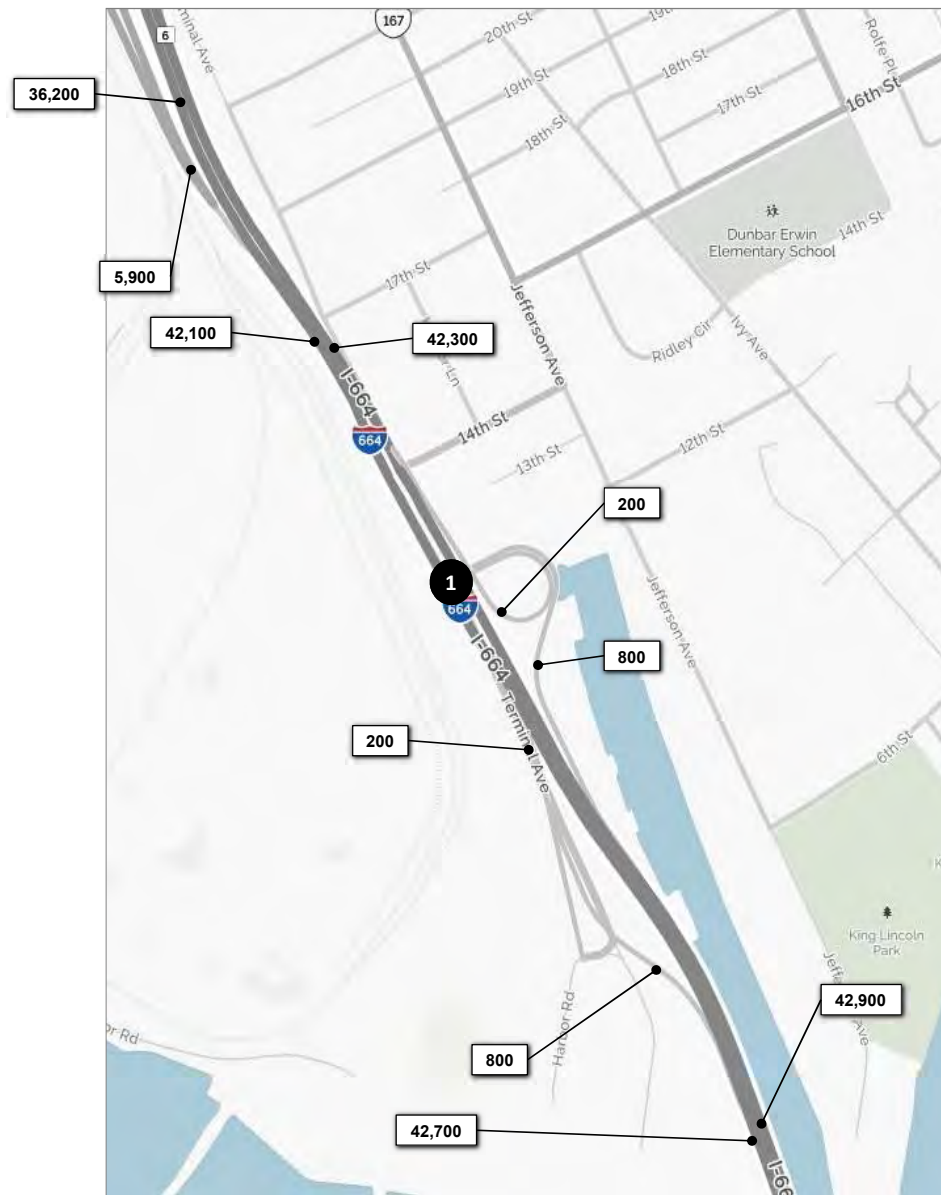


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-7



1	4,000	100	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-8



<b>1</b>			R	200		
			T	12,100		
			L	400		
	<b>R</b>	<b>T</b>	<b>L</b>			
		1,400	L			
		21,400	T			
		900	R			
				L	T	R
				300	400	1,000

<b>2</b>						
				T	12,700	
				L	6,400	
	<b>US 17</b>					
		12,200	T			
		10,200	R			

**Legend**

xx,xxx Weekday Daily Volume

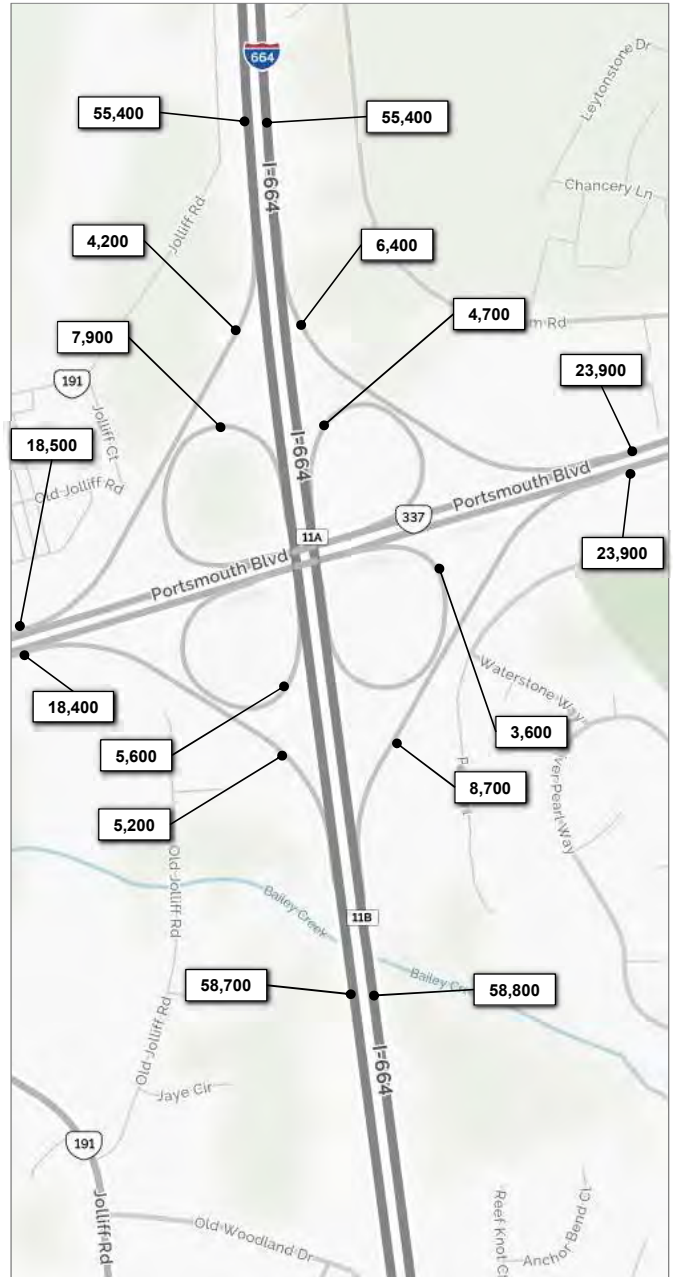
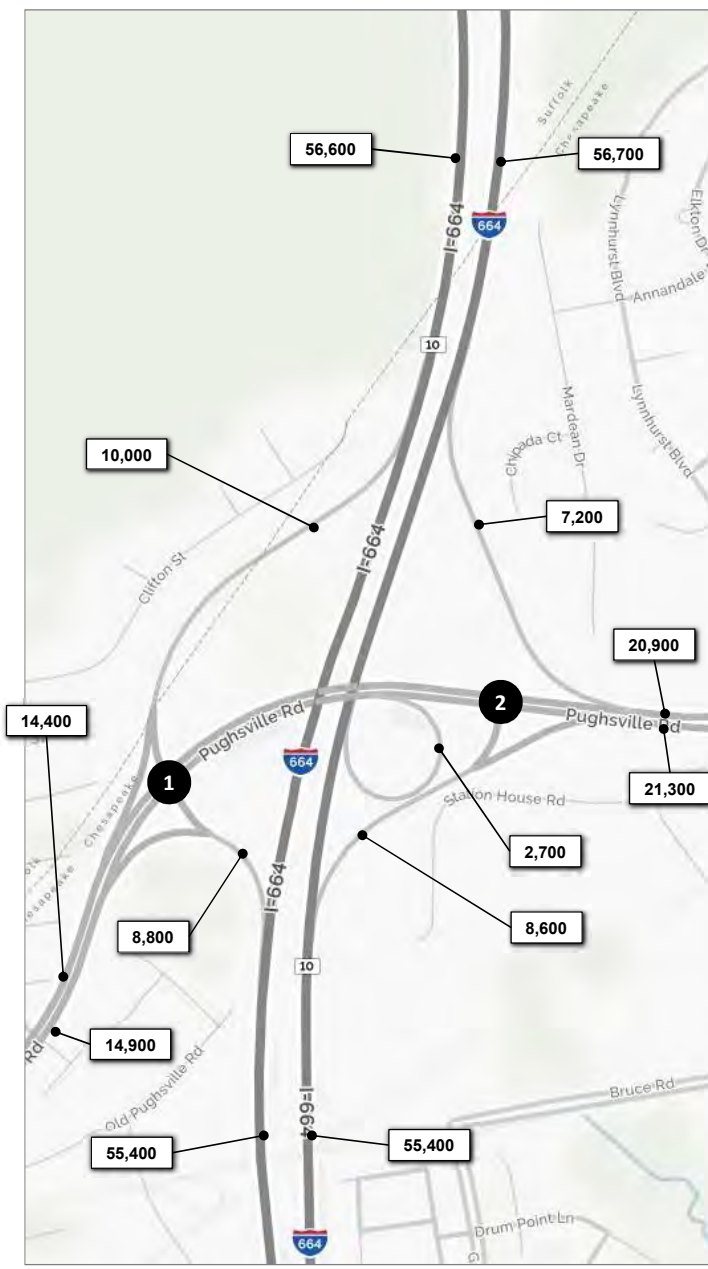


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-9



1	3,400	6,600	T 11,000	
	R	L	L 5,600	
			Pughsville Road	
			11,700 T	
			3,200 R	

2			R 7,200	
			T 13,700	
Pughsville Road			L	R
			15,600 T	
			2,700 R	
			2,900	5,700

3	2,900	1,600	T 4,500	
	R	L	L 2,300	
			Dock Landing Road	
			3,800 T	
			3,600 R	

4			R 1,700	
			T 4,600	
Dock Landing Road			L	R
			1,900 L	
			3,500 T	
			2,200	2,800

**Legend**

xx,xxx Weekday Daily Volume



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-10



<b>1</b>			
100	2,600	R 500	
		T 2,300	
R	L		
W. Military Hwy			
100	L		
	3,000	T	

<b>2</b>			
		T 2,200	
		L 5,600	
W. Military Hwy		L	R
	3,500	T	5,200
	2,100	R	600

<b>3</b>			
100	6,200	T 5,700	
R	L		
S. Military Hwy			
	7,700	T	

<b>4</b>						
1,100	3,000	1,600	R 1,200			
			T 6,600			
			L 1,600			
			L	T	R	
	2,400	L				
	5,400	T	5,400	2,000	1,300	
	3,200	R				

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure N.1-11



<b>1</b>			R	200			
			T	12,100			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	21,400	T	300	400	1,000		
	900	R					

<b>2</b>							
US 17			T	12,700			
			L	6,400			
12,200	T						
10,200	R						

<b>3</b>			R	6,600			
			L	1,400	VA 164 Ramp		
21,500	T						
			14,800				

<b>4</b>							
			T	16,600			
			L	6,300	VA 164 Ramp		
			T	14,800			
			R	1,700			

<b>5</b>			R	8,500			
			T	10,600			
			L	200			
R	T	L	L	T	R		
8,400	100	8,100	100	100	100		
	7,900	L					
	11,000	T					
	200	R					

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure N.1-12



<b>1</b>			
4,200	8,400	R	3,200
		L	3,500
R	T		
		L	T
		2,400	10,300
		Towne Point Road	

<b>2</b>			
8,300	3,600		
T	L		
4,400	L	L	T
3,500	R	8,300	3,400
		Towne Point Road	

<b>3</b>			
2,200	5,800	200	
R	T	L	
	2,200	L	
	400	T	
	2,100	R	
		L	T
		3,000	6,000
			R
			1,600

<b>4</b>			
4,800			
T			
3,800	L		
3,500	R		
		L	T
		Cedar Lane	8,800

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure N.1-13



<b>1</b>			R	100			
100	1,700	100	T	100			
			L	200			
<hr/>			L	T	R		
	100	L					
	100	T	100	1,800	200		
	100	R					

<b>2</b>			V/G Blvd	R	300		
1,800	200		T	100			
			L	100			
<hr/>			L	T	R		
				1,800			

<b>3</b>			300				
			L				VA 164 Ramp
<hr/>			L	T	R		
	1,800	L					
		T	V/G Blvd				

<b>4</b>				T	3,200		
			L	1,000			
<hr/>			L	T	R		
	900	T					
	3,100	R	1,000		600		

<b>5</b>			R	200			
200	100	200	T	1,200			
			L	500			
<hr/>			L	T	R		
	200	L					
	600	T	2,800	100	800		
	700	R					

**Legend**

xx,xxx Weekday Daily Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure N.1-14





<b>1</b>			R	900	
300	2,300	700	T	2,900	
			L	2,300	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,700	T	100	300	800
	200	R			

<b>2</b>			T	1,300
4,800		1,000		
R	L			
Cleveland St				
	4,200	T		

<b>3</b>			R	1,500
700		500	T	600
R	L			
Cleveland St				
	4,600	L		
	600	T		
		R		

<b>4</b>			R	1,000
100	2,900	1,800	T	500
R	T	L	L	700
Woodrow St				
	200	L		
	1,200	T		
	200	R		
		VA-164 Ramp		

**Legend**

xx,xxx Weekday Daily Volume

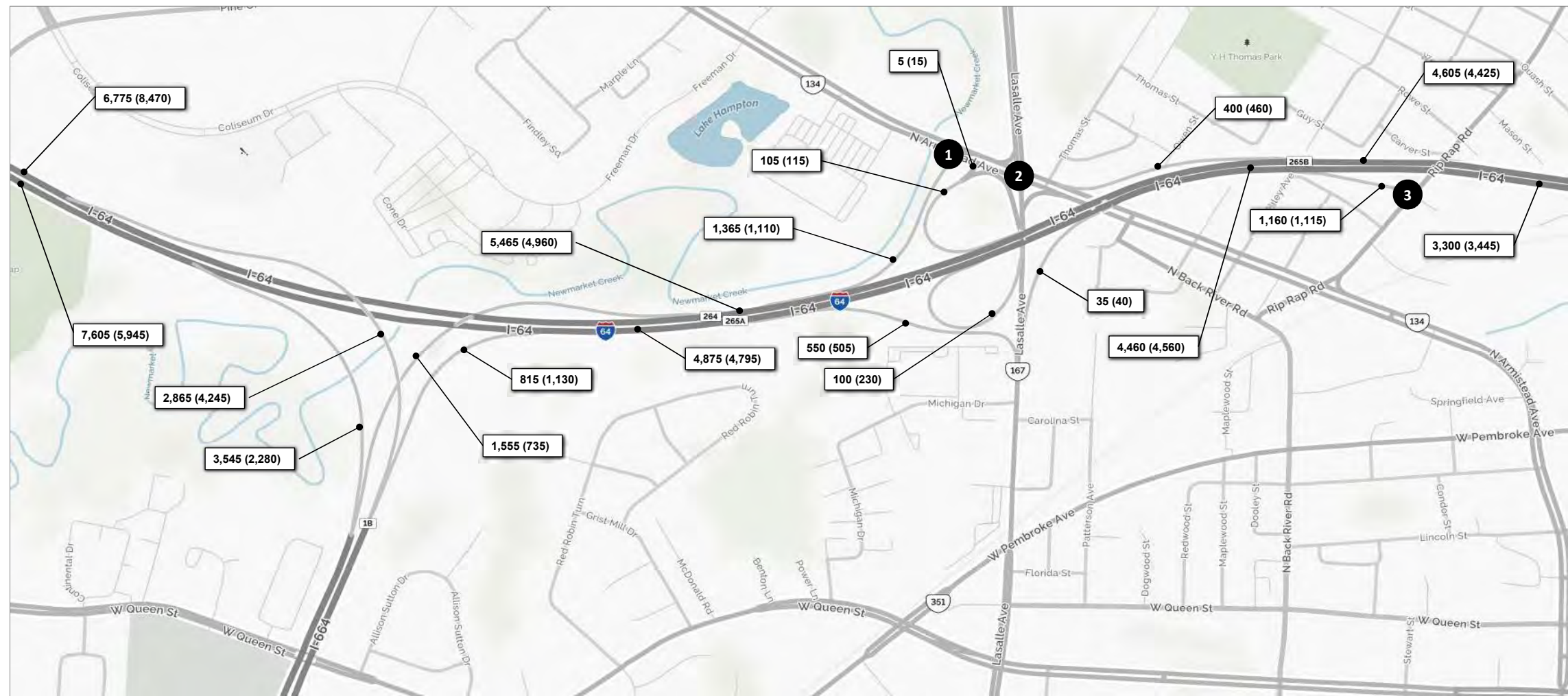


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure N.1-15



1					
	R	T	L	R	T
		775 (1,110)		L	1,045 (885)
	L				
Armistead Ave					
			L		
	820 (1,135)		T		5 (15)
		320 (225)	R		

2					
	R	T	L	R	T
	475 (305)	145 (220)	45 (50)	L	200 (125)
				T	810 (1,090)
				L	35 (50)
Armistead Ave					
		45 (70)	L		
		540 (635)	T		5 (40)
		235 (430)	R		
				L	195 (190)
				T	535 (600)

3			
	R	T	R
	255 (225)		
I-64 Ramp			
	670 (770)	L	
			T
	490 (345)	R	100 (205)
			Rip Rap Rd

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure N.2-1



<b>1</b>	50 (80)	335 (225)	405 (470)			
	R	T	L	T	275 (410)	
Settlers Land ing Rd				L	215 (65)	
				810 (1,180)	T	90 (400)
				310 (115)	R	30 (125)

<b>2</b>				T	490 (475)	
				L	320 (175)	
Settlers Land ing Rd						
				730 (1,460)	T	
				575 (590)	R	

<b>3</b>				R	680 (335)	
				T	640 (410)	
Settlers Land ing Rd				L	155 (270)	
				125 (615)	L	170 (240)
				605 (845)	T	

<b>4</b>	95 (20)	5 (10)	35 (55)			
	R	T	L	T	315 (75)	
S. Mallory St				L	580 (385)	
				80 (400)	T	
				180 (410)	R	

<b>5</b>	200 (40)	0 (0)	180 (235)			
	R	T	L	R	305 (260)	
S. Mallory St				T	680 (390)	
				L	5 (5)	
				45 (305)	L	15 (30)
				65 (140)	T	60 (35)
				5 (10)	R	5 (5)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure N.2-2



1	270 (75)	285 (600)	T	105 (100)
	R	L	L	210 (85)
4th View St				
	65 (585)	T		
	70 (80)	R		

2			R	480 (455)
			T	255 (145)
4th View St				
	40 (485)	L	L	R
	290 (600)	T	60 (40)	70 (75)

3	50 (40)	960 (665)	US 460	
	R	T	L	T
			305 (330)	355 (1,070)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

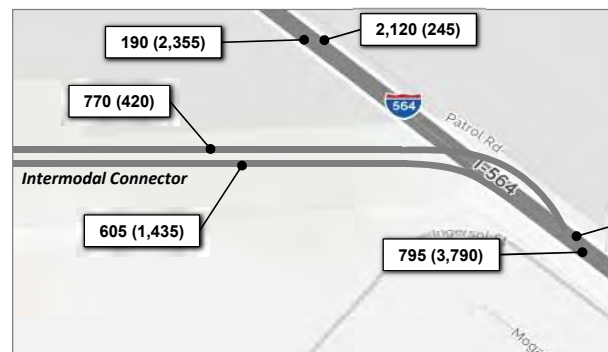


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

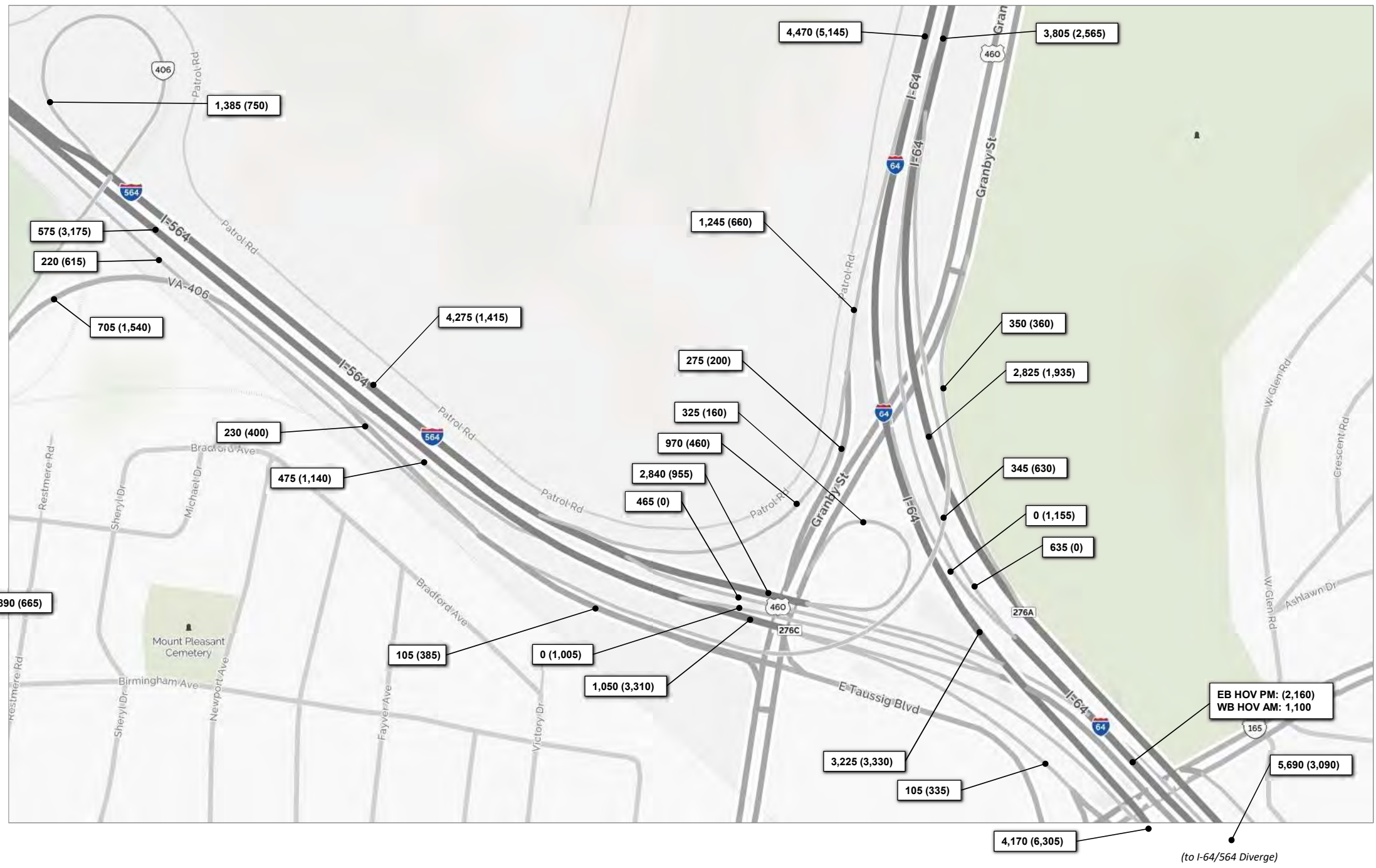
**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**I-64 Corridor**

April 2017

Figure N.2-3



1	160 (245)	160 (895)	Bainbridge Ave	R	T	L	
	R	T					
	Bellinger Blvd			U	L	T	
		5 (5)	U				790 (155)
		280 (110)	L	5 (5)	5 (5)		



**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

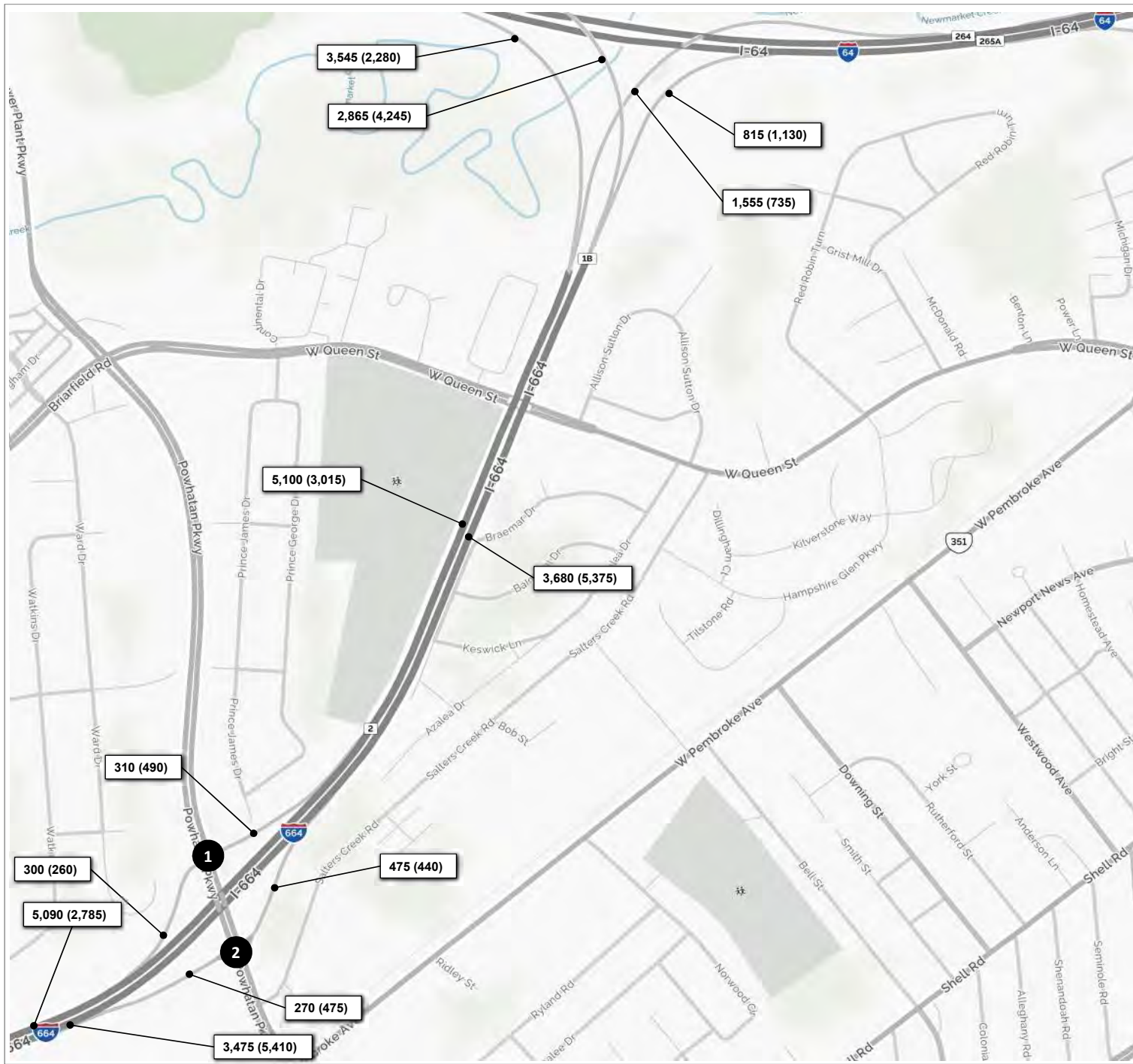


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
 Peak Hour Volumes  
 I-64 Corridor**

April 2017

Figure N.2-4



1	80 (105)	230 (385)	T 300 (540)
	R	L	L 175 (135)
	240 (405)	T	Powhatan Pkwy
	125 (125)	R	
		I-664 Ramp	

2	I-664 Ramp	R 420 (395)
		T 395 (460)
	Powhatan Pkwy	L 80 (215)
		R 190 (260)
		L 55 (45)
		T 415 (745)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

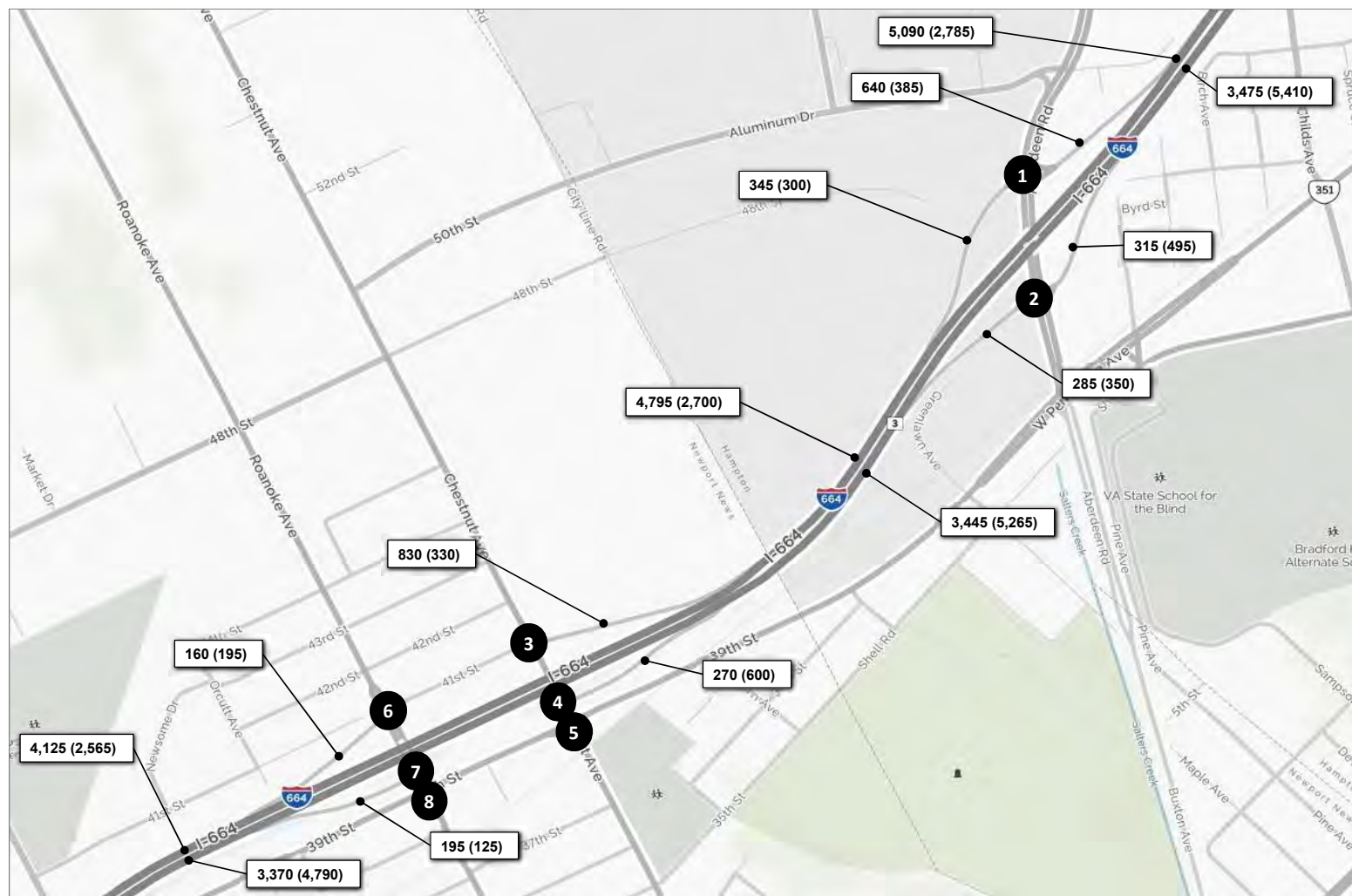


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure N.2-5



1	480 (225)	160 (160)	T 430 (635)	
	R	L	L 100 (100)	
			Aberdeen Road	
			L	R
			150 (325)	95 (105)
			415 (645)	190 (245)
			L	R
			405 (810)	245 (200)
			T	R
			245 (200)	405 (810)
			R	L

2	I-64 Ramp		R 165 (170)	
	Aberdeen Road		T 340 (490)	
			L	R
			150 (325)	95 (105)
			415 (645)	190 (245)
			L	R
			405 (810)	245 (200)
			T	R
			245 (200)	405 (810)
			R	L

3	420 (175)	410 (155)	R 95 (205)	
	R	L	L	
			Chestnut Avenue	
			L	R
			305 (375)	30 (35)
			55 (25)	55 (25)
			T	R
			55 (25)	305 (375)
			R	L

4	R		R 170 (410)	
	T		T 95 (205)	
			L	R
			100 (190)	30 (35)
			645 (375)	645 (375)
			L	R
			645 (375)	100 (190)
			T	R
			100 (190)	645 (375)
			R	L

5	50 (60)	220 (165)	R 30 (50)	
	R	L	T 130 (255)	
			L 20 (45)	
			Chestnut Avenue	
			L	R
			25 (65)	20 (35)
			175 (215)	120 (285)
			T	R
			445 (95)	85 (300)
			R	L

7	R		R 80 (190)	
	T		L	
			L	R
			105 (95)	80 (85)
			105 (95)	115 (40)
			L	R
			105 (95)	80 (85)
			T	R
			105 (95)	105 (95)
			R	L

6	10 (10)	35 (10)	R 5 (5)	
	R	L	T 110 (150)	
			L 45 (120)	
			Roanoke Avenue	
			L	R
			25 (30)	15 (20)
			95 (90)	195 (555)
			T	R
			80 (65)	15 (20)
			R	L

8	20 (25)	635 (250)	R 10 (30)	
	R	L	T 45 (130)	
			L 30 (30)	
			Roanoke Avenue	
			L	R
			20 (35)	15 (20)
			110 (85)	195 (555)
			T	R
			90 (15)	15 (20)
			R	L

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

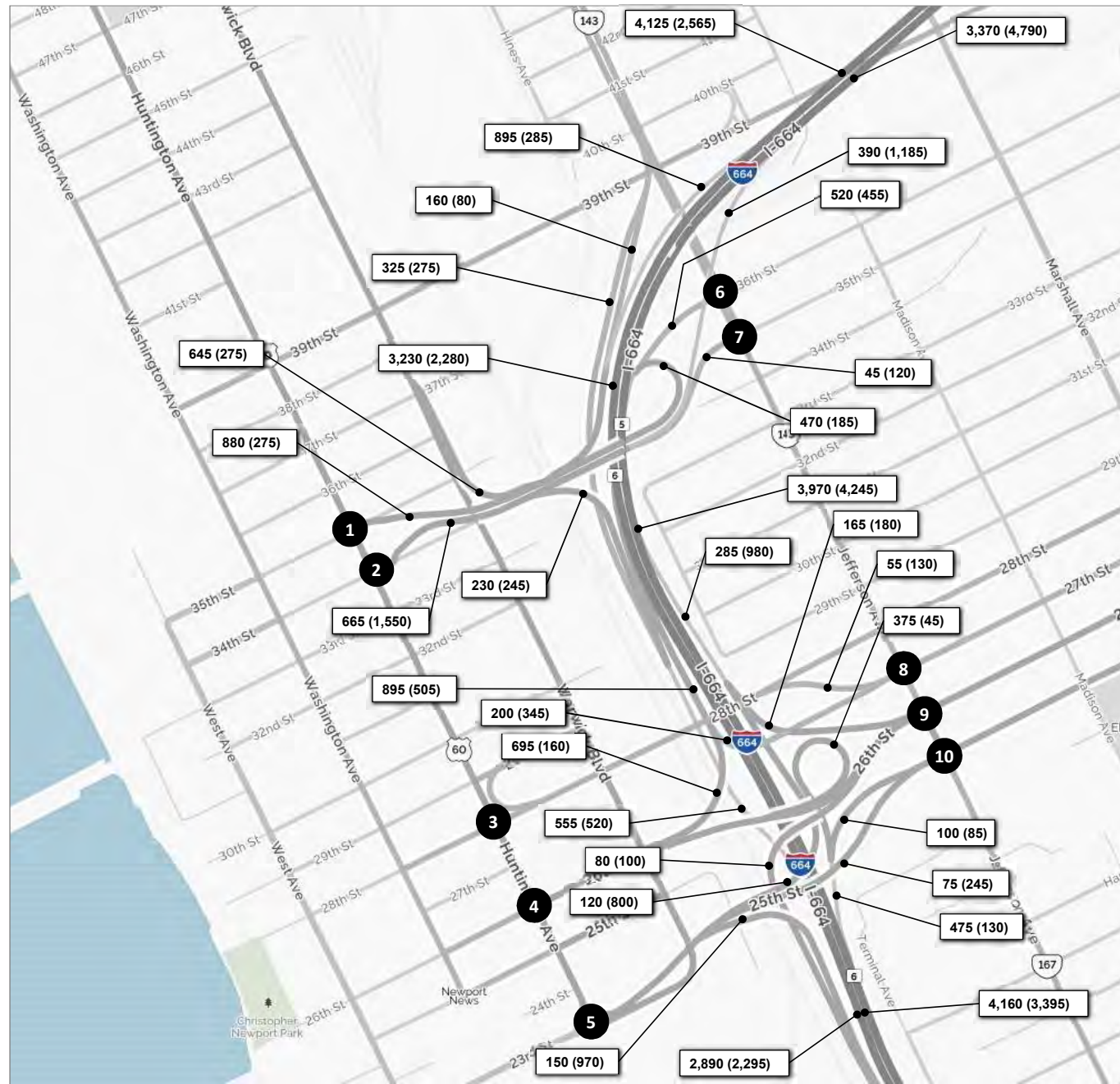


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure N.2-6



1	90 (35)	1,130 (1,396)		T	395 (105)	
	R	T	L	L	485 (170)	35th Street
Huntington Ave						

2	1,295 (595)	480 (1,020)				34th Street														
	T	L																		
Huntington Ave																				
<table border="1"> <tr> <td>255 (670)</td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>40 (25)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							255 (670)	T						40 (25)	R					
255 (670)	T																			
40 (25)	R																			

3	55 (10)	805 (950)	15 (40)	R	55 (20)															
	R	T	L	T	35 (30)	28th Street														
Huntington Ave																				
<table border="1"> <tr> <td>40 (90)</td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>20 (35)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							40 (90)	T						20 (35)	R					
40 (90)	T																			
20 (35)	R																			

4	110 (70)	540 (1,190)		T	690 (250)	
	R	T	L	L	465 (75)	26th Street
Huntington Ave						

5	315 (30)	5 (10)	235 (1,360)			23rd Street														
	R	T	L																	
Huntington Ave																				
<table border="1"> <tr> <td>110 (655)</td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>15 (75)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							110 (655)	T						15 (75)	R					
110 (655)	T																			
15 (75)	R																			

6	320 (490)	25 (45)		R	45 (40)																						
	T	L		T	15 (10)	36th Street																					
Jefferson Ave																											
<table border="1"> <tr> <td>320 (410)</td> <td>L</td> <td></td> <td></td> <td>T</td> <td>225 (485)</td> <td></td> </tr> <tr> <td>190 (35)</td> <td>T</td> <td></td> <td></td> <td>T</td> <td>5 (20)</td> <td></td> </tr> <tr> <td>10 (10)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							320 (410)	L			T	225 (485)		190 (35)	T			T	5 (20)		10 (10)	R					
320 (410)	L			T	225 (485)																						
190 (35)	T			T	5 (20)																						
10 (10)	R																										

7	325 (495)	20 (15)				35th Street																					
	T	L																									
Jefferson Ave																											
<table border="1"> <tr> <td>15 (45)</td> <td>L</td> <td></td> <td></td> <td>T</td> <td>215 (460)</td> <td></td> </tr> <tr> <td>10 (40)</td> <td>T</td> <td></td> <td></td> <td>T</td> <td>10 (15)</td> <td></td> </tr> <tr> <td>20 (35)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							15 (45)	L			T	215 (460)		10 (40)	T			T	10 (15)		20 (35)	R					
15 (45)	L			T	215 (460)																						
10 (40)	T			T	10 (15)																						
20 (35)	R																										

8	235 (420)	45 (90)				27th Street																					
	T	L																									
Jefferson Ave																											
<table border="1"> <tr> <td>100 (130)</td> <td>L</td> <td></td> <td></td> <td>T</td> <td>135 (275)</td> <td></td> </tr> <tr> <td>60 (160)</td> <td>T</td> <td></td> <td></td> <td>T</td> <td>20 (20)</td> <td></td> </tr> <tr> <td>95 (185)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							100 (130)	L			T	135 (275)		60 (160)	T			T	20 (20)		95 (185)	R					
100 (130)	L			T	135 (275)																						
60 (160)	T			T	20 (20)																						
95 (185)	R																										

9	95 (125)	235 (480)		R	35 (50)																						
	R	T		T	165 (155)	26th Street																					
Jefferson Ave																											
<table border="1"> <tr> <td></td> <td>L</td> <td></td> <td></td> <td>L</td> <td>70 (120)</td> <td></td> </tr> <tr> <td></td> <td>T</td> <td></td> <td></td> <td>T</td> <td>120 (245)</td> <td></td> </tr> <tr> <td></td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>								L			L	70 (120)			T			T	120 (245)			R					
	L			L	70 (120)																						
	T			T	120 (245)																						
	R																										

10	185 (405)	55 (100)				25th Street																					
	R	T	L																								
Jefferson Ave																											
<table border="1"> <tr> <td>25 (70)</td> <td>L</td> <td></td> <td></td> <td>T</td> <td>165 (295)</td> <td></td> </tr> <tr> <td>120 (155)</td> <td>T</td> <td></td> <td></td> <td>T</td> <td>15 (25)</td> <td></td> </tr> <tr> <td>30 (105)</td> <td>R</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							25 (70)	L			T	165 (295)		120 (155)	T			T	15 (25)		30 (105)	R					
25 (70)	L			T	165 (295)																						
120 (155)	T			T	15 (25)																						
30 (105)	R																										

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



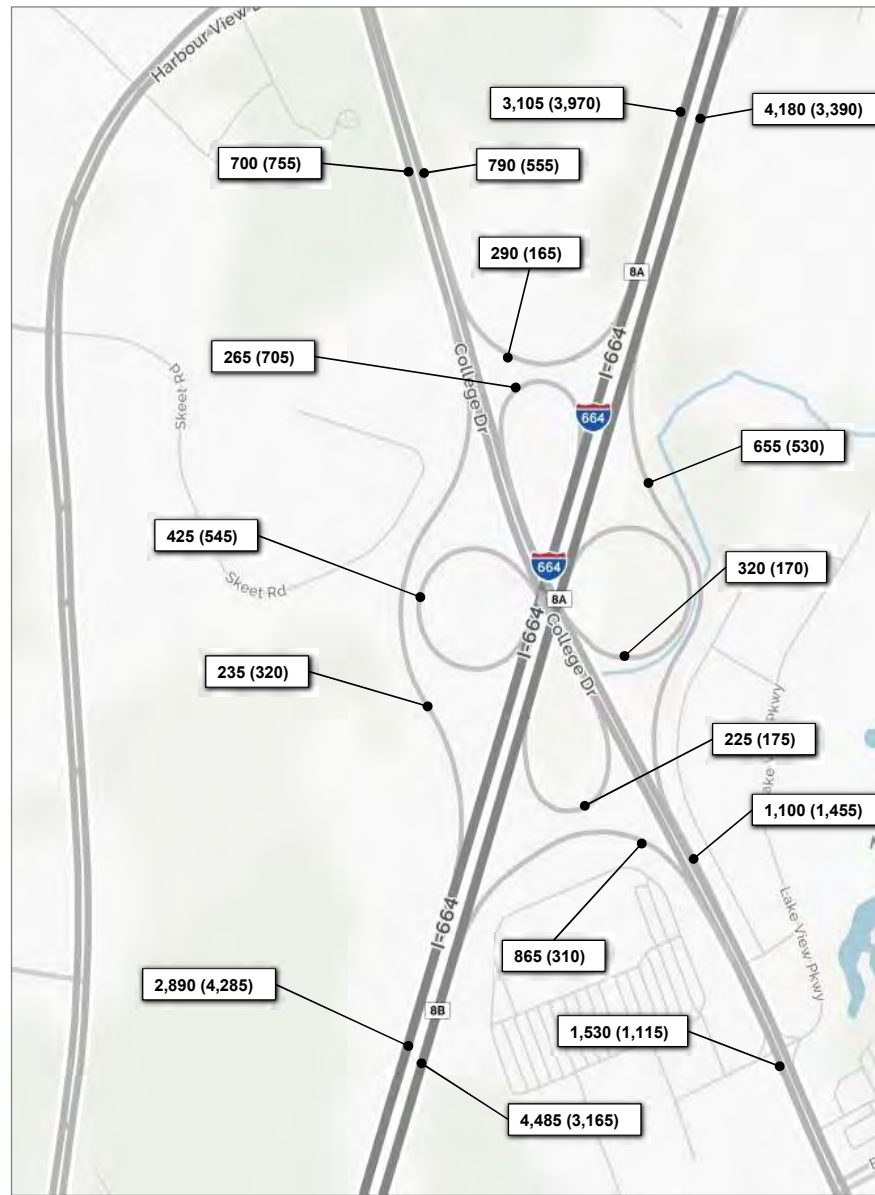
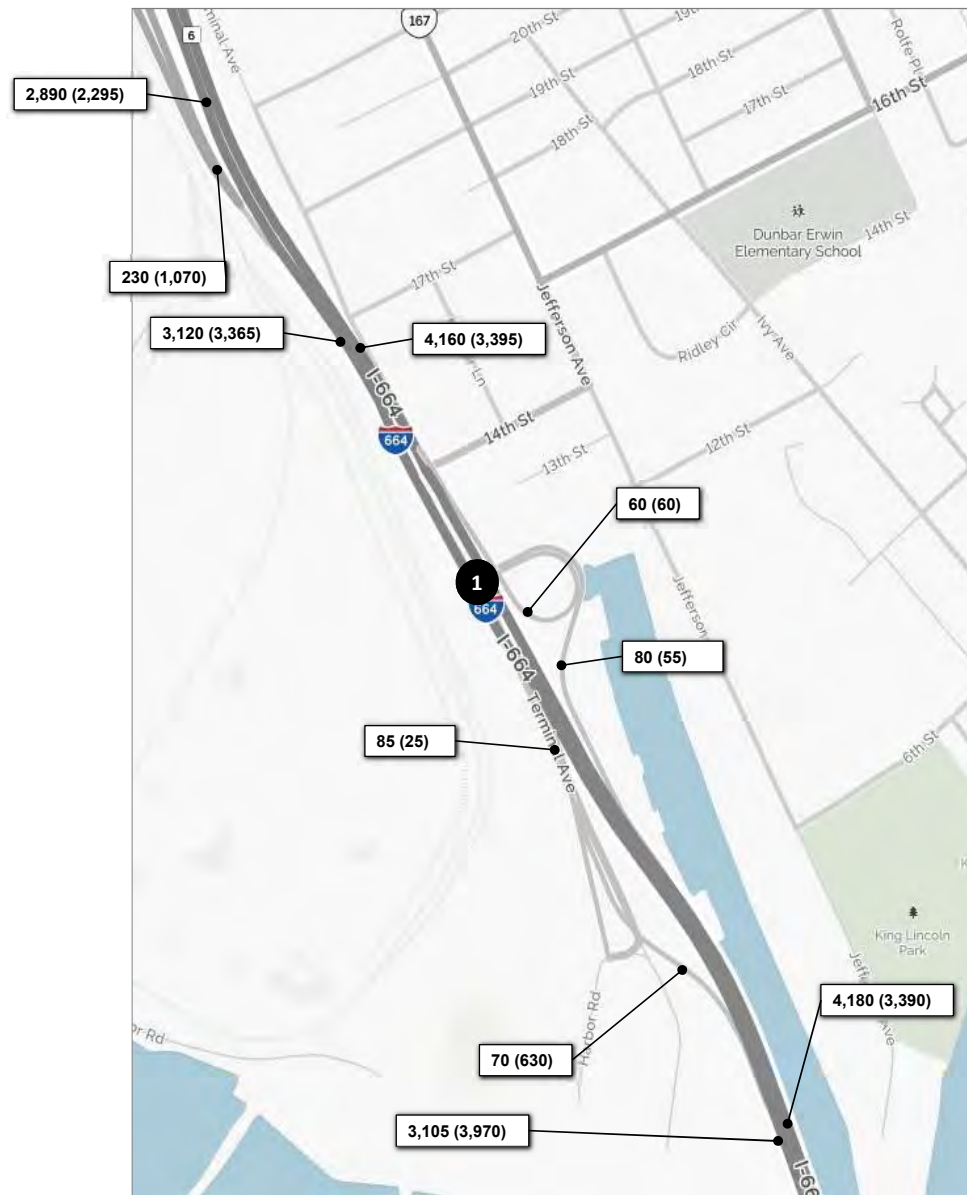
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure N.2-7





1	160 (755)	30 (45)	R	35 (45)
			L	45 (10)
		Terminal Ave	T	R
				35 (25)
				30 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

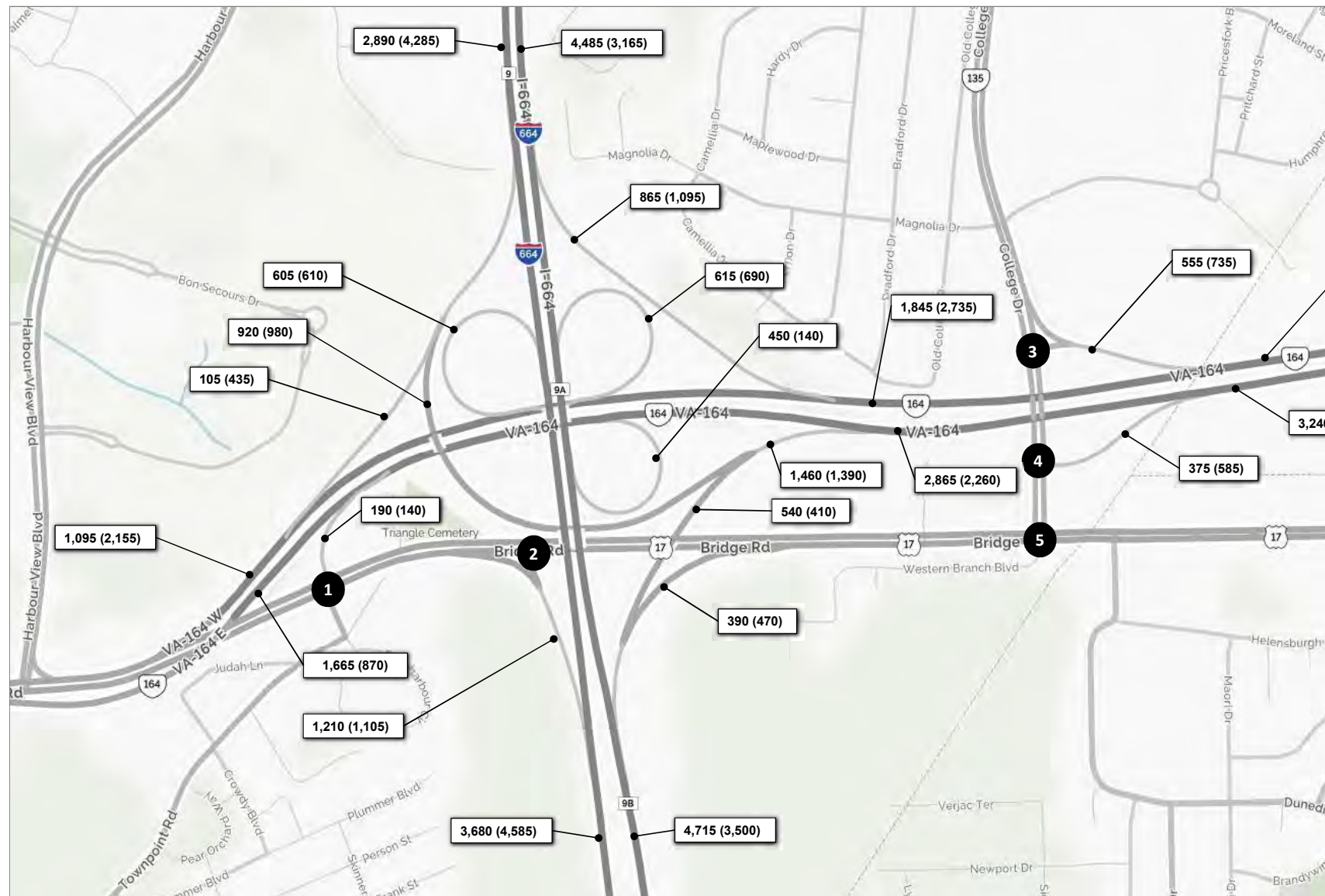


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure N.2-8



<b>1</b>			R	30 (20)
			T	385 (945)
			L	35 (50)
<b>US 17</b>				
	100 (95)	L		
	1,495 (1,365)	T	35 (35)	60 (25)
	50 (130)	R		105 (90)

<b>2</b>			T	450 (1,015)
			L	435 (460)
<b>US 17</b>				
	825 (810)	T		
	775 (645)	R		

<b>3</b>	885 (1,680)		R	445 (555)
			L	110 (180)
			VA 164 Ramp	
<b>T</b>				
			T	660 (1,010)

<b>4</b>	730 (1,365)	265 (495)		
		L		
<b>T</b>				
			VA 164 Ramp	
			T	660 (1,010)
			R	110 (90)
			College Dr	

<b>5</b>	395 (650)	330 (710)	R	335 (615)
	5 (5)	L	T	485 (815)
			L	10 (15)
<b>US 17</b>				
	430 (475)	L		
	775 (790)	T	5 (10)	5 (10)
	10 (15)	R		5 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

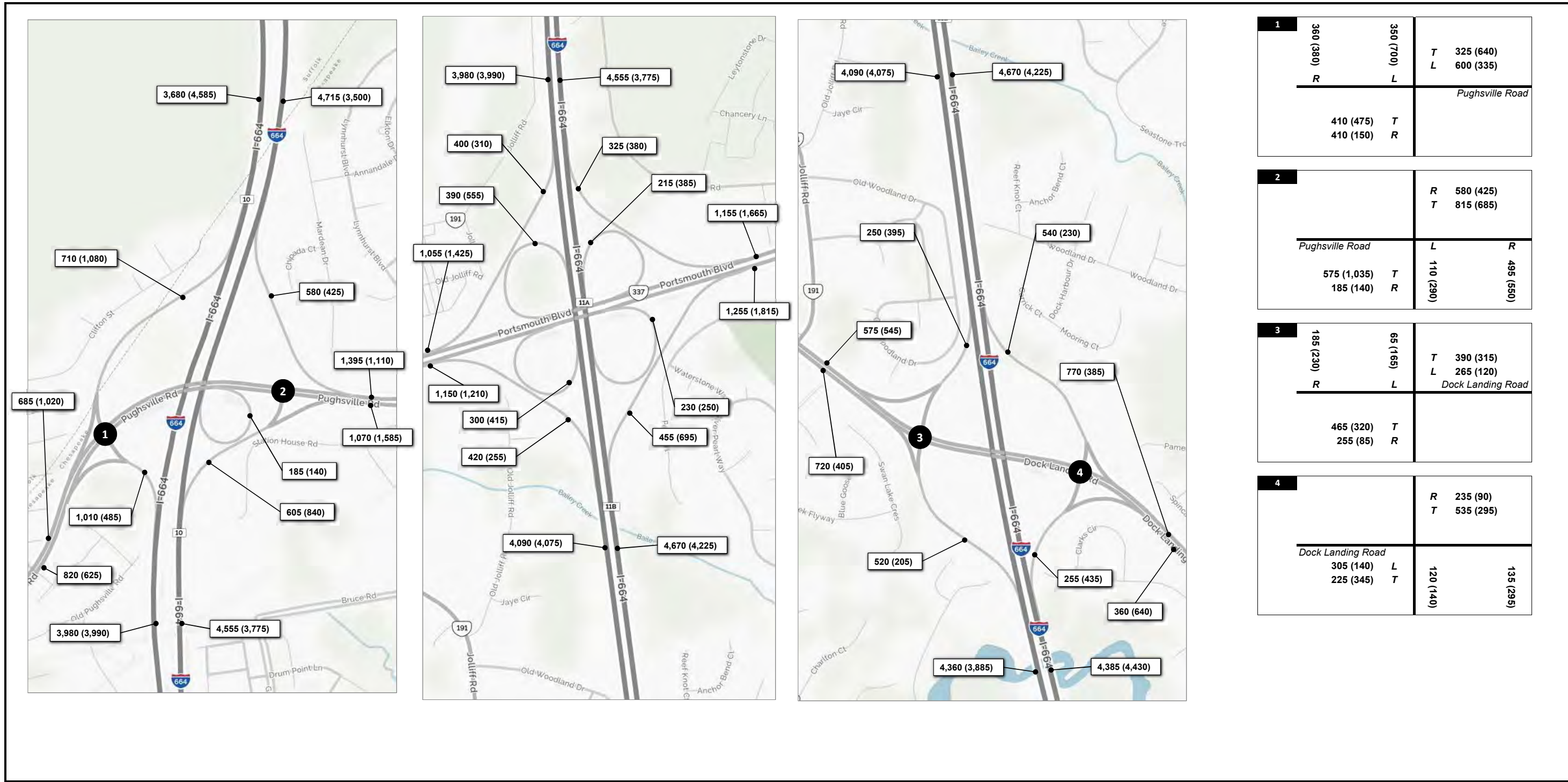


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**I-664 Corridor**

April 2017

Figure N.2-9



1	360 (380)	350 (700)	T	325 (640)
	R	L	L	600 (335)
Pughsville Road				
	410 (475)	T		
	410 (150)	R		

2			R	580 (425)
			T	815 (685)
Pughsville Road				
	575 (1,035)	T	L	R
	185 (140)	R	110 (290)	495 (550)

3	185 (230)	65 (165)	T	390 (315)
	R	L	L	265 (120)
Dock Landing Road				
	465 (320)	T		
	255 (85)	R		

4			R	235 (90)
			T	535 (295)
Dock Landing Road				
	305 (140)	L	L	135 (295)
	225 (345)	T	120 (140)	

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

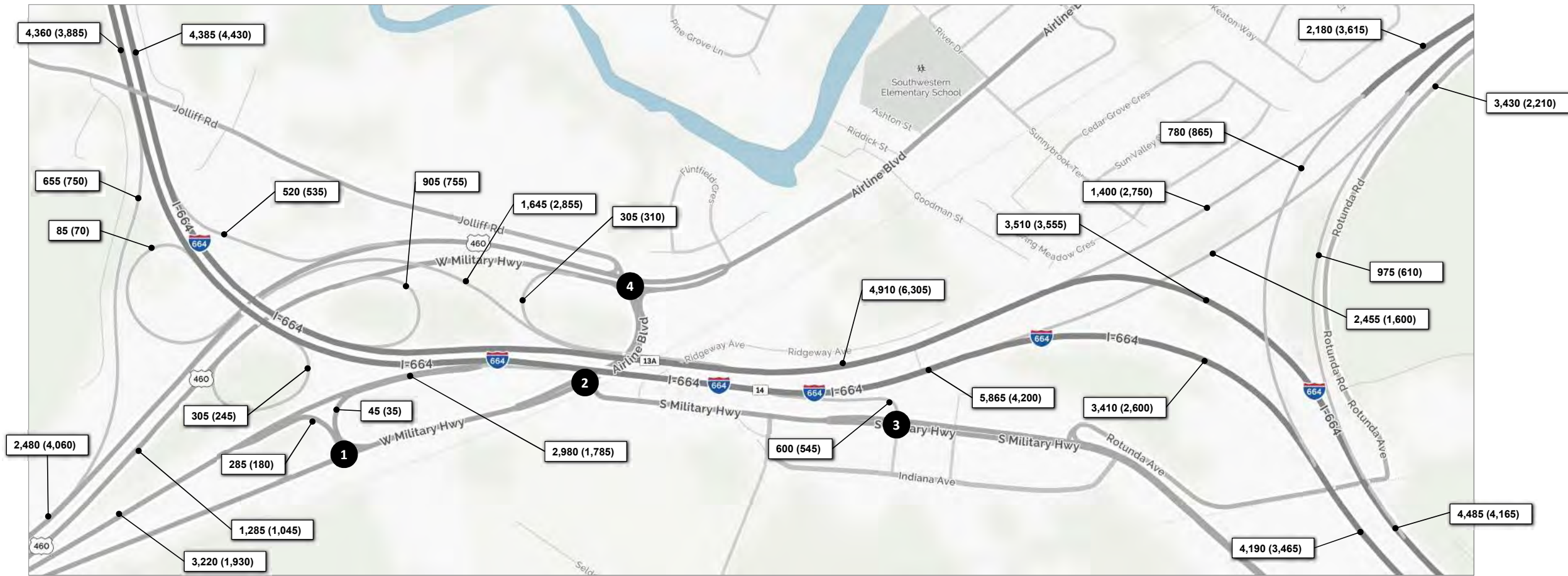


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
 Peak Hour Volumes  
 I-664 Corridor**

April 2017

Figure N.2-10



<b>1</b>			
R	5 (5)	L	280 (175)
W. Military Hwy			
R	165 (245)	L	5 (5)
T		R	40 (30)
		T	180 (180)

<b>2</b>			
L	170 (280)	R	30 (70)
W. Military Hwy			
L	275 (140)	R	190 (140)
T		L	705 (510)

<b>3</b>			
R	980 (650)	L	590 (525)
S. Military Hwy			
T		R	290 (735)

<b>4</b>					
R	345 (180)	L	135 (55)	R	120 (85)
T	365 (345)	T	240 (560)	T	470 (465)
R	280 (320)	R		L	150 (115)
		L		T	
		R		R	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

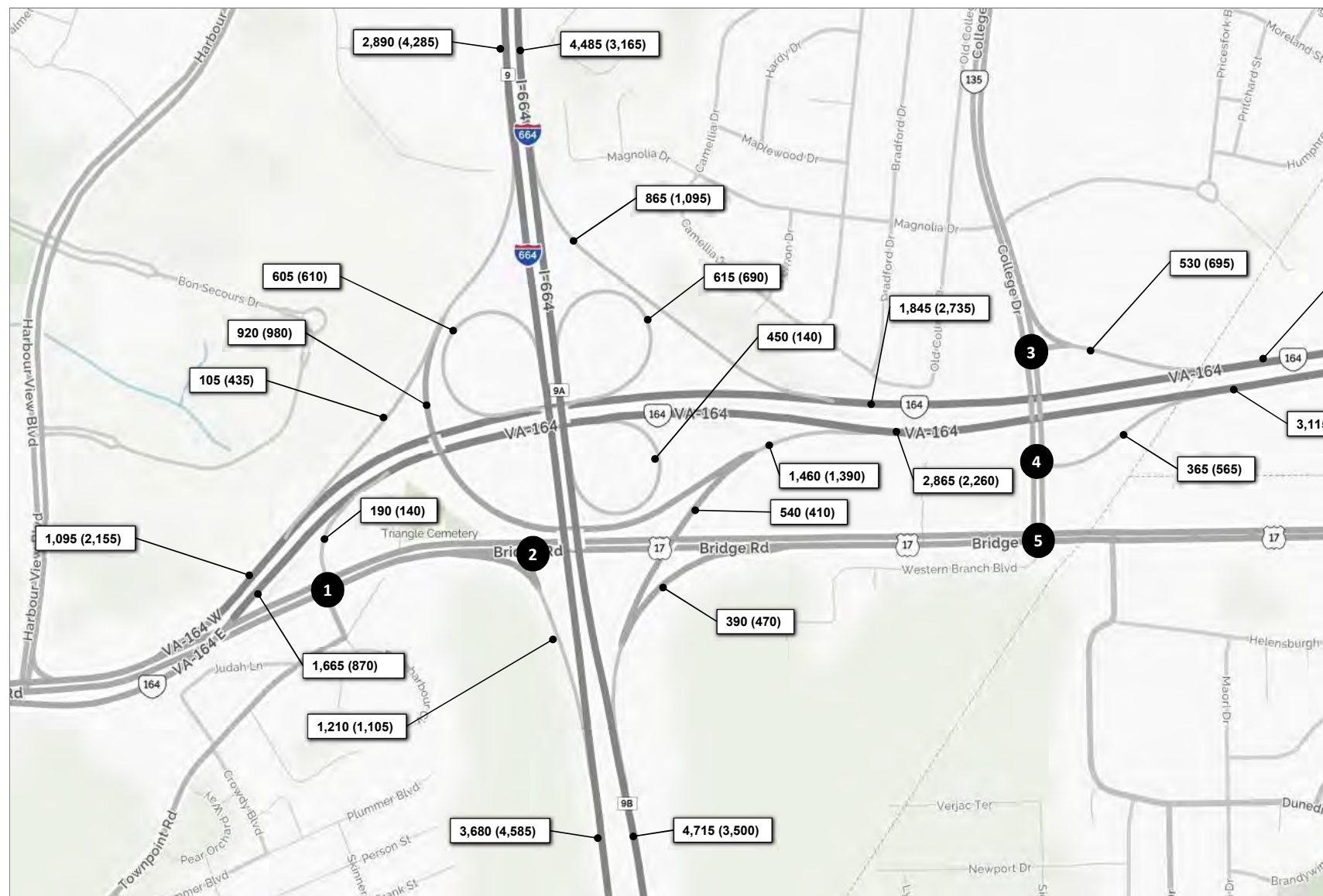


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure N.2-11



<b>1</b>			R	30 (20)
			T	385 (945)
			L	35 (50)
<b>US 17</b>				
	100 (95)	L		
	1,495 (1,365)	T	35 (35)	60 (25)
	50 (130)	R		105 (90)

<b>2</b>			T	450 (1,015)
			L	435 (460)
<b>US 17</b>				
	825 (810)	T		
	775 (645)	R		

<b>3</b>	890 (1,680)		R	430 (530)
			L	100 (165)
			<b>VA 164 Ramp</b>	
			T	665 (1,015)

<b>4</b>	730 (1,365)	260 (480)		
			L	
			<b>VA 164 Ramp</b>	
			T	665 (1,015)
			R	105 (85)

<b>5</b>	395 (650)	5 (5)	330 (710)	R	335 (615)
				T	540 (935)
			L	10 (15)	
	430 (475)	L			
	820 (835)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure N.2-12



<b>1</b>	510 (245)	R	115 (390)
	845 (605)	L	160 (315)
		L	150 (180)
		T	325 (1,110)

<b>2</b>	540 (730)	L	210 (210)
	465 (190)	T	335 (935)
		L	140 (355)
		R	195 (385)

<b>3</b>	305 (190)	L	345 (300)
	590 (395)	T	605 (530)
		L	95 (195)
		T	80 (10)
		R	160 (155)

<b>4</b>	530 (485)	L	835 (755)
		R	455 (465)
		L	615 (220)
		R	455 (465)

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

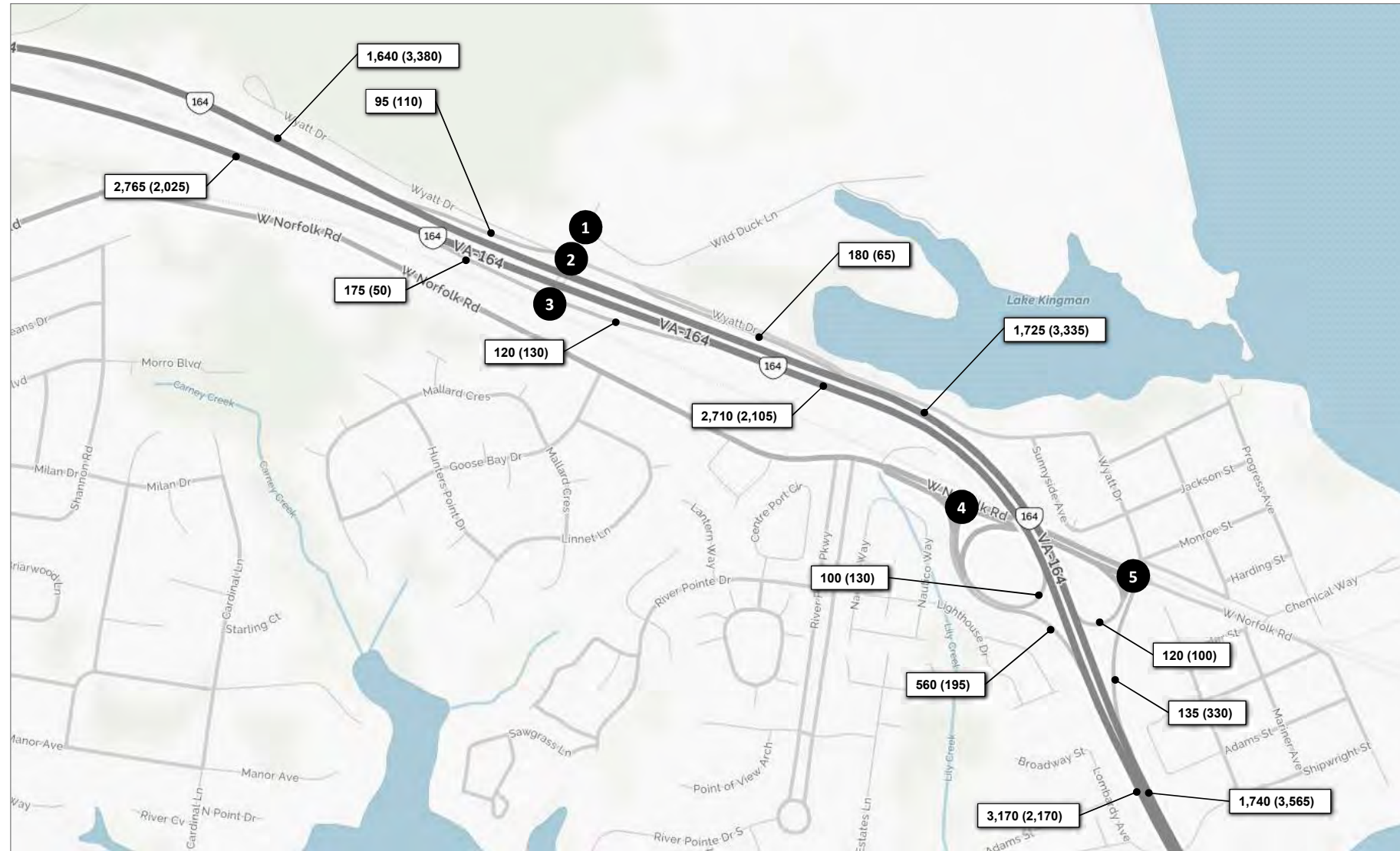


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
 Peak Hour Volumes  
 VA 164 Corridor**

April 2017

Figure N.2-13



1	5 (5)	195 (210)	5 (0)	R	5 (5)
				T	5 (5)
				L	5 (15)
	R	T	L	L	T
		5 (5)	L		325 (105)
		5 (5)	T		
		5 (5)	R	5 (5)	
					30 (15)

2	90 (105)	115 (125)	V/G Blvd	R	185 (75)
				T	5 (5)
				L	5 (5)
	R	T			Wyatt Dr
				L	
				0 (0)	175 (50)
					R

3		120 (130)			
			L		VA 164 Ramp
		175 (50)	L		
		0 (0)	T		
				V/G Blvd	

4				T	85 (290)
				L	50 (90)
				L	R
		130 (70)	T	35 (95)	65 (35)
		510 (105)	R		

5	20 (10)	5 (5)	10 (10)	R	10 (10)
				T	55 (90)
				L	20 (50)
	R	T	L	L	T
		15 (35)	L		70 (40)
		85 (25)	T		
		95 (45)	R	60 (280)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure N.2-14



<b>1</b>						
	5 (20)	30 (35)	65 (65)	R	110 (55)	
				T	180 (235)	
				L	170 (95)	
	R	T	L			
	Cleveland St			L	T	R
		25 (15)	L			
		245 (240)	T	5 (5)	5 (5)	55 (90)
		10 (10)	R			

<b>2</b>						
	365 (300)		280 (15)		T	95 (85)
	R		L			
	Cleveland St					
	365 (395)		T			

<b>3</b>						
	50 (30)		35 (5)		R	80 (155)
				T	45 (55)	
				L		
	R		L			
	Cleveland St					
	575 (390)		L			
	70 (20)		T			
			R			

<b>4</b>						
	5 (5)	50 (40)	155 (95)		R	50 (90)
				T	25 (35)	
				L	45 (100)	
	R	T	L			
	Woodrow St					
		15 (10)	L			
		100 (50)	T			
		10 (15)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume



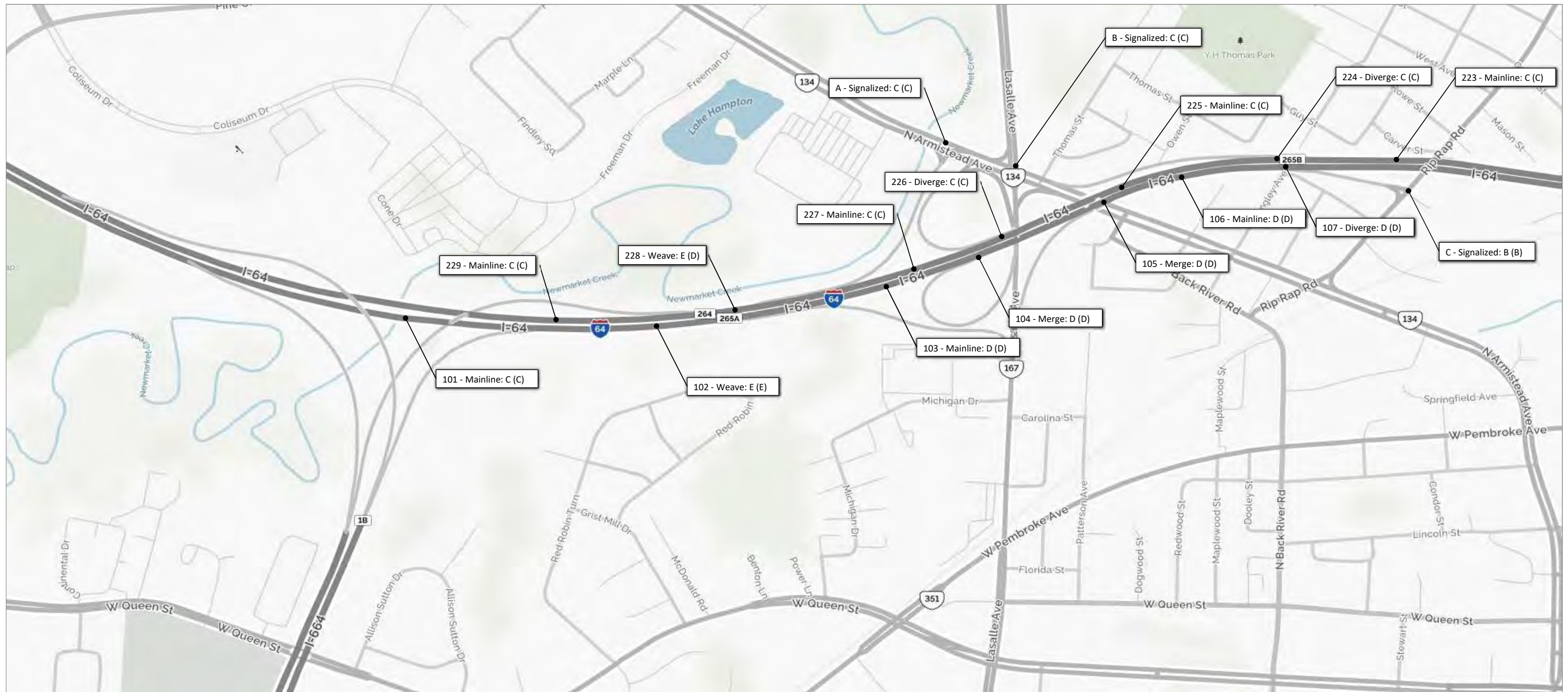
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Peak Hour Volumes**  
**VA 164 Corridor**

April 2017

Figure N.2-15





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

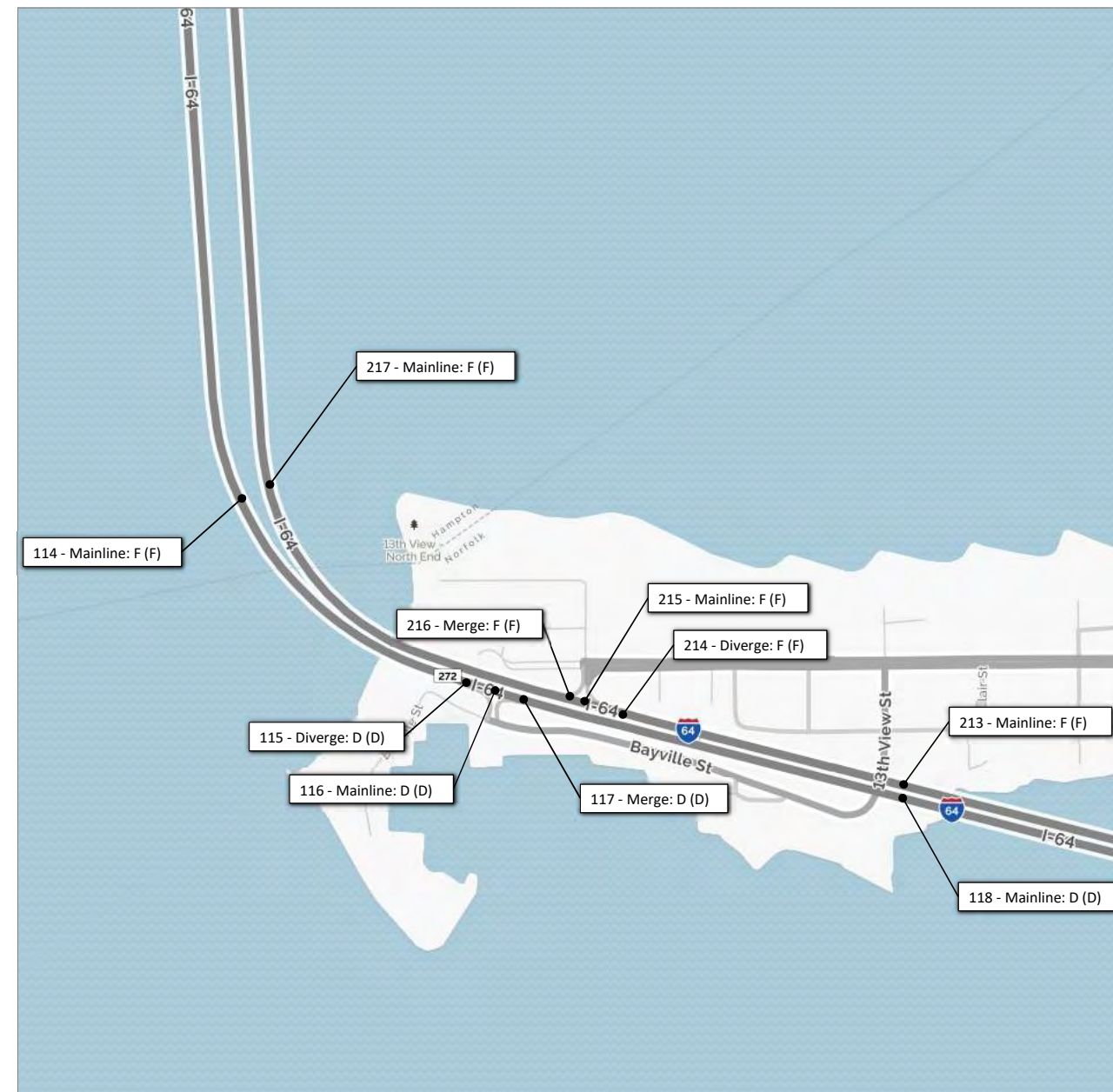


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Level of Service  
I-64 Corridor**

April 2017

Figure N.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

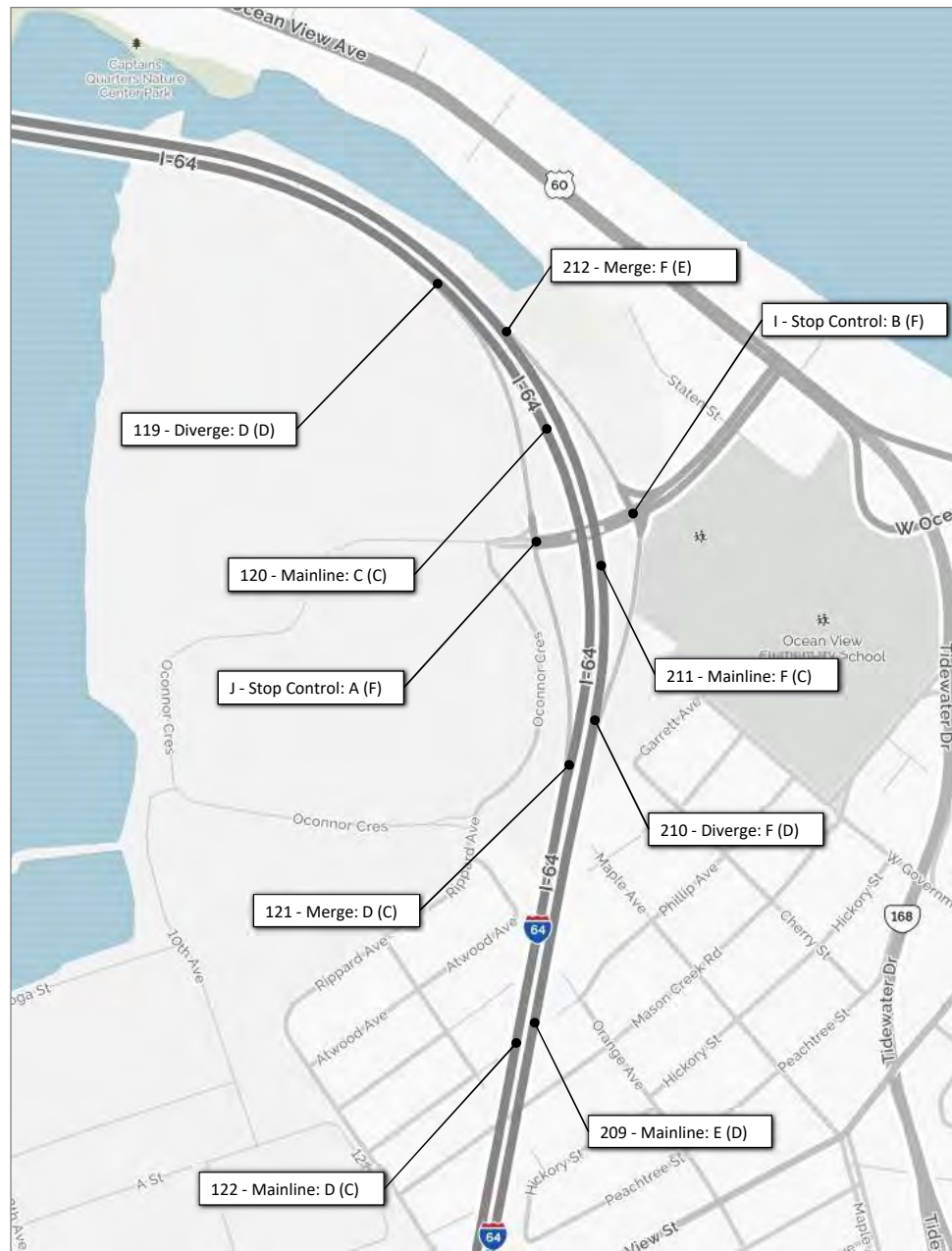


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure N.3-2



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-64 Corridor**

April 2017

Figure N.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

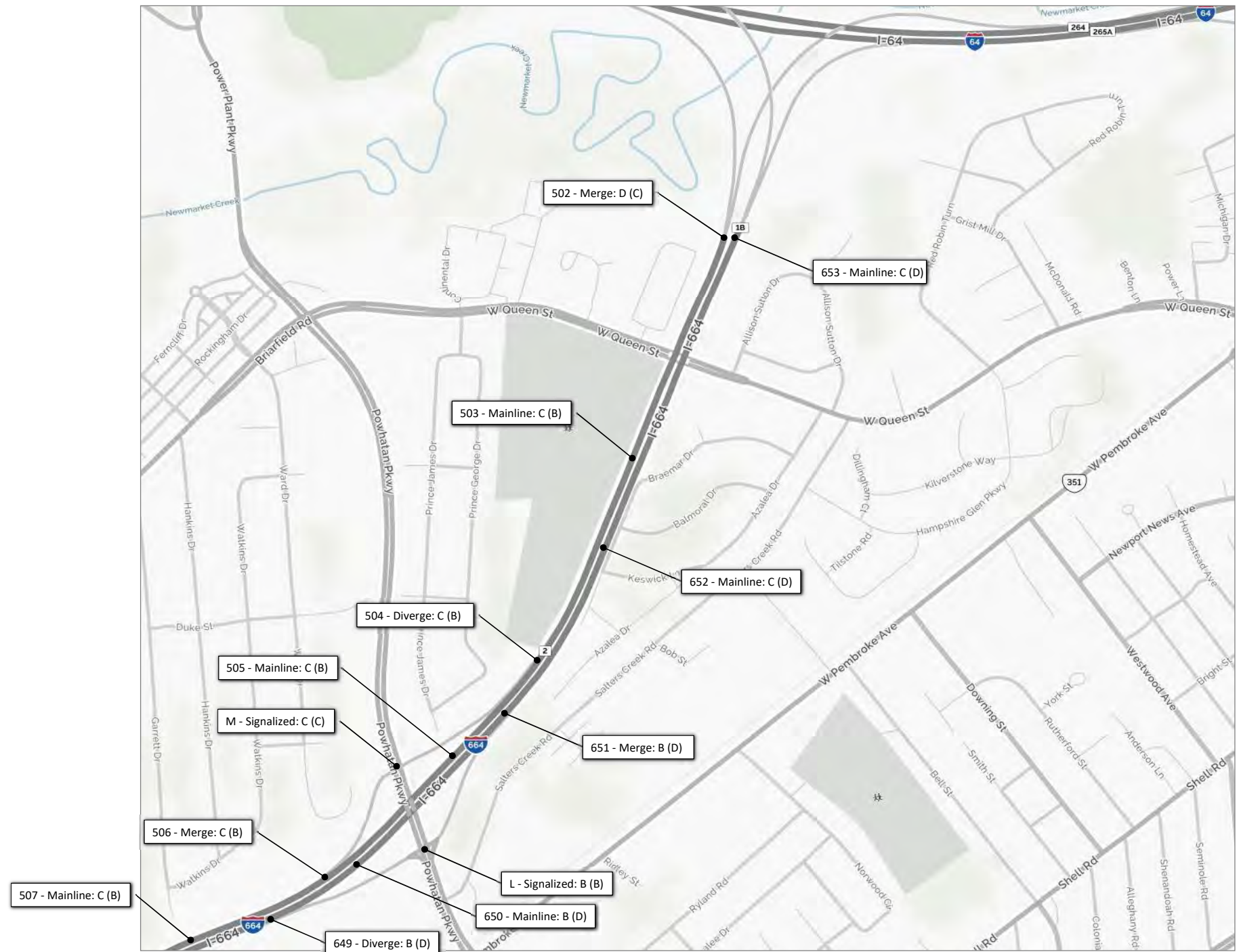


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Level of Service  
I-64 Corridor**

April 2017

Figure N.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure N.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
 Level of Service  
 I-664 Corridor**

April 2017

Figure N.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

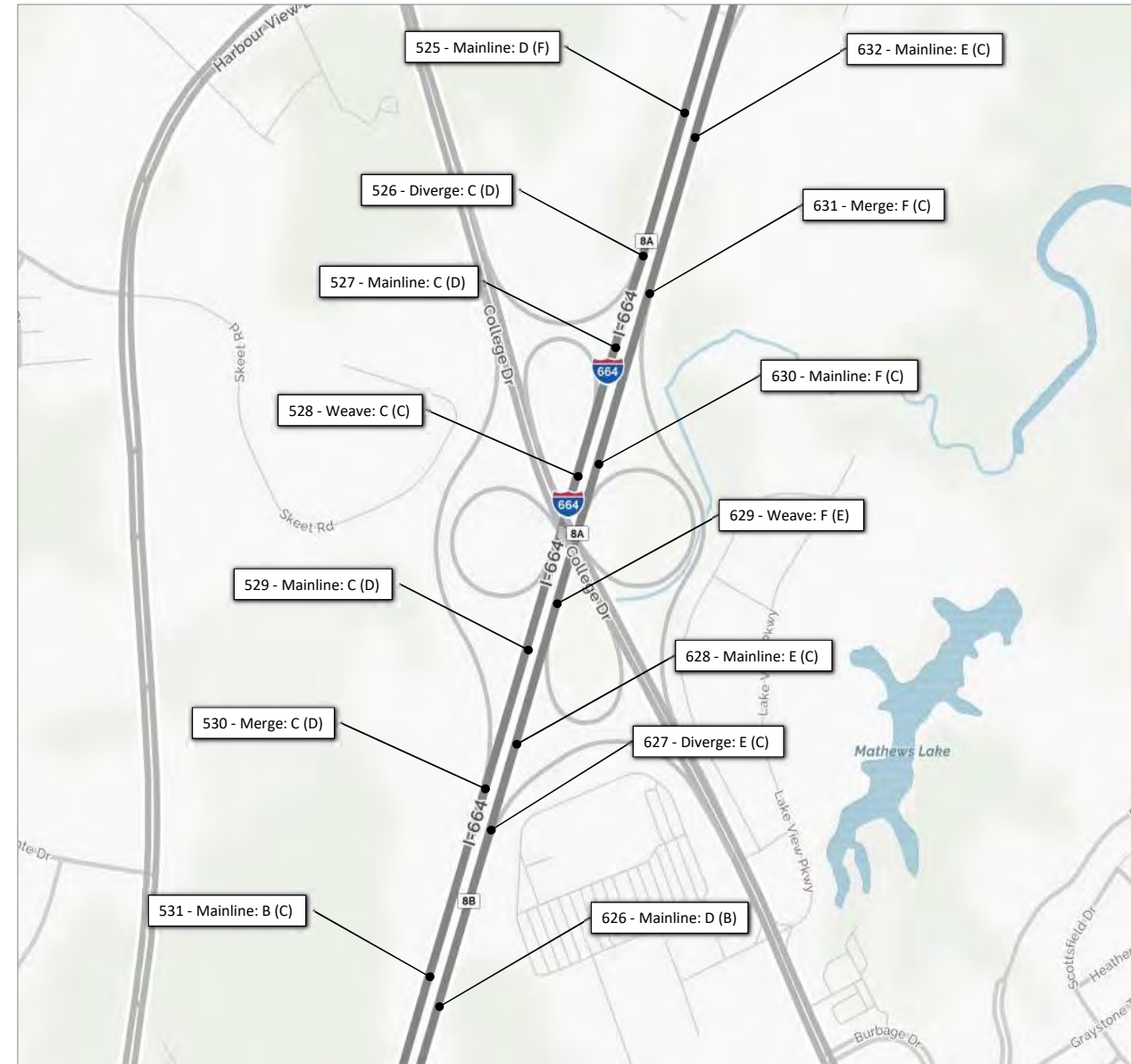


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure N.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



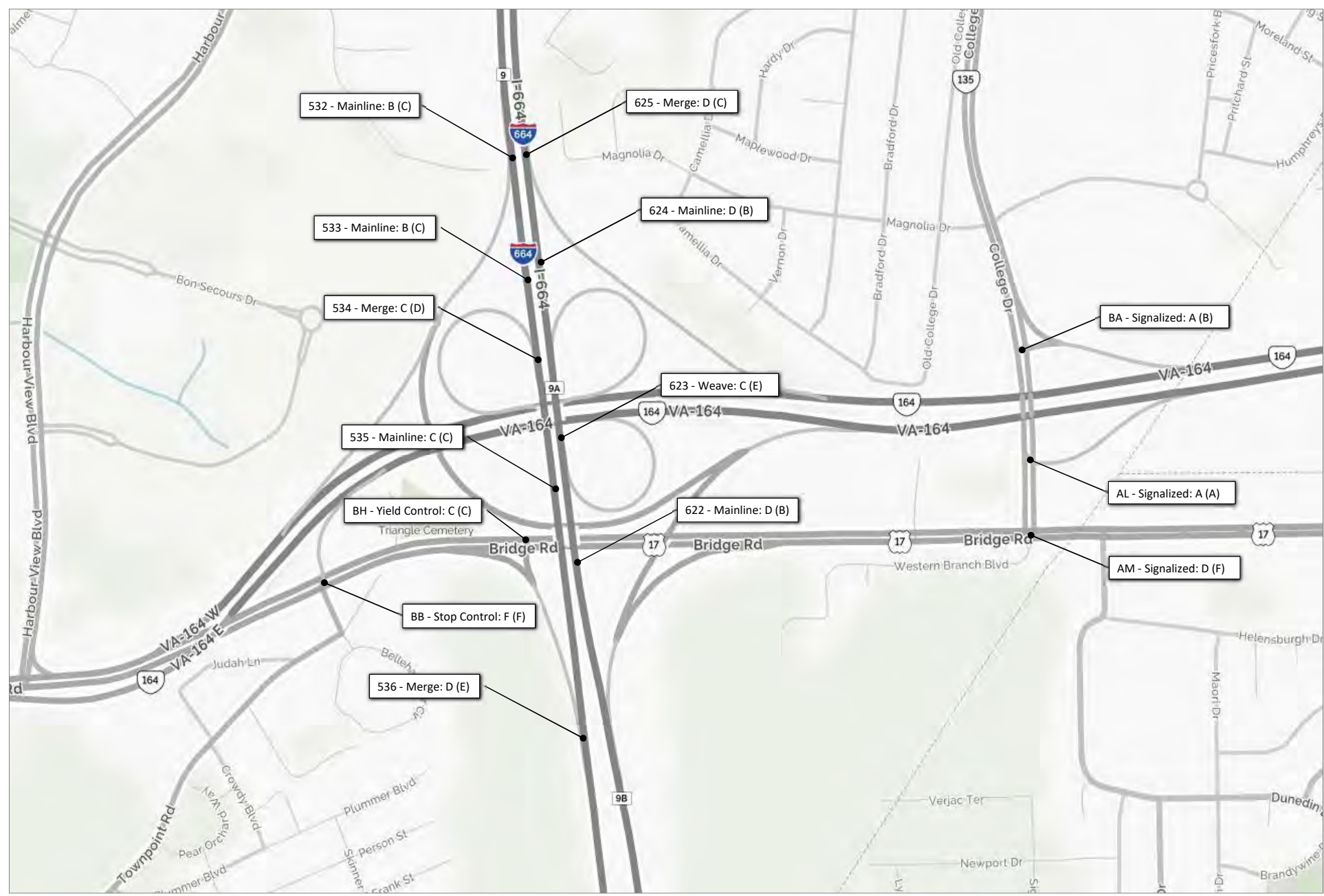
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure N.3-8





**Legend**

X (X)      AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series    I-664 Eastbound/Southbound  
 600 series    I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

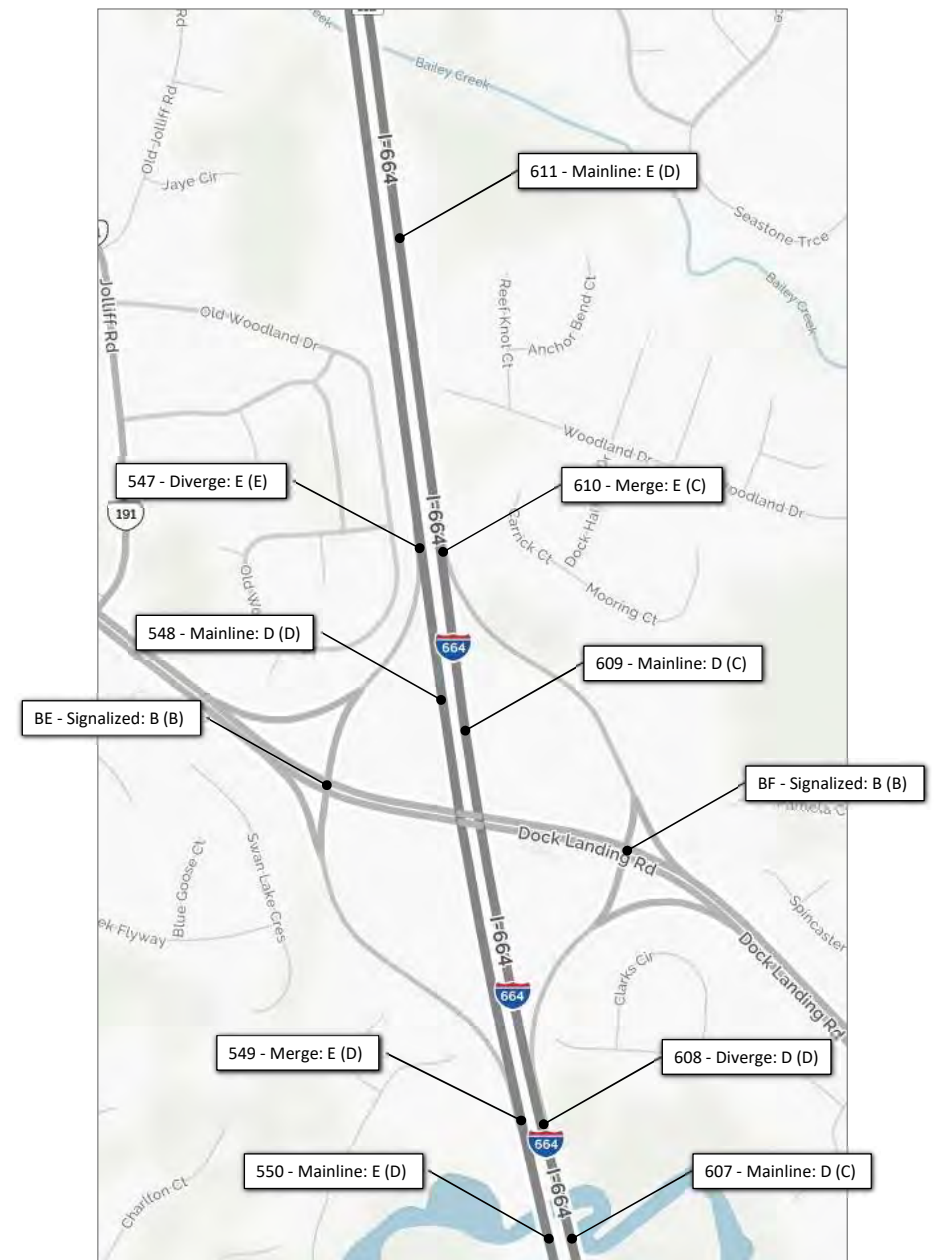
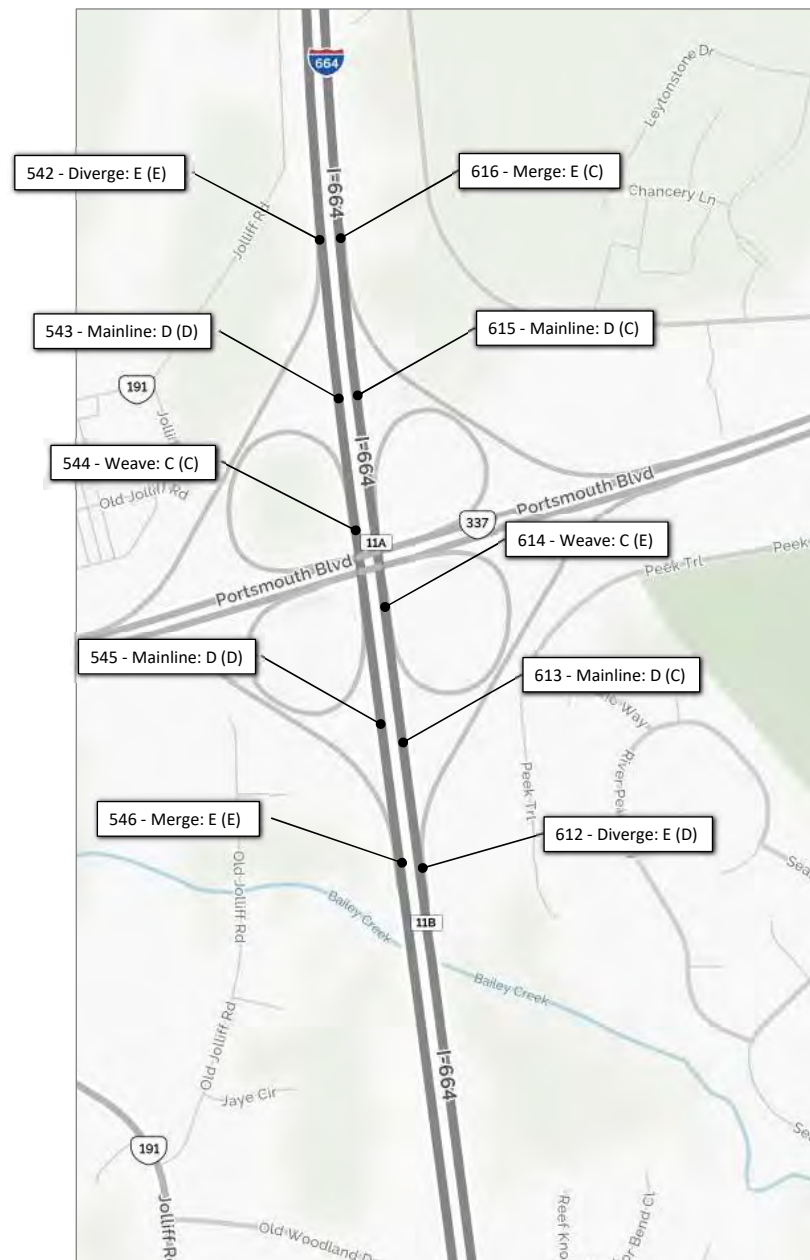
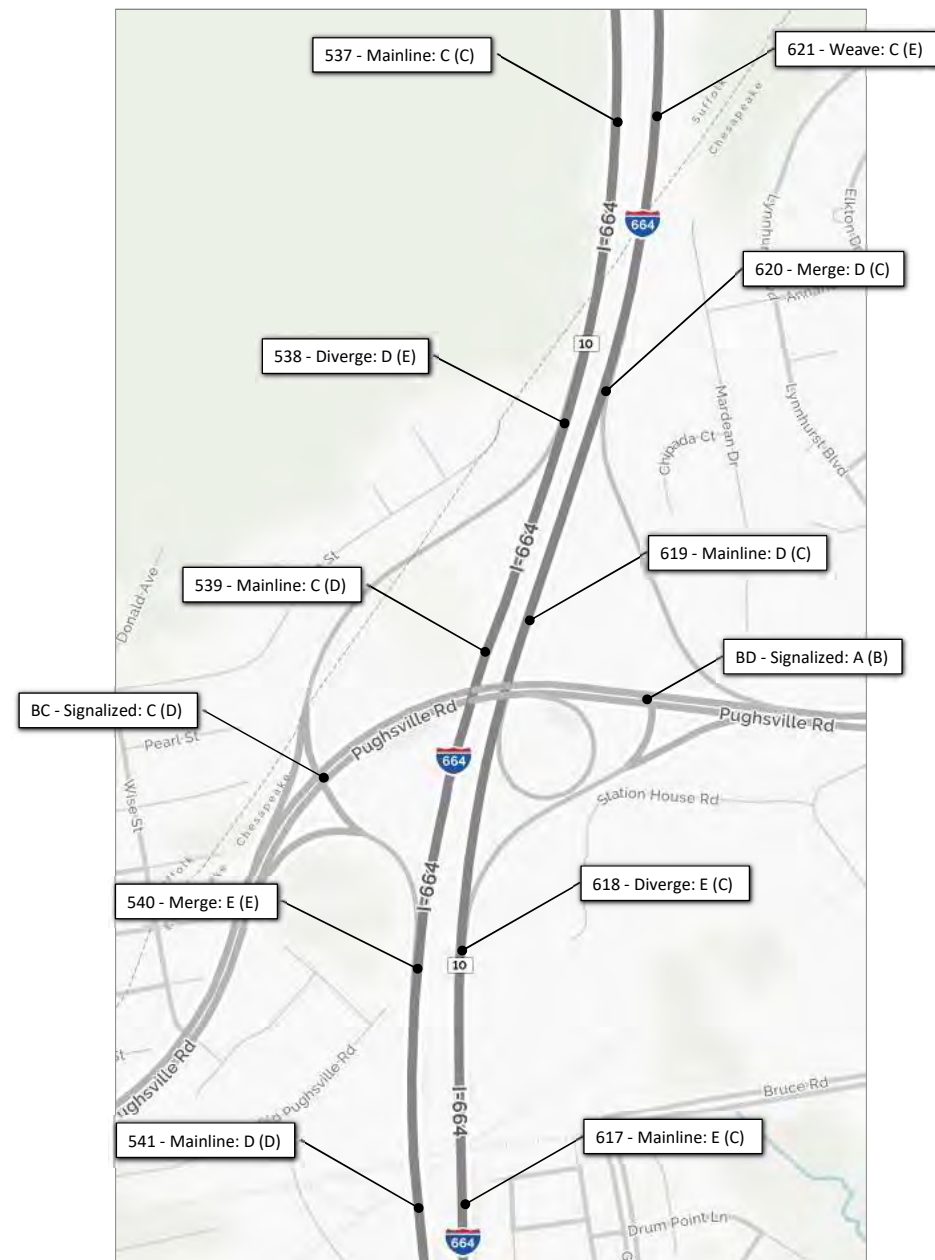


**HRCs SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure N.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

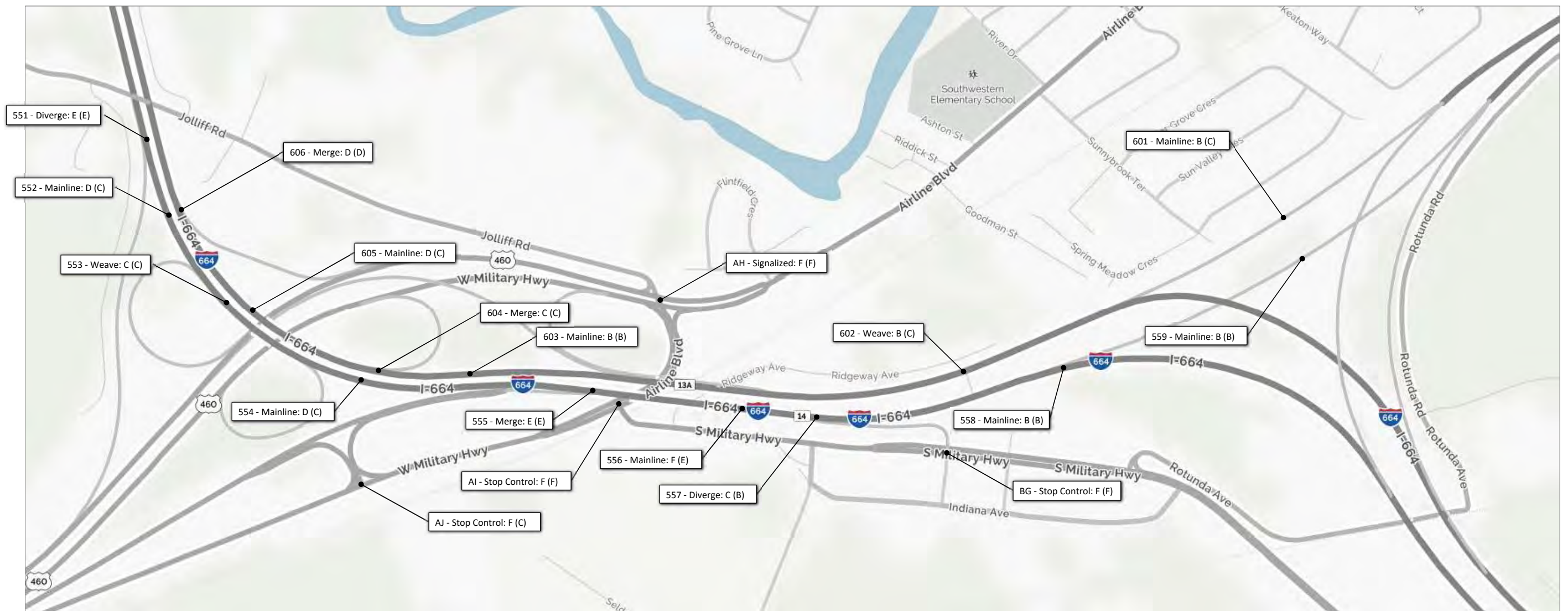


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**I-664 Corridor**

April 2017

Figure N.3-10



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

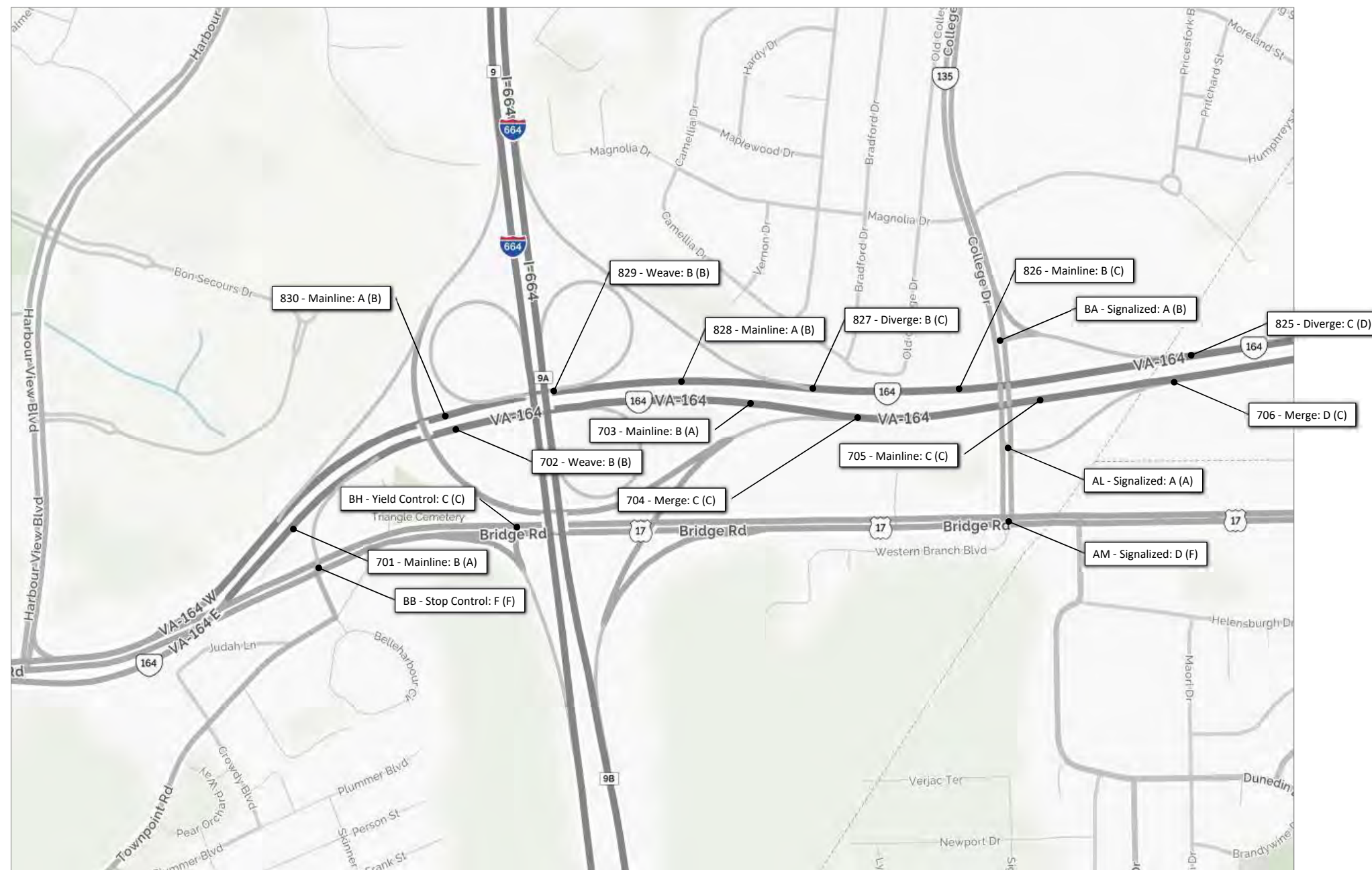


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
 Level of Service  
 I-664 Corridor**

April 2017

Figure N.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
 800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

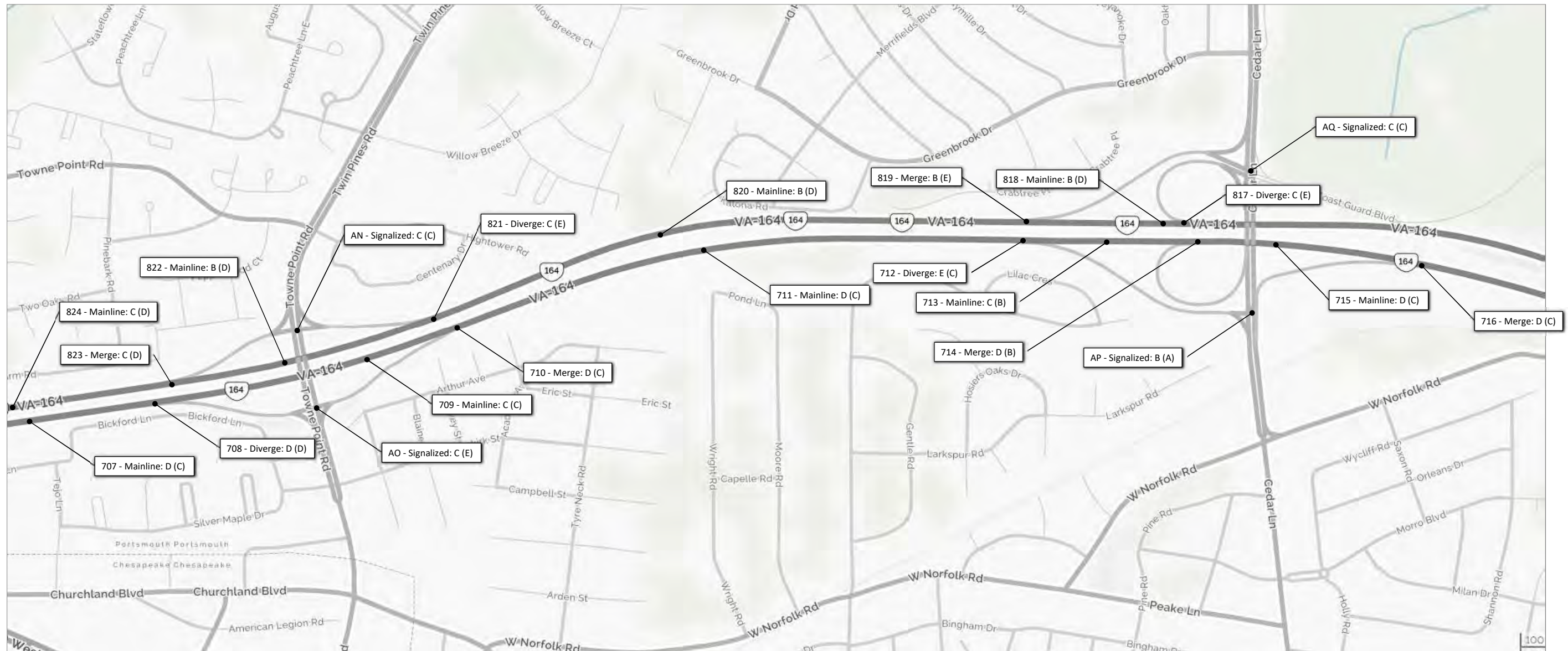


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure N.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

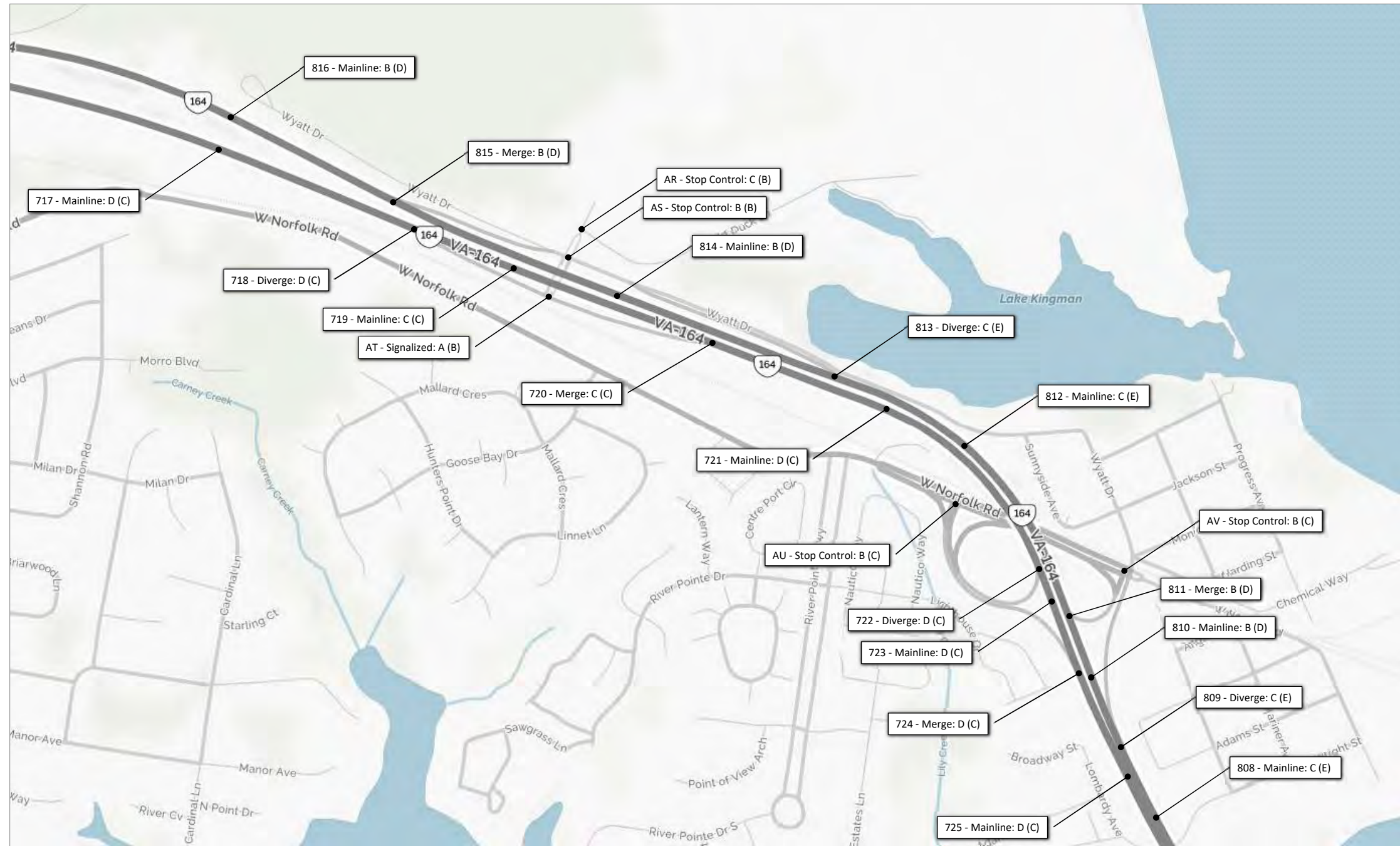


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Level of Service  
VA 164 Corridor**

April 2017

Figure N.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 No-Build (Updated)  
Level of Service  
VA 164 Corridor**

April 2017

Figure N.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

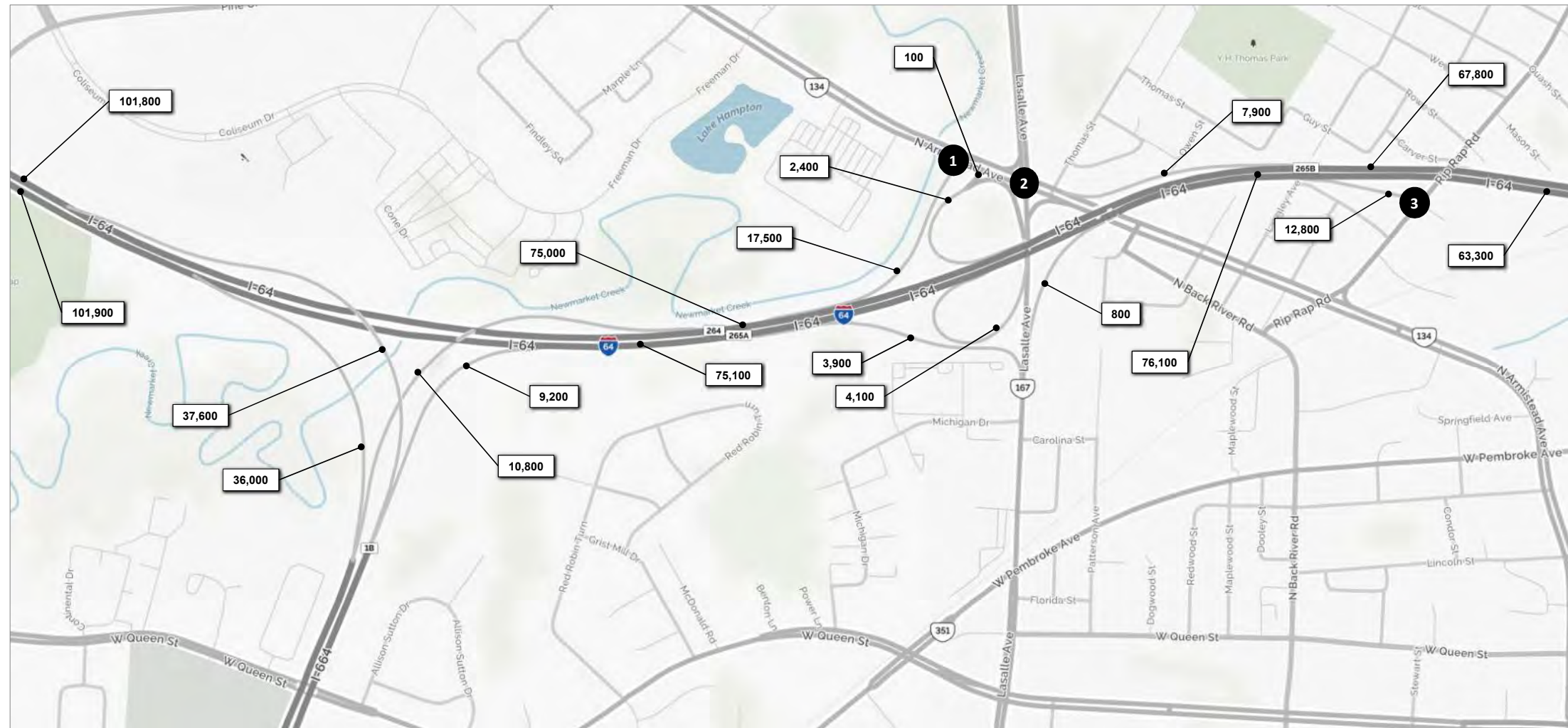
**2040 No-Build (Updated)**  
**Level of Service**  
**VA 164 Corridor**

April 2017

Figure N.3-15

**APPENDIX O:  
2040 PREFERRED ALTERNATIVE TRAFFIC VOLUMES AND ANALYSES**





<b>1</b>			<i>R</i>		
	<i>T</i>	<i>L</i>		11,600	
			<i>L</i>		13,300
<i>R</i>	<i>T</i>	<i>L</i>			
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					100
	15,300	<i>T</i>			
	4,200	<i>R</i>			

<b>2</b>			<i>R</i>	2,000	
	3,700		<i>T</i>	13,500	
		200	<i>L</i>		700
<i>R</i>	<i>T</i>	<i>L</i>			
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					200
	900	<i>L</i>			
	8,900	<i>T</i>		2,000	
	5,600	<i>R</i>			

<b>3</b>					
			<i>T</i>		
	3,000				
<i>R</i>	<i>T</i>	<i>L</i>			
<i>I-64 Ramp</i>				<i>T</i>	
					2,100
	8,700	<i>L</i>			
	4,100	<i>R</i>			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

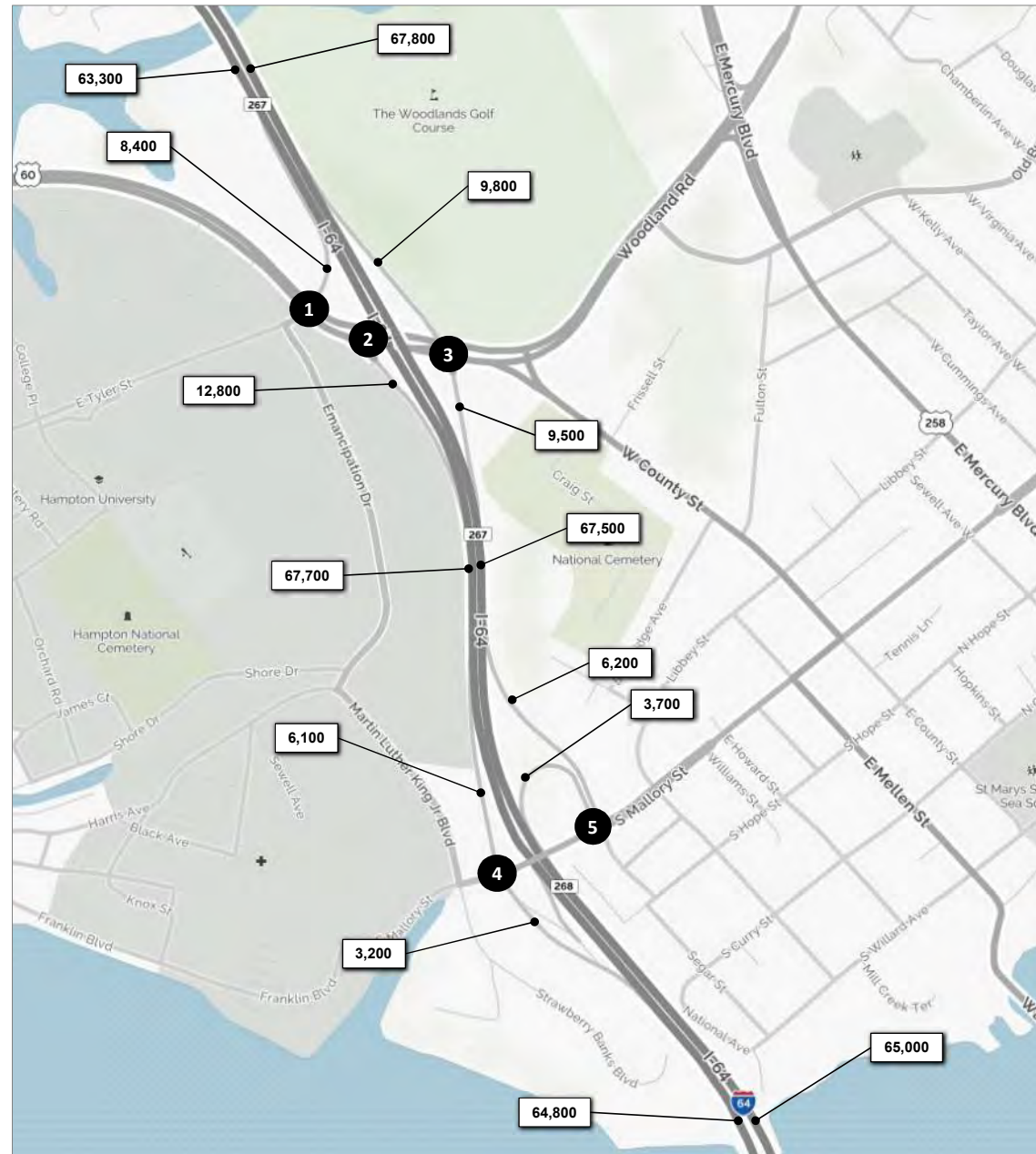


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure O.1-1



1	1,800	3,400	3,200	T	5,600	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		13,600	T	900		3,200
		2,000	R			

2				T	7,100	
				L	5,300	
Settlers Land ing Rd						
		12,500	T			
		7,500	R			

3				R	4,900	
				T	7,700	
Settlers Land ing Rd				L		R
		4,900	L	4,700		4,800
		7,600	T			

4	2,600	100	3,400	T	1,400	
	R	T	L	L	2,000	
S. Mallery St						
		2,400	T			
		1,100	R			

5	900	100	2,700	R	4,300	
	R	T	L	T	2,200	
S. Mallery St				L		R
		1,400	L	300	500	100
		4,300	T			
		100	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure O.1-2



1	2,900	6,200	T 1,100
	R	L	L 1,700
4th View St			
	3,200	T	
	700	R	

2			R 5,900
			T 2,300
4th View St			
	2,400	L	L
	7,000	T	R 1,900
			500

3	700	10,100	US 460
	R	T	L T
			L 7,300
			T 3,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

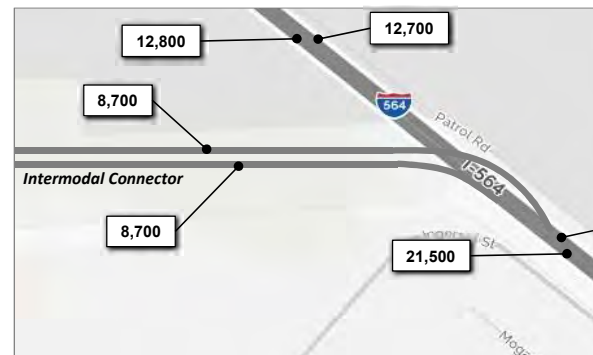
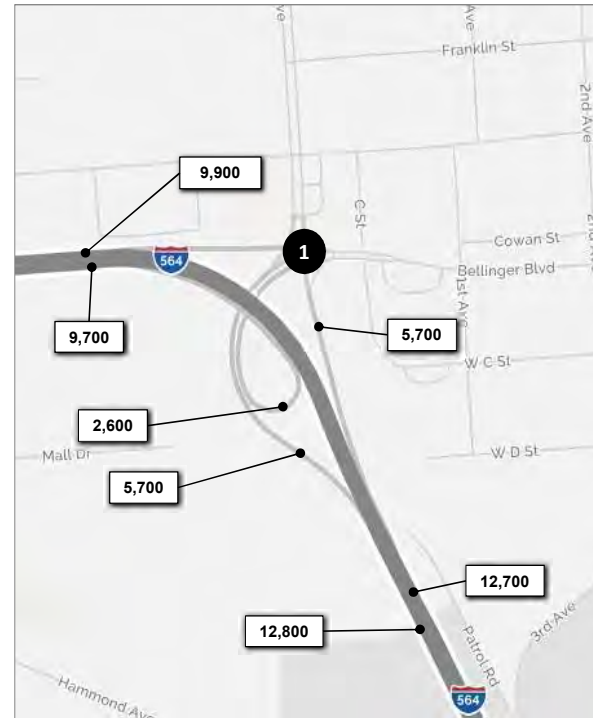


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

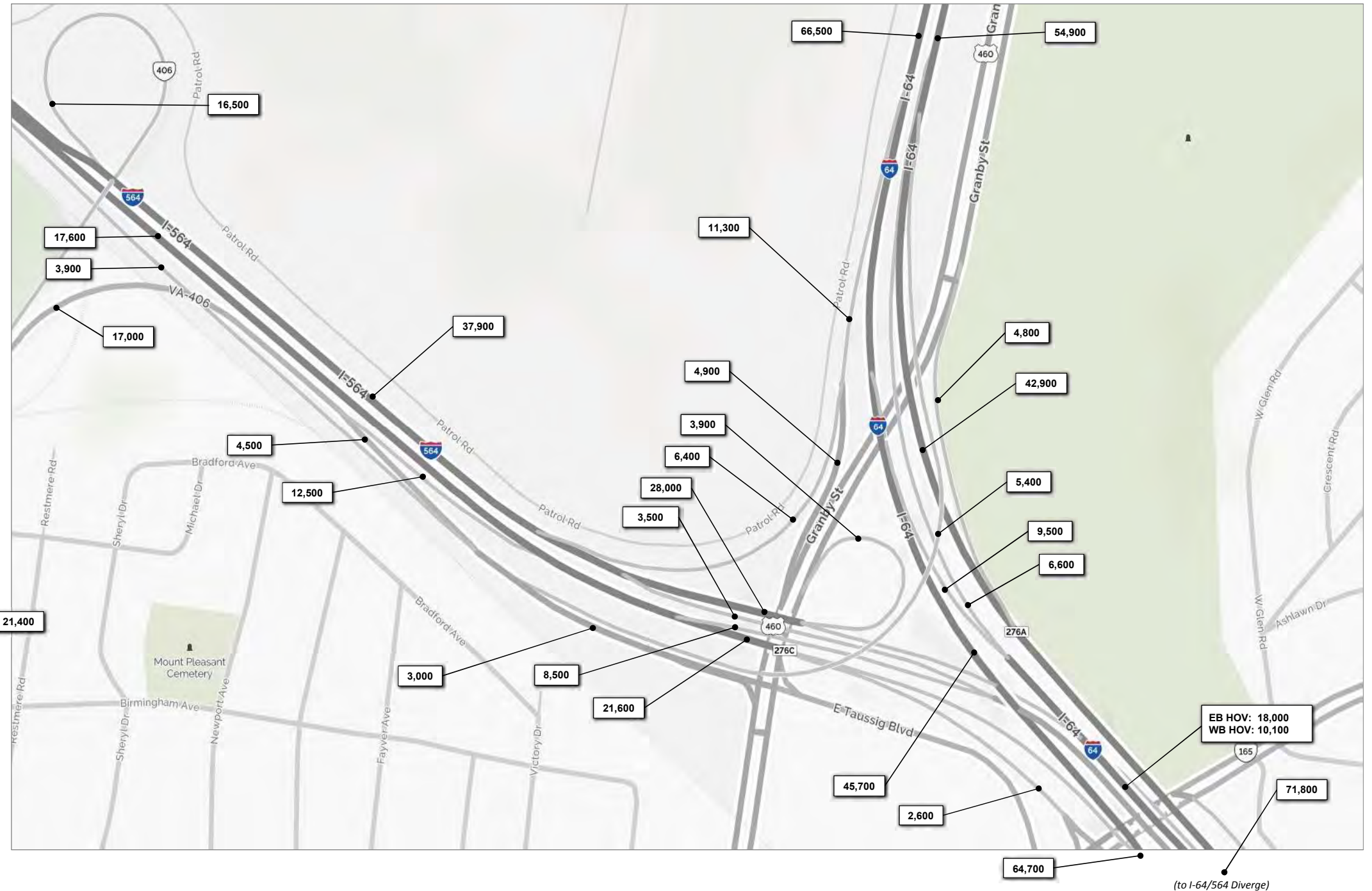
**2040 Preferred Alternative  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure O.1-3



1					
	2,700	5,600	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	R	T
				U	L
				100	2,500
				L	
				100	100
					5,500



**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

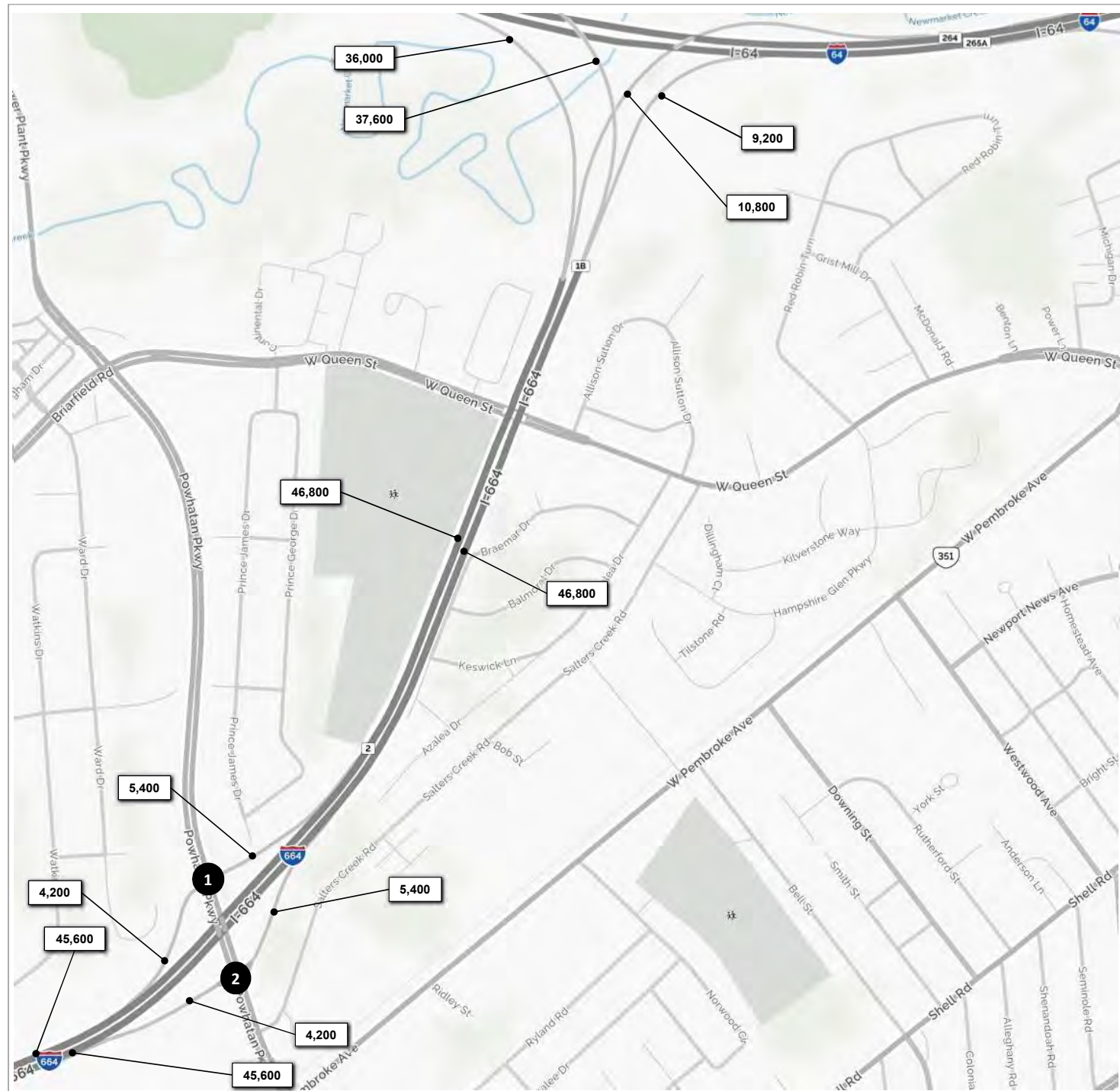


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-64 Corridor**

April 2017

Figure O.1-4



<b>1</b>			
R	1,100	L	4,300
		T	5,400
		L	2,400
		Powhatan Pkwy	
		L	700
		T	8,400
		I-664 Ramp	
		T	4,800
		R	1,800

<b>2</b>			
		L	700
		T	8,400
		I-664 Ramp	
		T	4,700
		L	5,900
		Powhatan Pkwy	
		L	1,900
		R	2,300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-5



<b>1</b>					
4,100		2,000			
R	T	L	T	7,600	
			L	900	
			Aberdeen Road		
			I-664 Ramp		
			8,500	T	
			3,100	R	

<b>2</b>					
			I-664 Ramp		
			R	2,300	
			T	5,500	
			Aberdeen Road		
			3,400	L	
			7,100	T	
			I-664 Ramp		
			L	3,000	
			Aberdeen Road		
			L	600	

<b>3</b>					
1,800		3,000			
R	T	L	R	2,200	
			T	2,200	
			L		
			Chestnut Avenue		
			L	T	R
			4,000	T	
			300	R	
			Chestnut Avenue		
			L	T	R
			1,200	L	
			5,900	T	
				R	
			Chestnut Avenue		
			L	T	R
					100

<b>4</b>					
			R	3,600	
			T	2,200	
			L		
			Chestnut Avenue		
			L	T	R
			1,200	L	
			5,900	T	
				R	
			Chestnut Avenue		
			L	T	R
					100

<b>5</b>					
800		2,400			
R	T	L	R	500	
			T	2,900	
			L	300	
			Chestnut Avenue		
			L	T	R
			800	L	
			3,000	T	
			2,100	R	
			Chestnut Avenue		
			L	T	R
			2,100	L	
			2,400	T	
				R	300

<b>7</b>					
			R	1,000	
			T	1,000	
			L		
			Roanoke Avenue		
			L	T	R
					600
			600	T	
				R	
			Roanoke Avenue		
			L	T	R
					600

<b>6</b>					
100		100			
R	T	L	R	100	
			T	1,600	
			L	400	
			Roanoke Avenue		
			L	T	R
			500	T	
			1,300	R	

<b>8</b>					
200		4,200			
R	T	L	R	400	
			T	500	
			L	300	
			Roanoke Avenue		
			L	T	R
			200	L	
			600	T	
			400	R	
			Roanoke Avenue		
			L	T	R
			300	L	
			4,200	T	
				R	300

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

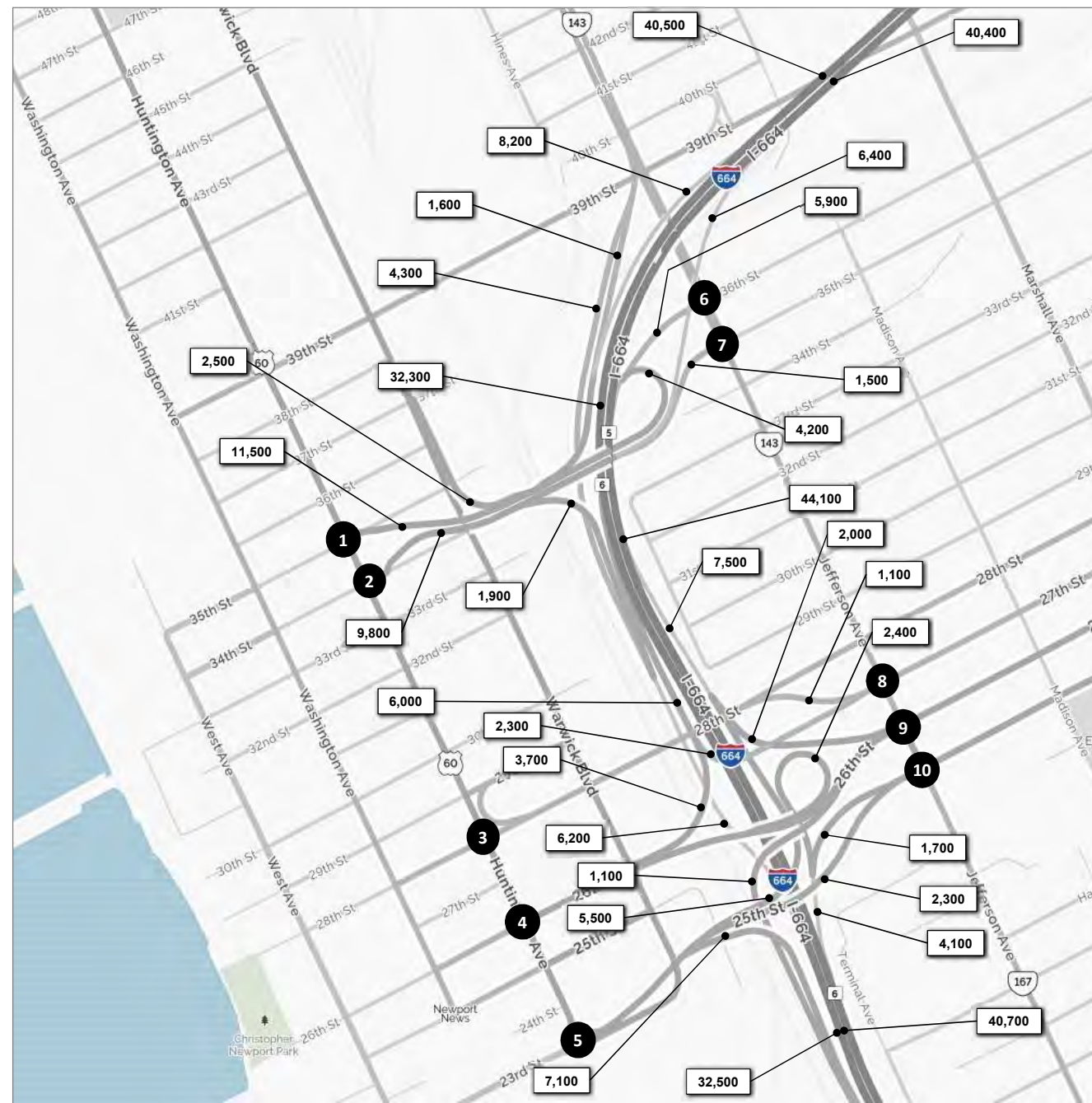


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-6



1	300	10,800			
	R	T	T	3,800	L 8,800
35th Street					
Huntington Ave					

6	4,800	500	R	800	
	T	L	T	200	L
36th Street					
Jefferson Ave					
	4,900	L	T	4,900	R
	800	T			200
	200	R			

2	10,700	8,900			
	T	L			
34th Street					
Huntington Ave					
	5,500	T			
	400	R			

7	5,000	200			
	T	L			
35th Street					
Jefferson Ave					
	600	L	T		R
	600	T		4,500	
	300	R			200

3	500	9,500	600	R	500
	R	T	L	T	600
28th Street					
Huntington Ave					
	500	T			
	400	R			

8	4,500	900			
	T	L			
27th Street					
Jefferson Ave					
	1,900	L	T		R
	700	T		2,900	
	800	R			

4	1,700	11,800		T	4,800
	R	T	L	L	2,600
26th Street					
Huntington Ave					

9	1,100	4,300	Jefferson Ave	R	400
	R	T	L	T	1,900
26th Street					
Huntington Ave					
		L	T	L	1,400
		T			2,500
		R			

5	1,700	100	9,700		
	R	T	L		
23rd Street					
Huntington Ave					
	5,200	T			
	400	R			

10	3,800	1,100			
	R	T	L		
25th Street					
Jefferson Ave					
	1,000	L	T		R
	2,100	T		2,900	
	900	R			300

**Legend**

xx,xxx Weekday Daily Volume

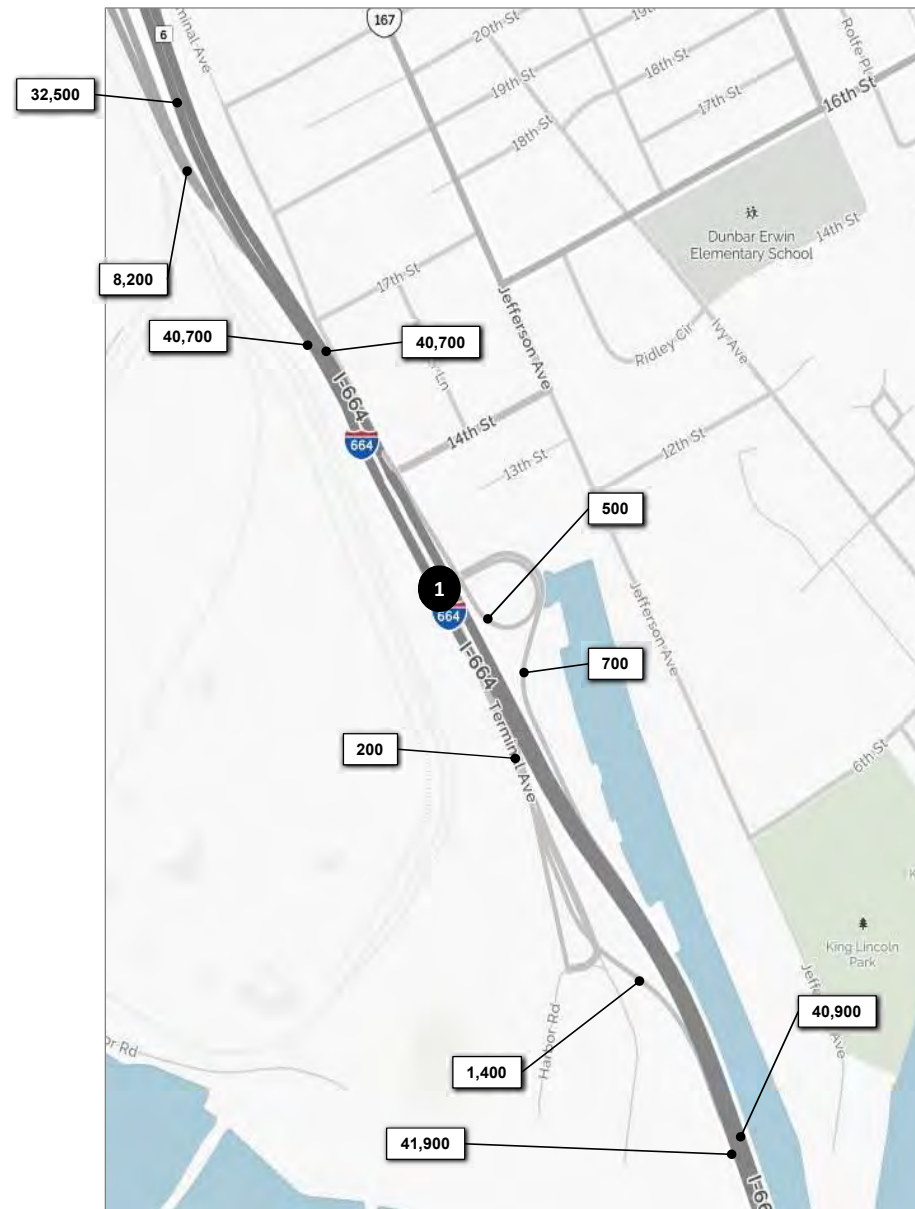
NOT TO SCALE



**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-7



1	4,000	300	R	500
	T	L	L	200
		Terminal Ave	T	R
			400	200

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



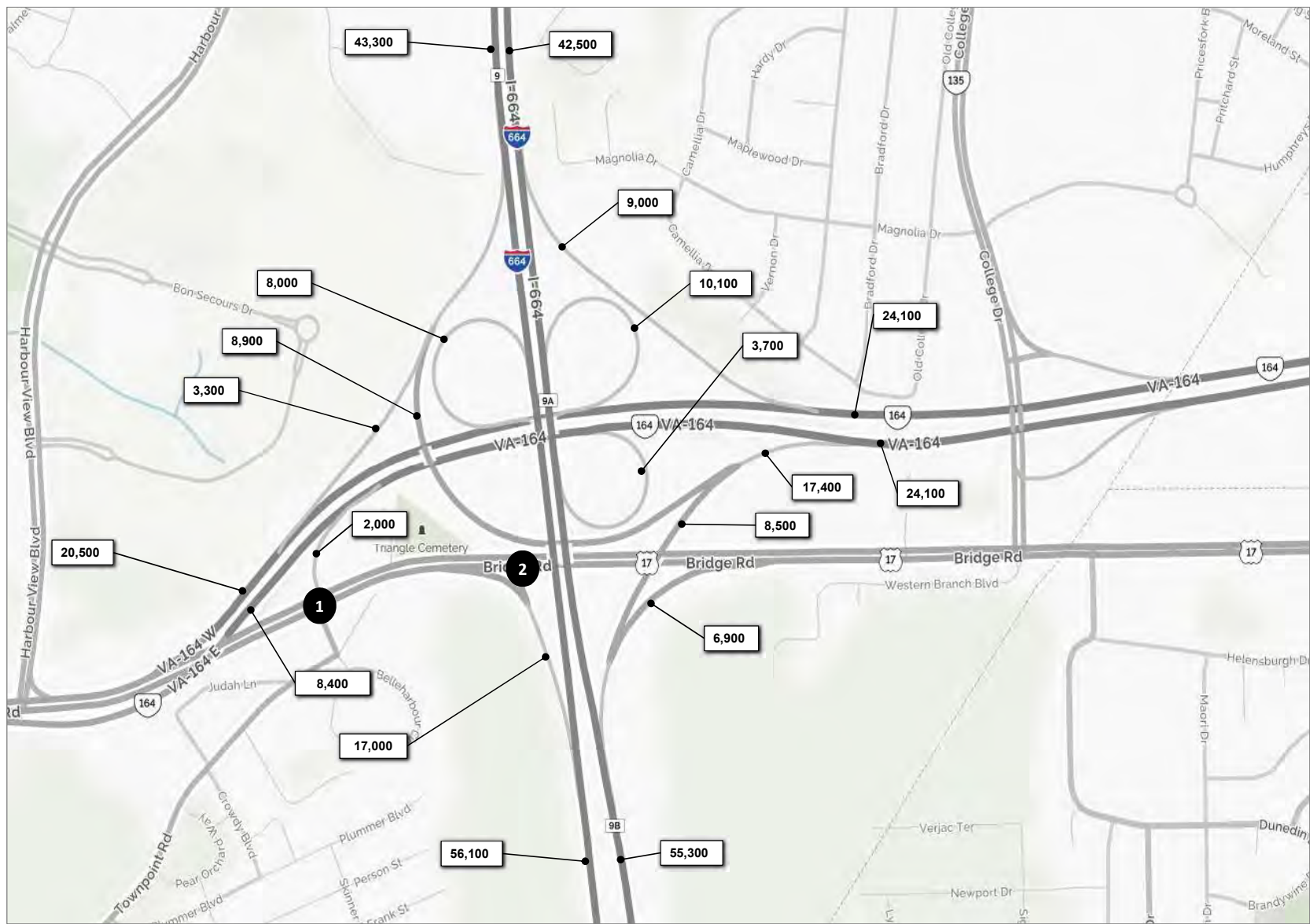
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-8





<b>1</b>			R	200		
			T	11,500		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	21,300	T	300	400	1,000	
	900	R				

<b>2</b>					
			T	12,100	
			L	6,300	
US 17					
			11,600	T	
			10,700	R	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

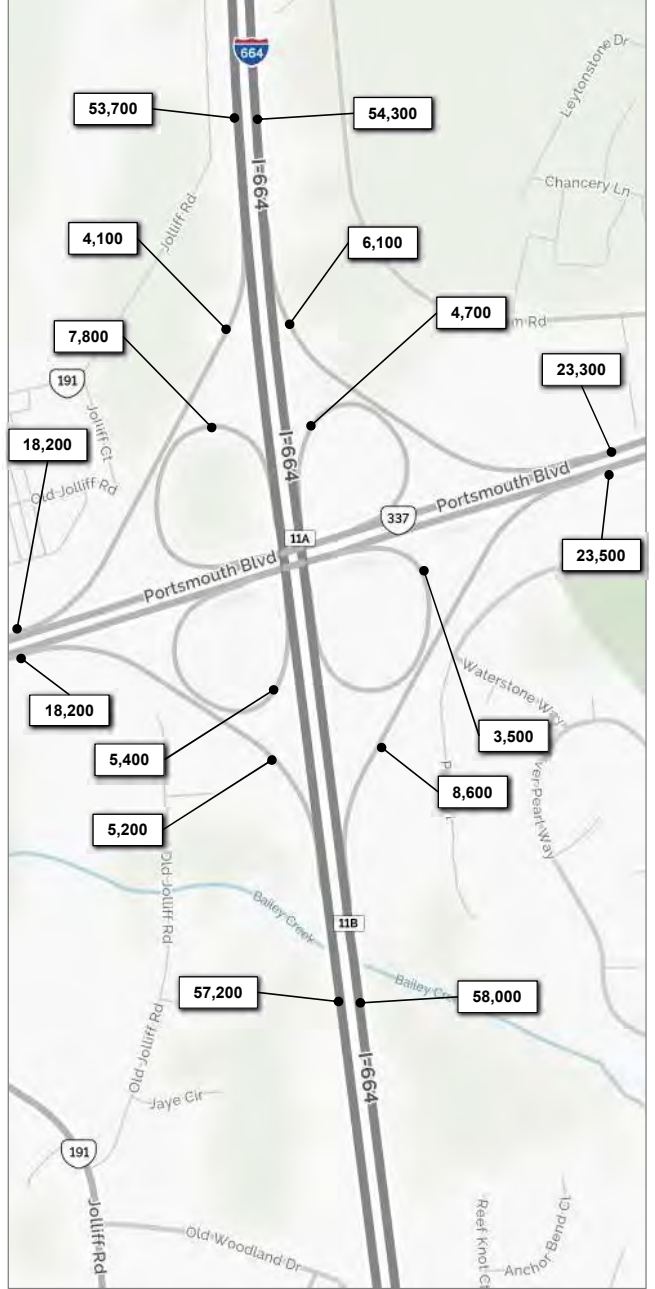
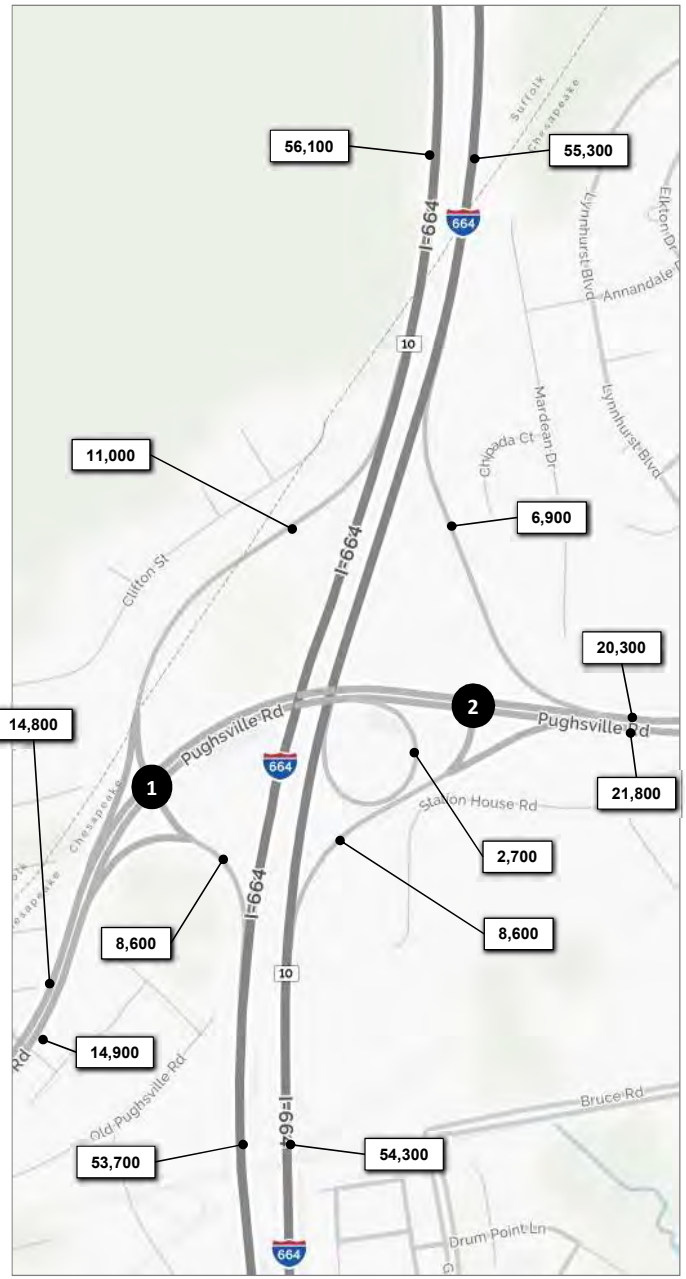


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-9



<b>1</b>	3,800	7,200	T 11,000	
	R	L	L 5,400	
			Pughsville Road	
		11,700	T	
		3,200	R	

<b>2</b>			R 6,900	
			T 13,400	
			L	R
Pughsville Road			3,000	5,600
		16,200	T	
		2,700	R	

<b>3</b>	3,000	1,600	T 4,500	
	R	L	L 2,300	
			Dock Landing Road	
		3,900	T	
		3,600	R	

<b>4</b>			R 1,800	
			T 4,600	
			L	R
Dock Landing Road			2,200	2,800
		1,900	L	
		3,600	T	

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-10



<b>1</b>			
100	2,500	R 500	
		T 4,100	
R	L		
W. Military Hwy			
100	L		
	4,400	T	

<b>2</b>			
		T 3,800	
		L 4,500	
		L	R
W. Military Hwy			
	6,900	T	800
		R	4,900

<b>3</b>			
100	6,100	T 5,600	
R	L		
S. Military Hwy			
	4,500	T	

<b>4</b>						
1,200	3,200	1,300	R 1,000			
			T 4,900			
			L 1,500			
			L	T	R	
		2,400	L			
		4,000	T	8,600	1,600	1,600
		3,600	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

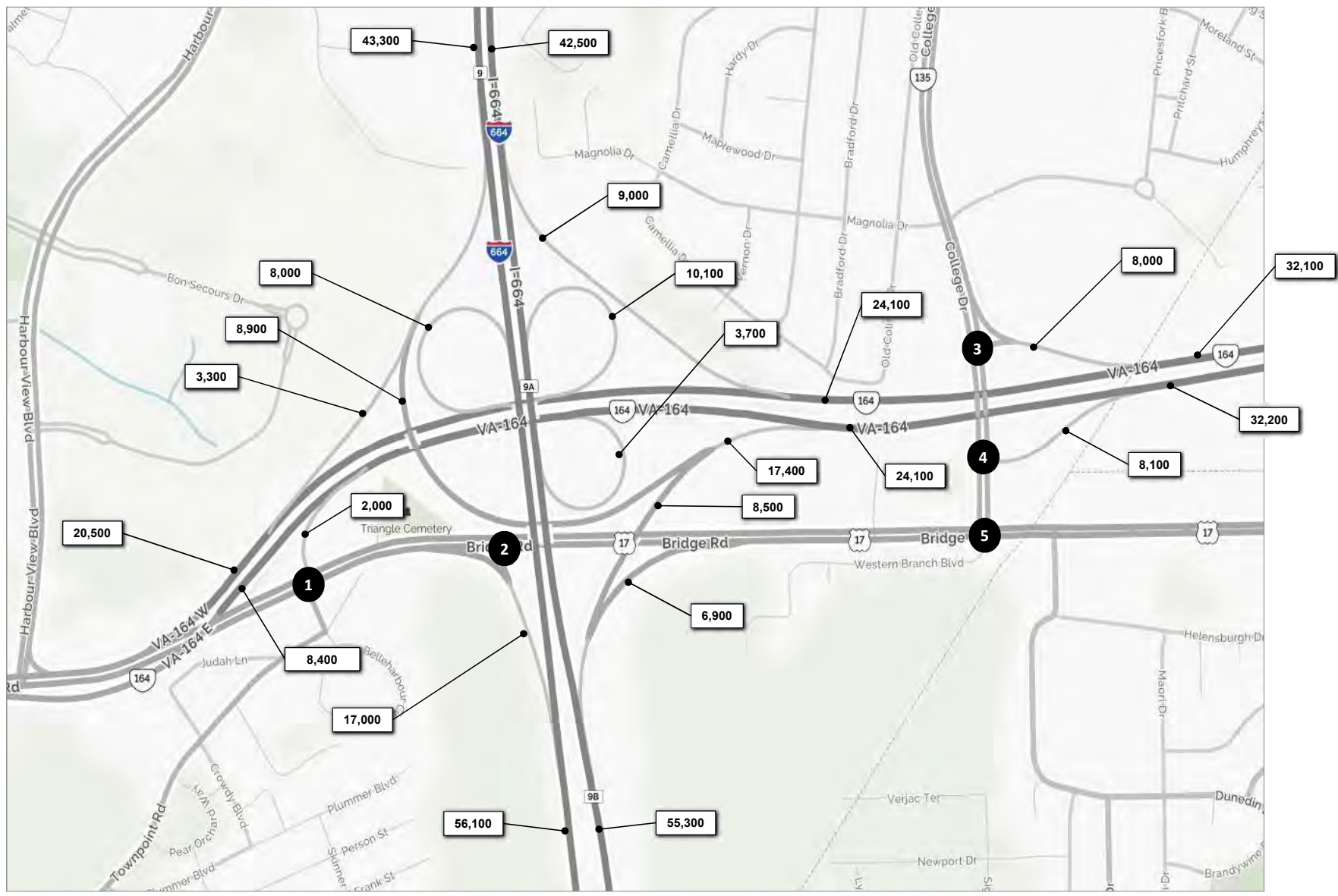


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
I-664 Corridor**

April 2017

Figure O.1-11



<b>1</b>			R	200		
			T	11,500		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	21,300	T	300	400	1,000	
	900	R				

<b>2</b>						
			T	12,100		
			L	6,300		
US 17						
			11,600	T		
			10,700	R		

<b>3</b>			R	6,600		
			L	1,400	VA 164 Ramp	
20,800						
			T			
			14,000			

<b>4</b>						
			15,800	6,400		
			T	L	VA 164 Ramp	
			14,000		R	1,700

<b>5</b>			R	8,200		
			T	10,500		
			L	200		
R	T	L				
7,800	100	7,900	L	T	R	
	7,400	L	100	100	100	
	10,900	T				
	200	R				

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

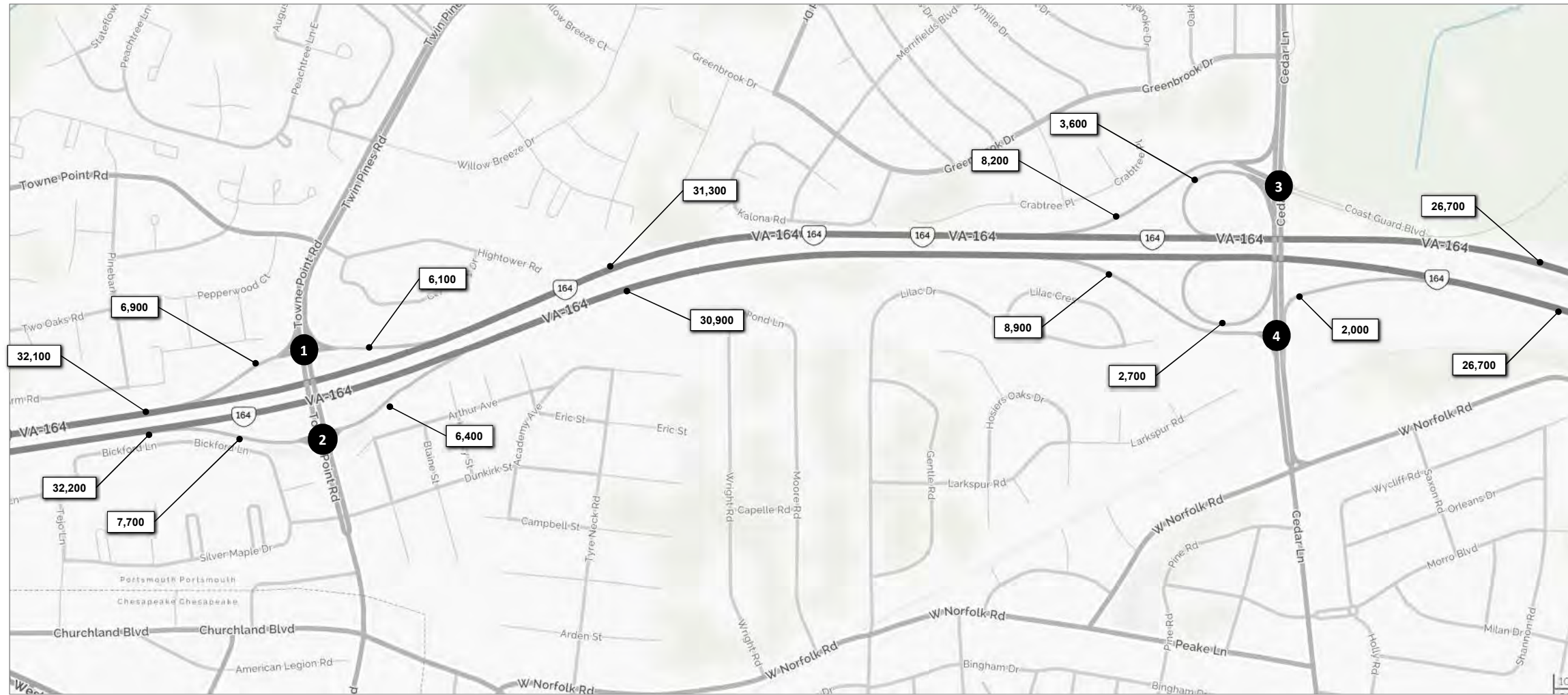


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure O.1-12



<b>1</b>					
4,100	8,300	R	3,100		
		L	3,000		
R	T	L	T		
		2,800	10,100		
				Towne Point Road	

<b>2</b>					
7,800	3,500				
		L	T	R	
		4,300	8,600	2,900	
		3,400			Towne Point Road

<b>3</b>					
3,300	5,300	300	R	100	
			T	1,300	
R	T	L	L	T	R
		1,800	3,500	5,700	2,000
		500			
		1,300			

<b>4</b>					
	4,700				
		T			
		4,800	L		
		4,100	R		
					Cedar Lane
					8,500

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

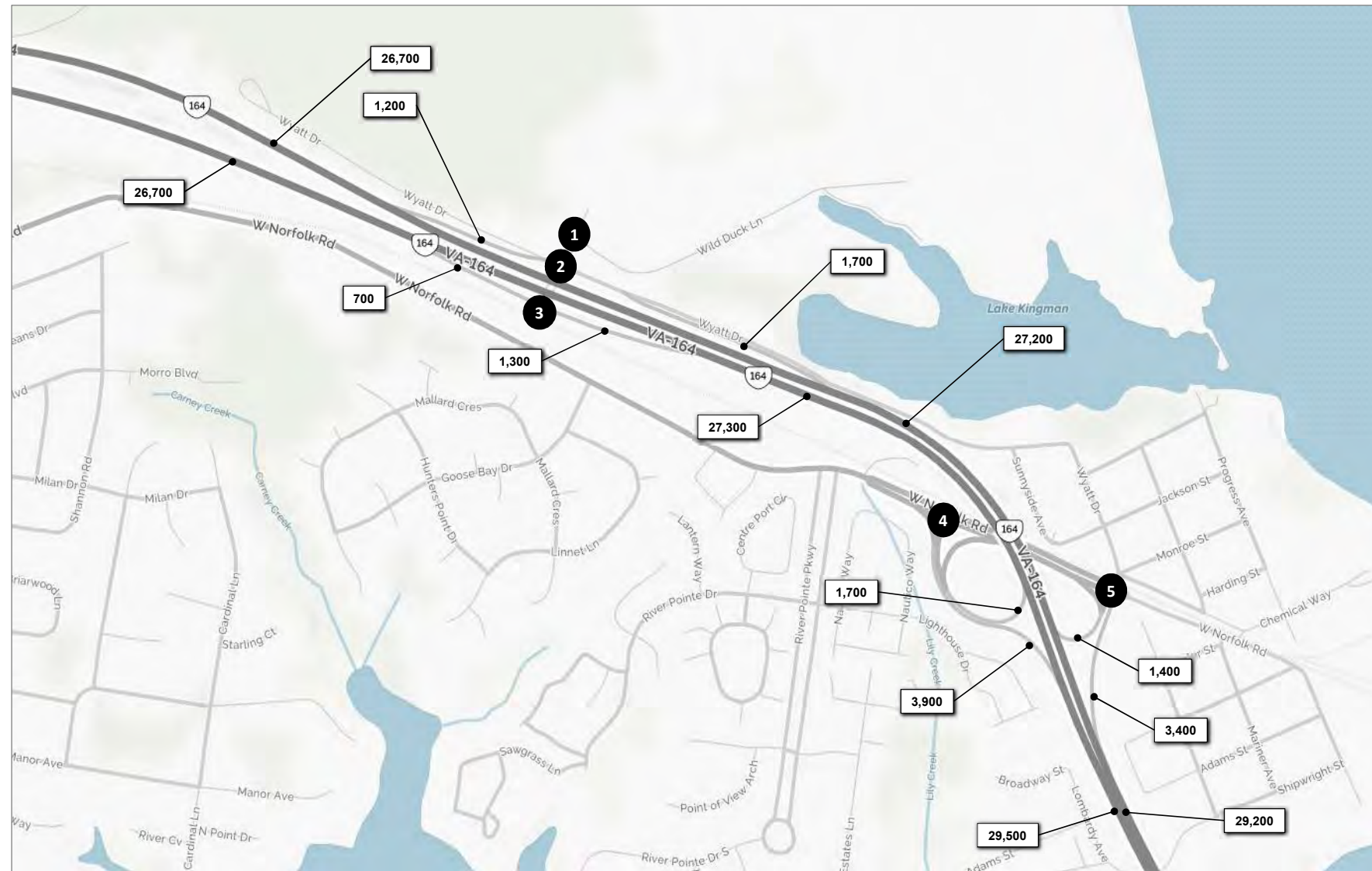


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure O.1-13



<b>1</b>					
100	1,900	100	R	100	
			T	100	
			L	300	
<hr/>					
		100	L		
		100	T	2,000	300
		100	R		

<b>2</b>					
1,100	1,200	V/G Blvd	R	1,700	
			T	100	
			L	100	
<hr/>					
			L		
			T	700	
			R		

<b>3</b>					
		1,300			
			L		VA 164 Ramp
<hr/>					
		700	L		
			T		
			R		

<b>4</b>					
				T	2,900
				L	1,100
<hr/>					
			L		R
		1,400	T		
		2,800	R	1,000	700

<b>5</b>					
300	200	200	R	200	
			T	1,200	
			L	500	
<hr/>					
			L		R
		300	L		
		1,100	T	2,500	100
		700	R		800

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

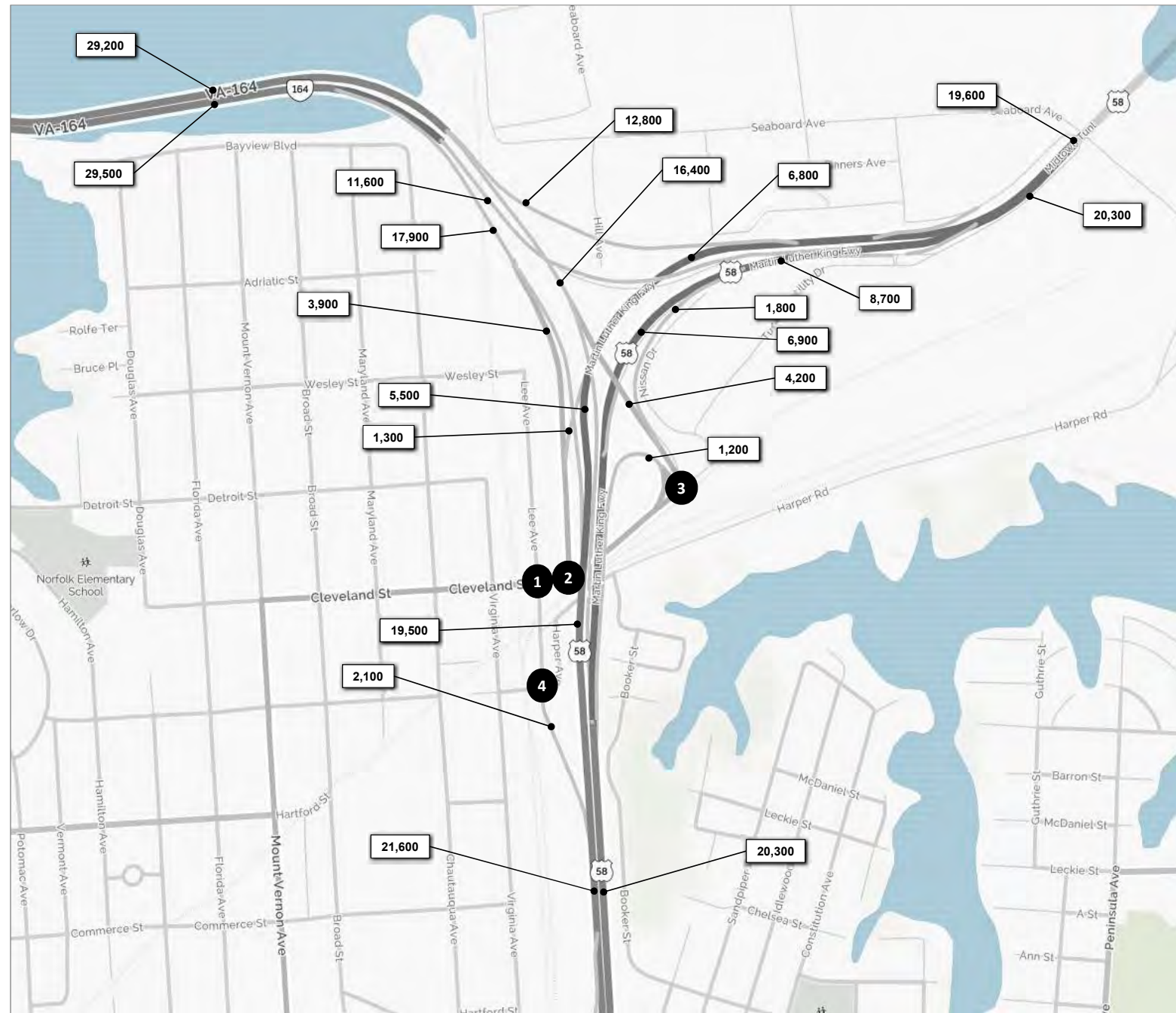


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure O.1-14



<b>1</b>					
200	500	400	R	700	
			T	2,100	
			L	2,400	
<b>Cleveland St</b>					
	300	L	L	T	R
	2,700	T	100	100	900
	200	R			

<b>2</b>					
4,000		1,200	T	1,200	
<b>Cleveland St</b>					
	4,000	T			

<b>3</b>					
800		400	R	1,100	
			T	400	
<b>Cleveland St</b>					
	4,900	L			
	300	T			
		R			

<b>4</b>					
100	700	2,300	R	800	
			T	600	
			L	1,200	
<b>Woodrow St</b>					
	300	L	1,664 Ramp		
	1,500	T			
	200	R			

**Legend**

xx,xxx Weekday Daily Volume

NOT TO SCALE

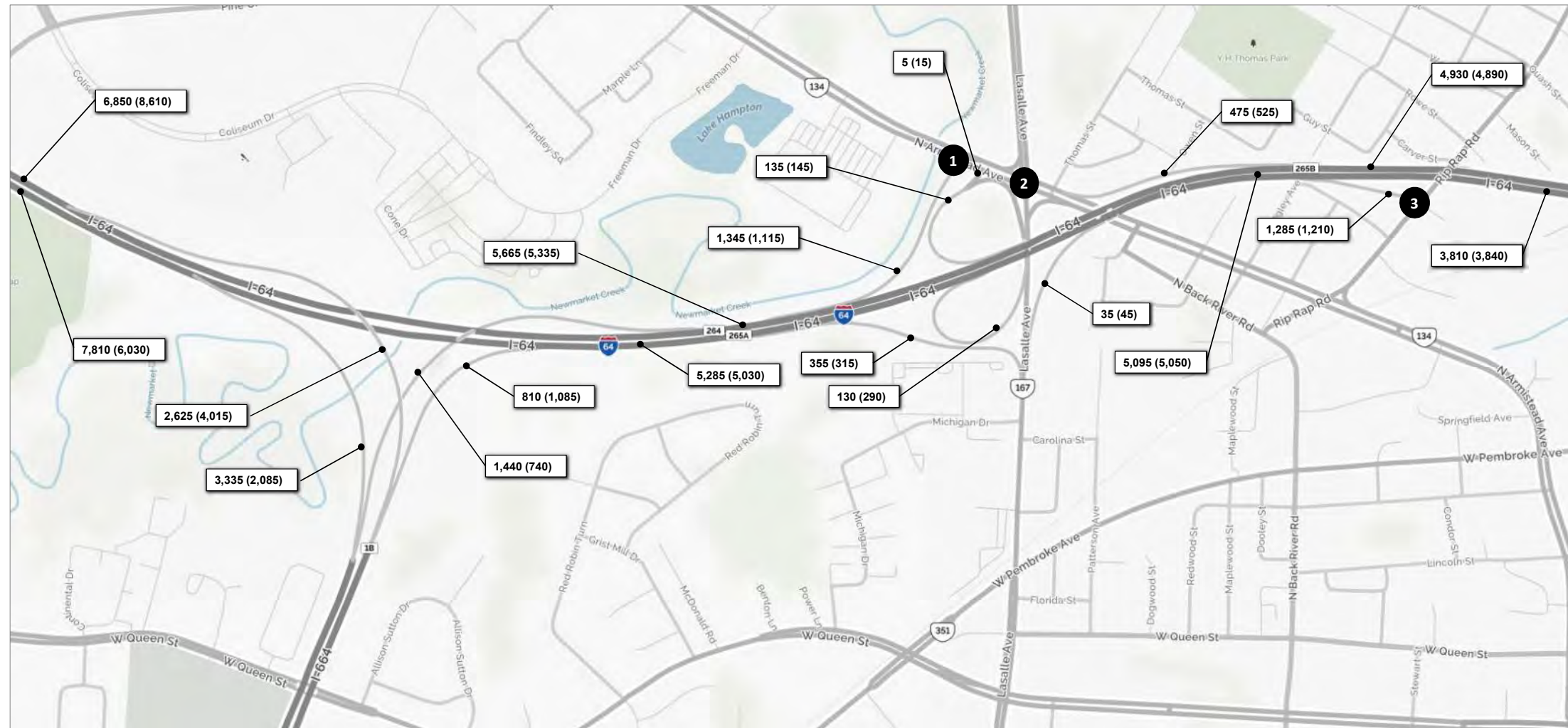


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Weekday Daily Volumes  
VA 164 Corridor**

April 2017

Figure O.1-15



1			R		
	T	L			
Armistead Ave			L	T	R
	810 (1,140)	T			5 (15)
	345 (240)	R			

2			R		
	T	L			
Armistead Ave			L	T	R
	40 (70)	L			5 (40)
	535 (630)	T		160 (160)	
	235 (440)	R		545 (610)	

3		T	
I-64 Ramp			
	745 (840)	L	
	540 (370)	R	
			T
			105 (215)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure O.2-1





<b>1</b>	35 (55)	335 (225)	230 (270)	T	510 (555)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	1,250 (1,575)		T	30 (125)		90 (400)
	310 (115)		R			

<b>2</b>				T	725 (620)	
				L	305 (205)	
Settlers Landing Rd						
	635 (1,275)		T			
	935 (970)		R			

<b>3</b>				R	460 (220)	
				T	780 (500)	
Settlers Landing Rd				L		R
	115 (585)		L	250 (325)		235 (380)
	520 (690)		T			

<b>4</b>	110 (20)	5 (10)	70 (110)	T	245 (40)	
	R	T	L	L	315 (230)	
S. Mallery St						
	90 (385)		T			
	110 (265)		R			

<b>5</b>	180 (30)	0 (0)	195 (235)	R	295 (255)	
	R	T	L	T	365 (210)	
S. Mallery St				L		R
	40 (265)		L	15 (30)		5 (5)
	115 (220)		T	60 (35)		
	5 (10)		R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

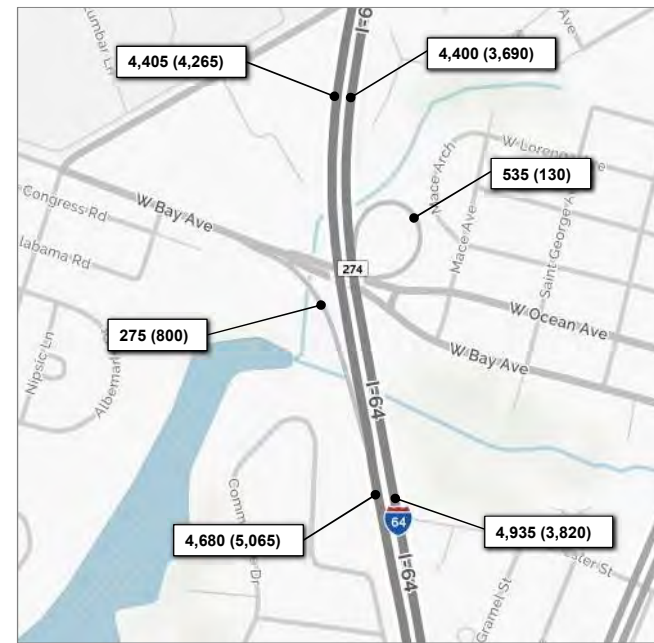


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure O.2-2



<b>1</b>	285 (80)	290 (545)	T 120 (105)	L 200 (80)
	R	L		
	4th View St			
	65 (625)	T		
	55 (65)	R		

<b>2</b>			R 510 (480)	T 245 (140)
	4th View St			
	40 (465)	L	L 75 (45)	R 105 (95)
	315 (705)	T		

<b>3</b>	70 (55)	1,020 (705)	US 460	
	R	T		
			L 410 (520)	T 140 (425)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

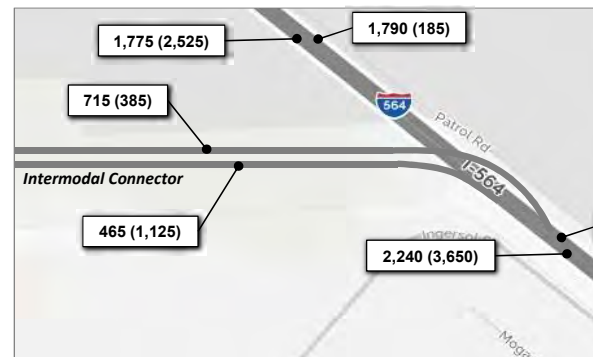


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

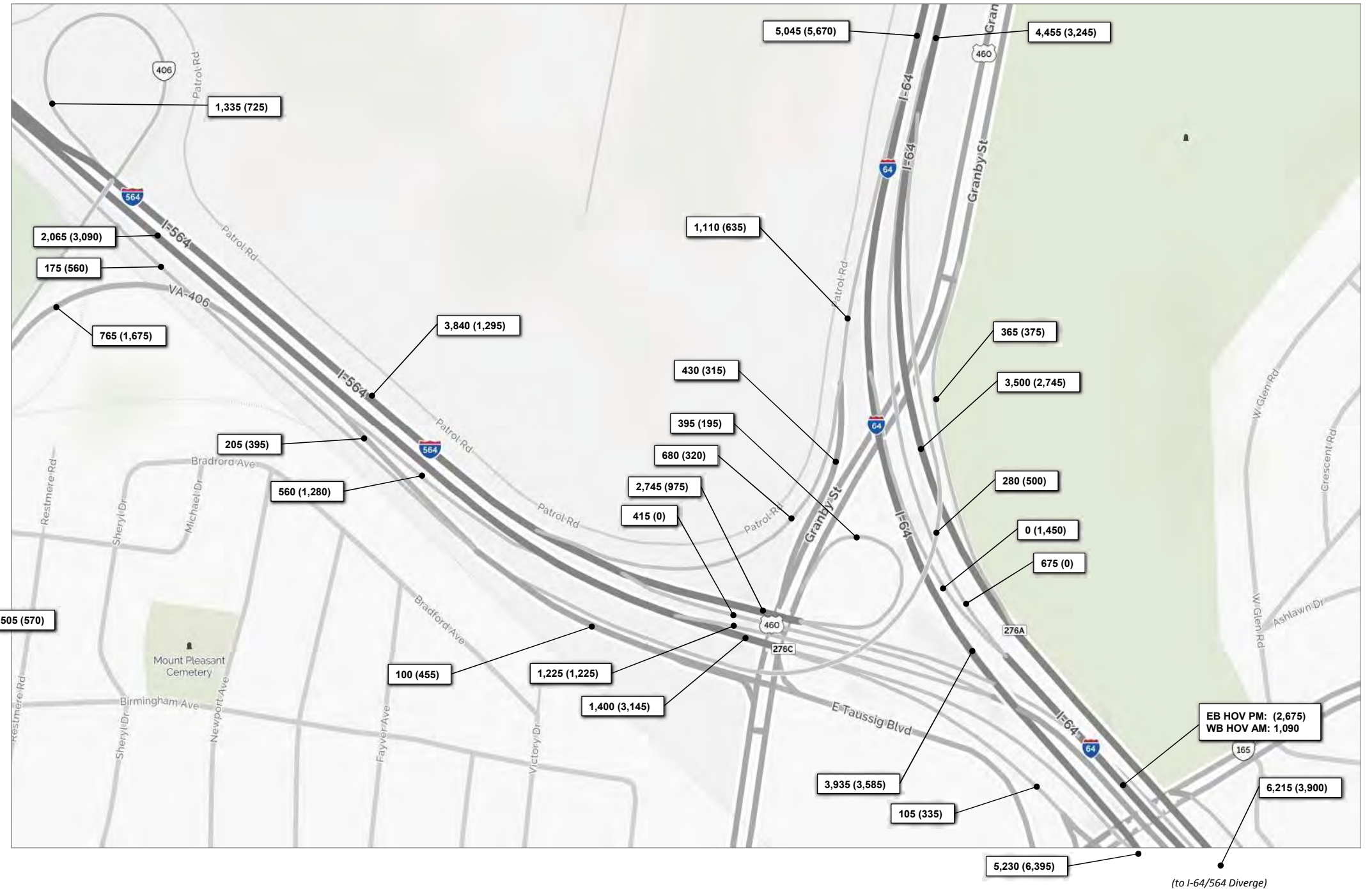
**2040 Preferred Alternative  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure O.2-3



<b>1</b>					
145 (215)	145 (815)	Bainbridge Ave	R	T	L
R	T				
Bellinger Blvd		U	L	T	
0 (5)	235 (95)	U	5 (5)	5 (5)	675 (135)
		L			



**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

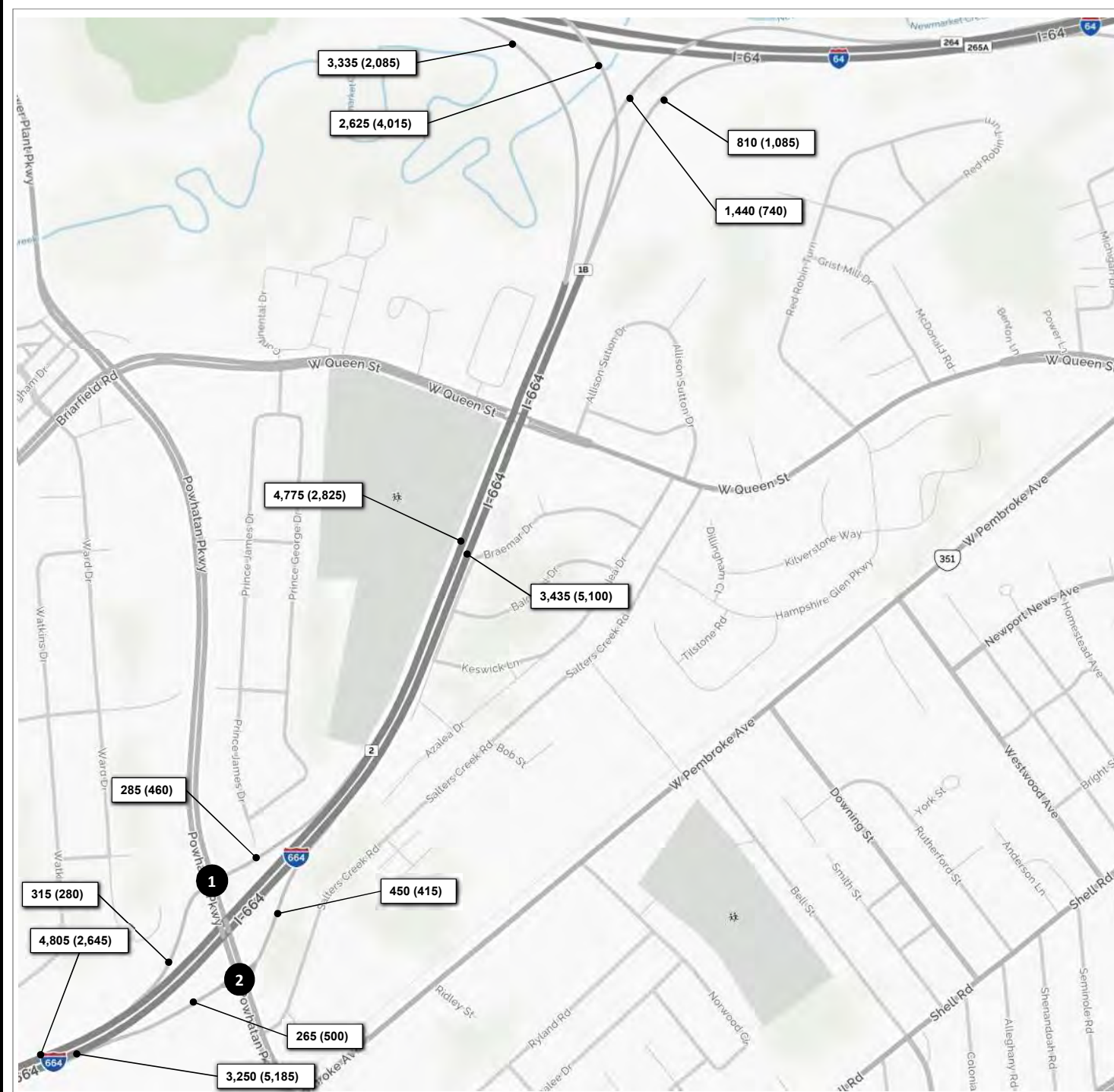


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-64 Corridor**

April 2017

Figure O.2-4



1	70 (85)	215 (375)	T 270 (530)	Powhatan Pkwy
	R	L	L 190 (150)	
	230 (410)	T		
	125 (130)	R		
			I-664 Ramp	

2	I-664 Ramp		R 395 (370)	
	Powhatan Pkwy		T 400 (465)	
	55 (45)	L	L 60 (215)	R
	390 (740)	T		205 (285)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

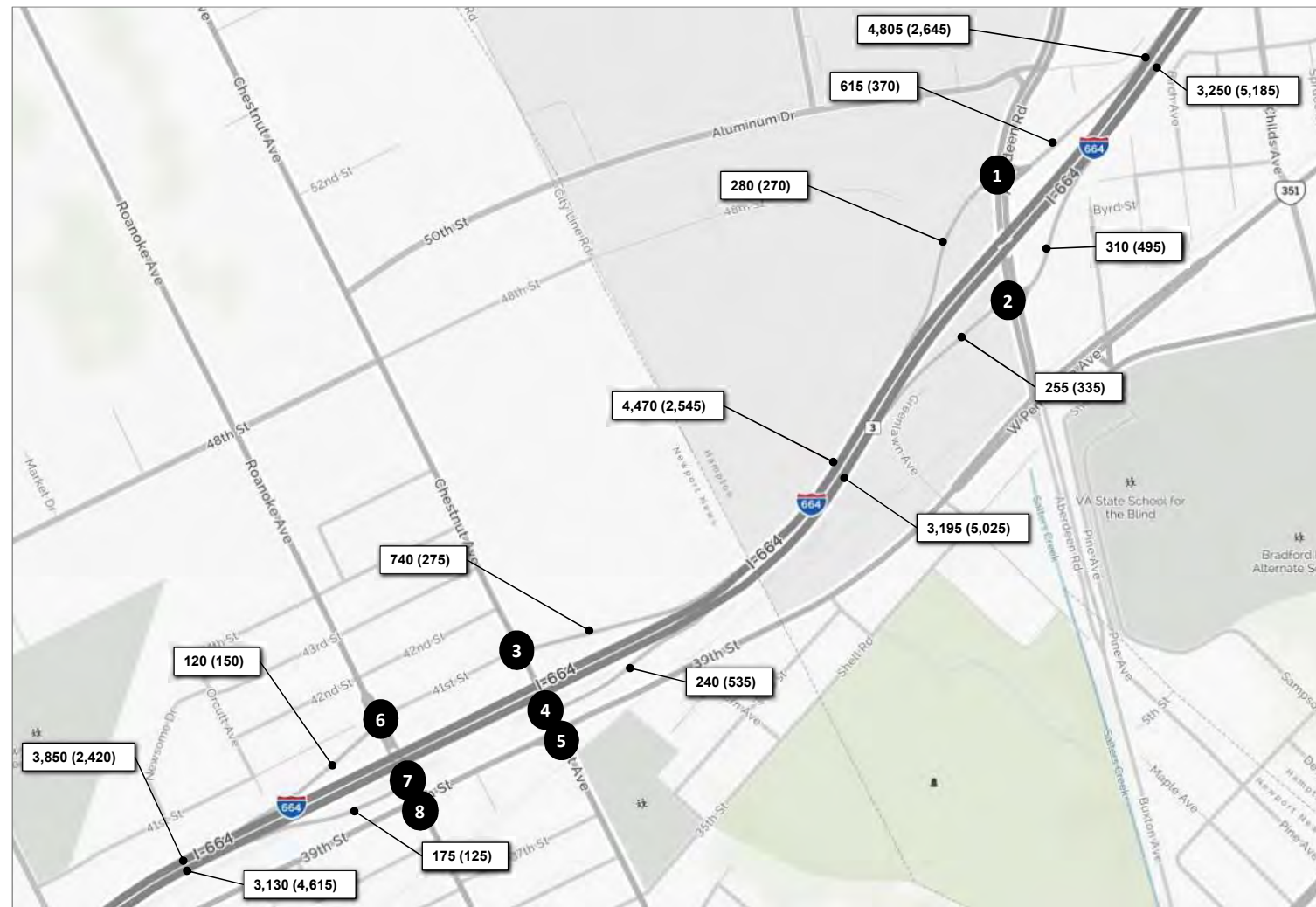


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-5



1	465 (220)	150 (150)	T 450 (640)
	R	T	L 75 (80)
			Aberdeen Road
			I-664 Ramp
			R 390 (810)
			T 205 (190)
			L

2	I-664 Ramp		R 155 (160)
	Aberdeen Road		T 335 (475)
			L
			R 65 (90)
			L 190 (245)
			T
			R 155 (335)
			L 385 (625)

3	245 (100)	495 (175)	R 100 (200)
	R	T	L
			Chestnut Avenue
			L
			T 240 (335)
			R 40 (20)
			R 15 (20)

4			R 185 (440)
			T 100 (200)
			L
			R
			L
			T 55 (95)
			L 695 (435)
			T
			R
			R

5	50 (65)	230 (170)	20 (55)	R 30 (50)
	R	T	L	T 155 (290)
			Chestnut Avenue	
			L 10 (30)	
			R 35 (85)	
			L 255 (265)	
			T 405 (85)	
			R 80 (285)	
			L 115 (275)	
			R 15 (25)	

6	5 (10)	25 (5)	10 (5)	R 5 (10)
	R	T	L	T 105 (120)
			Roanoke Avenue	
			L 15 (80)	
			R 10 (10)	
			L 50 (45)	
			T 80 (65)	
			R	

7			R 45 (120)
			L
			R
			L
			T 60 (50)
			L 80 (90)
			T
			R 95 (35)

8	15 (15)	605 (245)	25 (25)	R 10 (30)
	R	T	L	T 20 (80)
			Roanoke Avenue	
			L 30 (30)	
			R 15 (25)	
			L 50 (45)	
			T 90 (15)	
			R 10 (25)	
			L 185 (530)	
			R 15 (20)	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

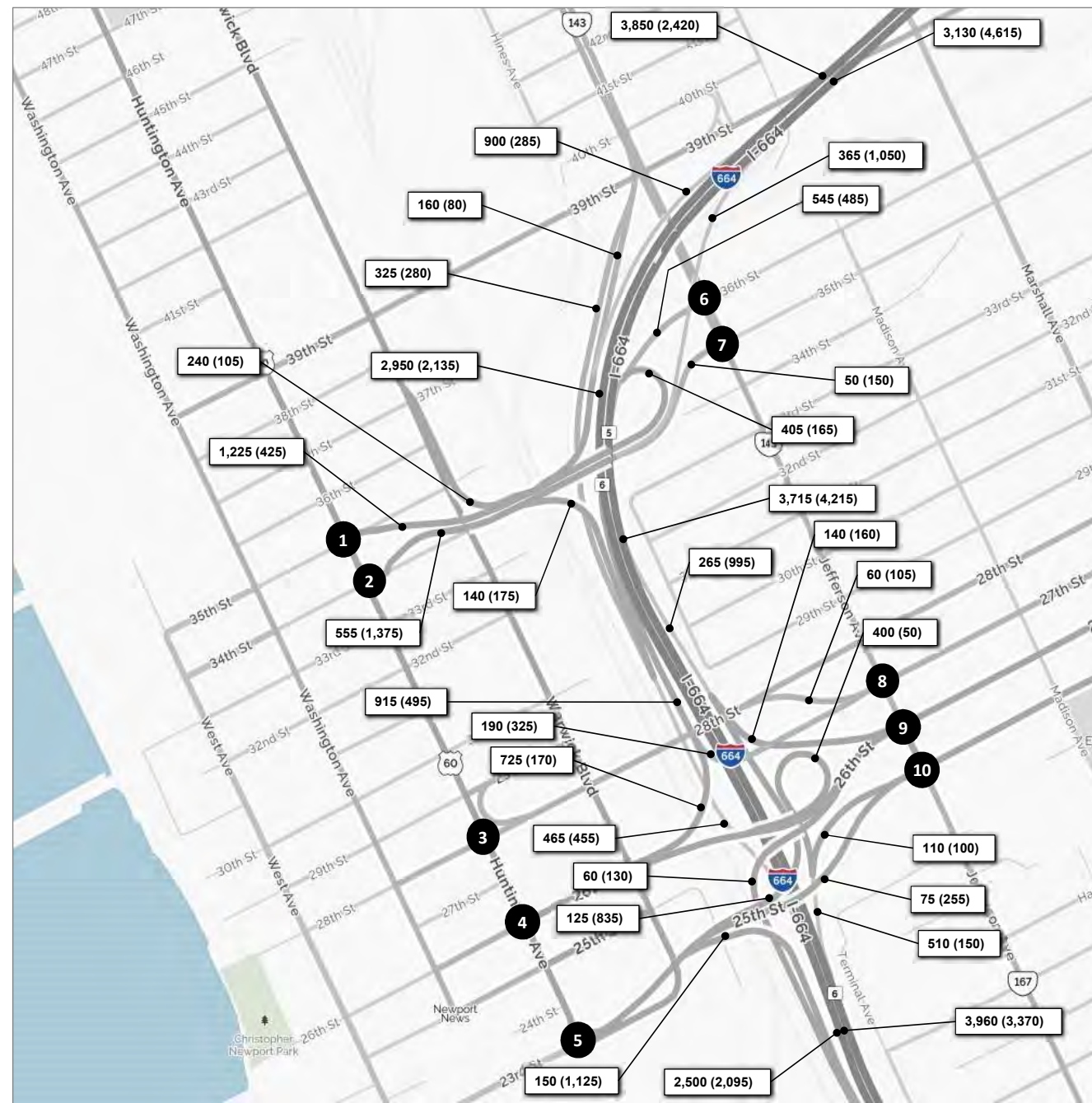


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-6



1	40 (15)	1,015 (1,350)	T	385 (105)	Huntington Ave	35th Street
	R	T	L	840 (320)		

6	320 (470)	30 (50)	R	50 (45)	Jefferson Ave	36th Street
	T	L	L	15 (10)		
			305 (425)	L	T	R
			230 (50)	T	225 (485)	5 (20)
			10 (10)	R		

2	1,345 (670)	510 (1,000)	T			
	T	L	34th Street			
			245 (775)	T	Huntington Ave	35th Street
			40 (25)	R		

7	325 (475)	20 (15)	T			
	T	L	35th Street			
			20 (60)	L	T	R
			10 (55)	T	210 (445)	10 (15)
			20 (35)	R		

3	55 (10)	815 (965)	35 (55)	R	55 (20)	Huntington Ave
	R	T	L	T	35 (30)	
				L	55 (20)	28th Street
			25 (50)	T		
			20 (35)	R		

8	285 (485)	45 (90)	T			
	T	L	27th Street			
			120 (140)	L	T	R
			60 (150)	T	145 (275)	0 (0)
			70 (140)	R		

4	120 (80)	660 (1,455)	T	745 (270)	Huntington Ave	26th Street
	R	T	L	465 (75)		

9	90 (115)	245 (510)	R	30 (40)	Jefferson Ave	26th Street
	R	T	L	110 (155)		
				L	10 (30)	
				L	85 (145)	
				T	115 (235)	
				R		

5	330 (30)	5 (10)	235 (1,440)	T		
	R	T	L	23rd Street		
			115 (775)	T	Huntington Ave	25th Street
			15 (75)	R		

10	185 (420)	70 (120)	T			
	T	L	25th Street			
			25 (65)	L	T	R
			125 (170)	T	175 (315)	15 (25)
			35 (120)	R		

**Legend**  
 x,xxx (x,xxx) AM (PM) Peak Hour Volume  
 NOT TO SCALE

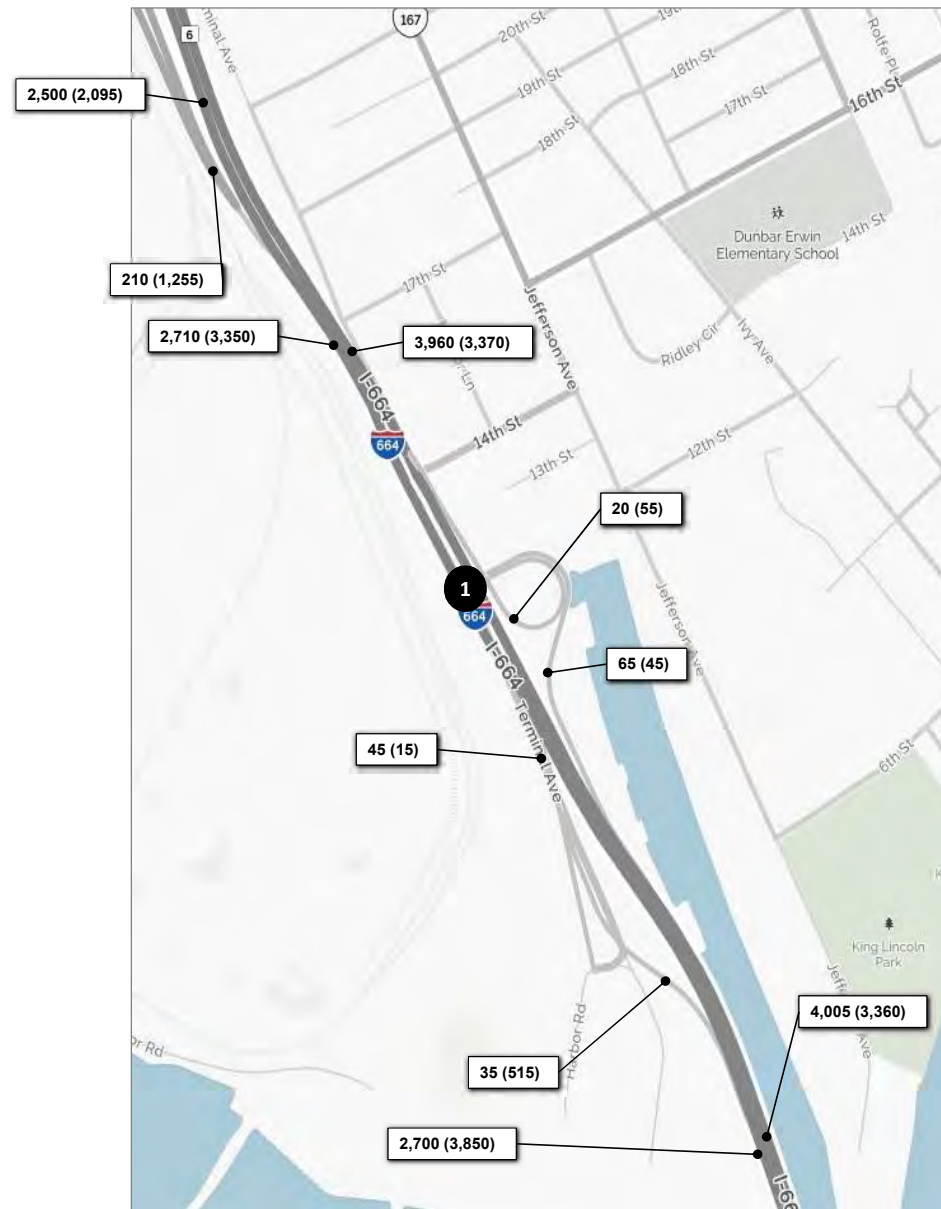


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
 Peak Hour Volumes  
 I-664 Corridor**

April 2017

Figure O.2-7



1	115 (615)	10 (40)	R 35 (35)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 10 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-8



<b>1</b>				R	25 (15)	
				T	410 (1,000)	
				L	35 (50)	
<b>US 17</b>				L	T	R
				90 (85)		
				1,555 (1,410)		35 (35)
				50 (130)		55 (20)
						105 (90)

<b>2</b>				T	470 (1,065)
				L	425 (455)
<b>US 17</b>					
				850 (825)	T
				810 (675)	R

<b>3</b>				R	445 (545)
				L	100 (155)
				T	VA 164 Ramp
<b>895 (1,705)</b>					
					665 (1,035)

<b>4</b>					
				T	VA 164 Ramp
				L	College Dr
<b>730 (1,365)</b>					
				665 (1,035)	
					110 (90)

<b>5</b>				R	345 (645)
				T	495 (855)
				L	10 (15)
<b>395 (655)</b>				<b>US 17</b>	
			L	T	R
				425 (470)	
				815 (815)	5 (10)
				10 (15)	5 (10)
					5 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



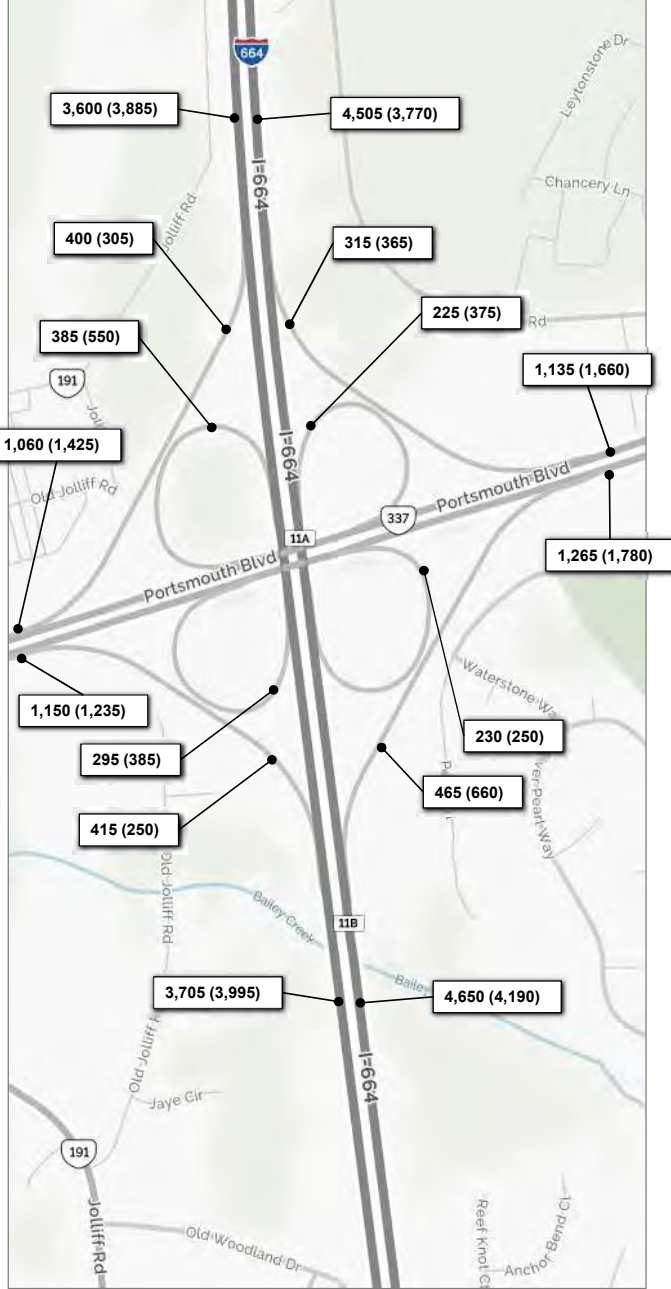
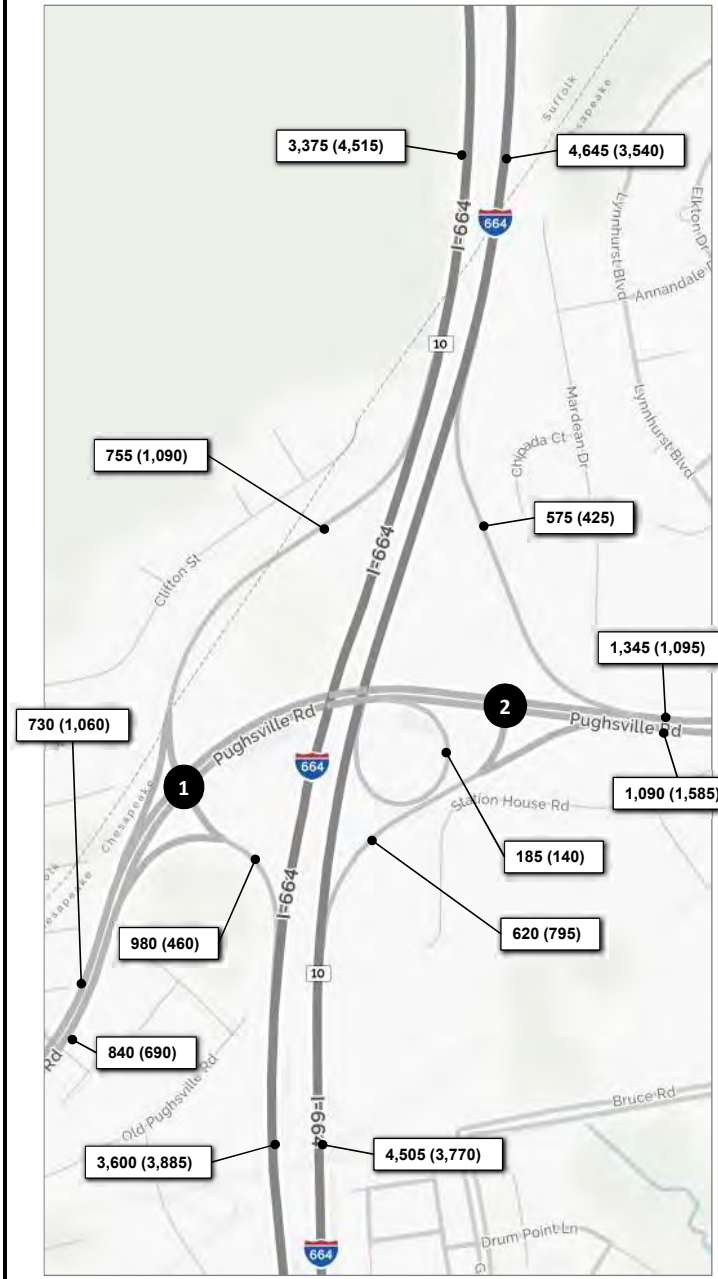
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-9





1	405 (420)	350 (670)	T 325 (640)	Pughsville Road
	R	L	L 570 (315)	
	430 (545)	T		
	410 (145)	R		

2			R 575 (425)	Pughsville Road
			T 770 (670)	
	595 (1,075)	T	L 125 (285)	R 495 (510)
	185 (140)	R		

3	190 (230)	65 (155)	T 390 (315)	Dock Landing Road
	R	L	L 265 (110)	
	460 (325)	T		
	255 (85)	R		

4			R 245 (95)	Dock Landing Road
			T 525 (295)	
	305 (140)	L	L 130 (130)	R 145 (285)
	220 (340)	T		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

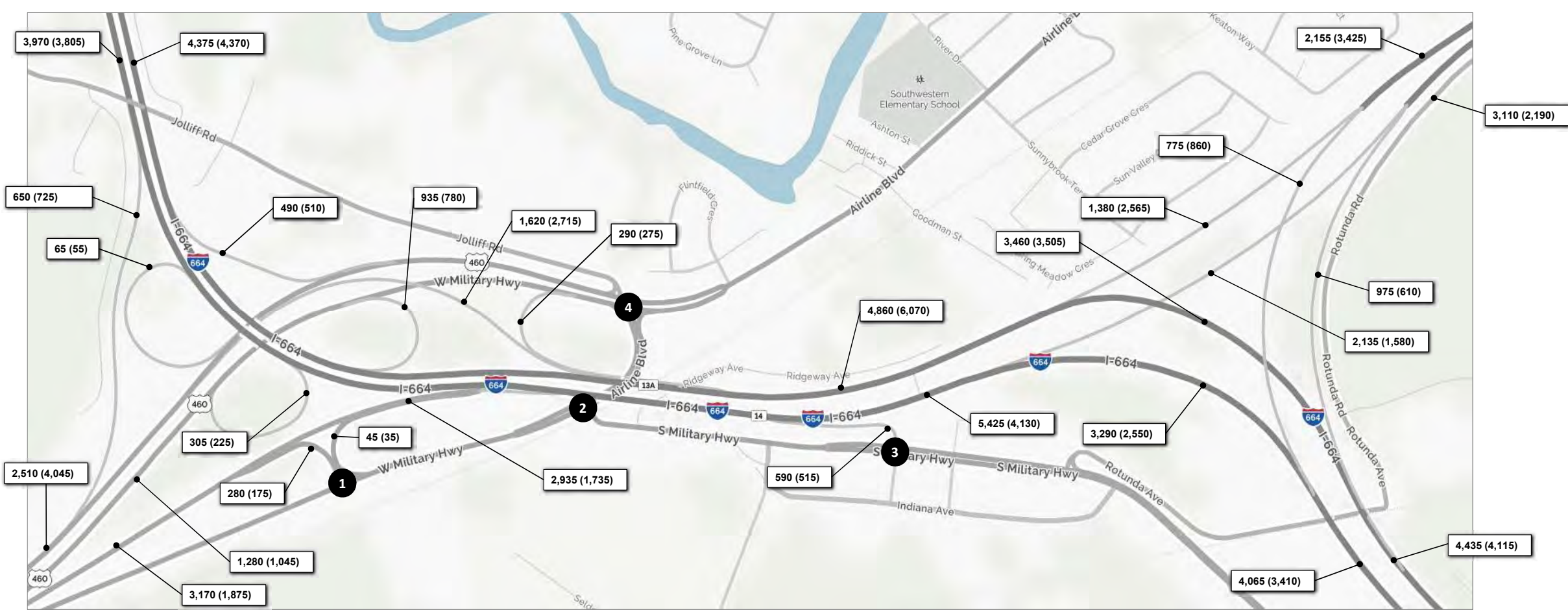
NOT TO SCALE



**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-10



<b>1</b>			
5 (5)	275 (170)	R 40 (30)	
		T 315 (290)	
R	L		
W. Military Hwy			
5 (5)	L		
55 (380)	T		

<b>2</b>			
		T 325 (240)	
		L 590 (425)	
W. Military Hwy		L	R
330 (550)	T	30 (80)	255 (645)
0 (0)	R		

<b>3</b>			
10 (15)	580 (500)	T 275 (710)	
R	L		
S. Military Hwy			
590 (425)	T		

<b>4</b>					
80 (40)	475 (220)	110 (45)	R 105 (75)		
			T 350 (285)		
			L 145 (105)		
			L	T	R
	345 (180)	L	365 (845)	125 (230)	95 (120)
	300 (245)	T			
	295 (340)	R			

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
I-664 Corridor**

April 2017

Figure O.2-11



<b>1</b>				R	25 (15)	
				T	410 (1,000)	
				L	35 (50)	
<b>US 17</b>				L	T	R
				90 (85)		
				1,555 (1,410)		35 (35)
				50 (130)		55 (20)
						105 (90)

<b>2</b>				T	470 (1,065)
				L	425 (455)
<b>US 17</b>					
				850 (825)	T
				810 (675)	R

<b>3</b>				R	445 (545)
				L	100 (155)
<b>VA 164 Ramp</b>				T	665 (1,035)
				895 (1,705)	

<b>4</b>					
				T	665 (1,035)
<b>VA 164 Ramp</b>				R	110 (90)
				730 (1,365)	
				285 (495)	

<b>5</b>				R	345 (645)	
				T	495 (855)	
				L	10 (15)	
<b>US 17</b>				L	T	R
				425 (470)		
				815 (815)		5 (10)
				10 (15)		5 (10)
						5 (15)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure O.2-12



<b>1</b>			
450 (210)	790 (565)	R 90 (320)	
		L 140 (295)	
R	T		
		L	T
		175 (205)	300 (1,025)
		Towne Point Road	

<b>2</b>				
	530 (695)	400 (165)		
		L	T	R
		130 (330)	L	345 (900)
		205 (405)	R	190 (195)
			Towne Point Road	

<b>3</b>						
	305 (200)	625 (410)	30 (15)	R	5 (15)	
			L	T	15 (175)	
			L	T	25 (90)	
			L	T	R	
			65 (195)	L	565 (505)	365 (40)
			80 (10)	T	290 (260)	
			150 (145)	R		

<b>4</b>			
	500 (455)		
		L	T
		615 (220)	745 (695)
		395 (405)	
		Cedar Lane	

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

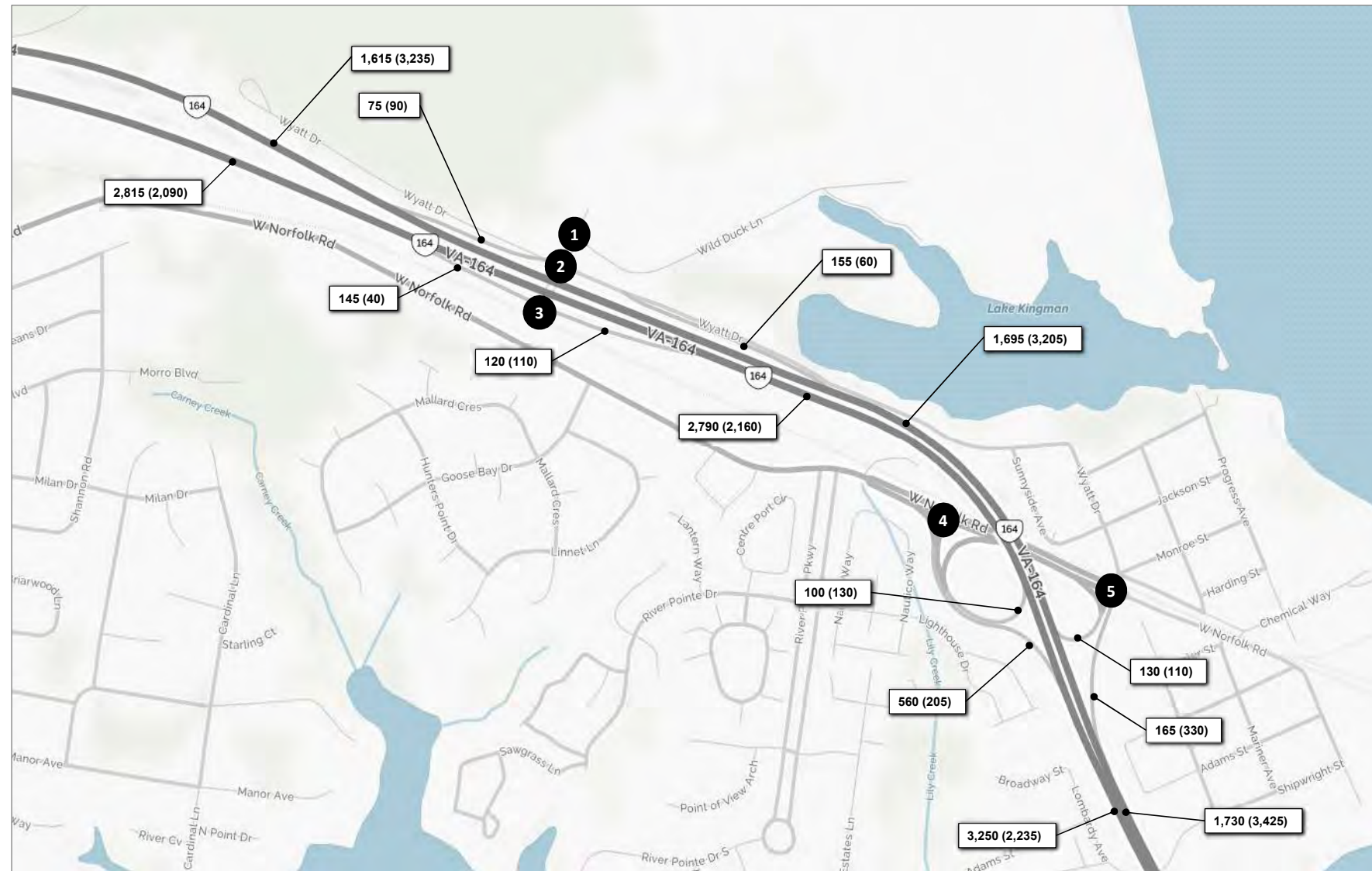


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure O.2-13



1	5 (5)	175 (170)	5 (0)	R	5 (5)		
				T	5 (0)		
				L	5 (15)		
		5 (5)	L	L	T	R	
		5 (5)	T		275 (80)		30 (15)
		5 (5)	R		5 (5)		

2	70 (85)	115 (105)	V/G Blvd	R	165 (60)		
				T	5 (5)		
				L	5 (5)		
						Wyatt Dr	
				L		R	
					0 (0)		145 (40)

3		120 (110)					
			L				VA 164 Ramp
		145 (40)	L				
		0 (0)	T	V/G Blvd			

4				T	95 (285)		
				L	65 (100)		
						L	R
		165 (85)	T			35 (95)	65 (35)
		495 (105)	R				

5	30 (15)	15 (15)	10 (10)	R	10 (10)			
				T	50 (90)			
				L	20 (50)			
						L	T	R
						80 (280)	5 (10)	80 (40)

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure O.2-14



<b>1</b>					
R	T	L	R	T	R
5 (15)	25 (30)	65 (65)	110 (55)	140 (165)	175 (100)
<b>Cleveland St</b>			L	T	R
			20 (15)	5 (5)	60 (100)
			305 (280)	5 (5)	
			10 (10)		

<b>2</b>					
R	L	T			
335 (240)	215 (10)		90 (80)		
<b>Cleveland St</b>					
			430 (445)		

<b>3</b>					
R	L	T	R	T	L
45 (25)	35 (5)		60 (100)	45 (55)	
<b>Cleveland St</b>			L		
			595 (440)		
			50 (15)		

<b>4</b>					
R	T	L	R	T	R
5 (5)	50 (40)	155 (95)	45 (80)	25 (35)	45 (100)
<b>Woodrow St</b>			L		
			25 (30)		
			100 (50)		
			10 (15)		

**Legend**

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

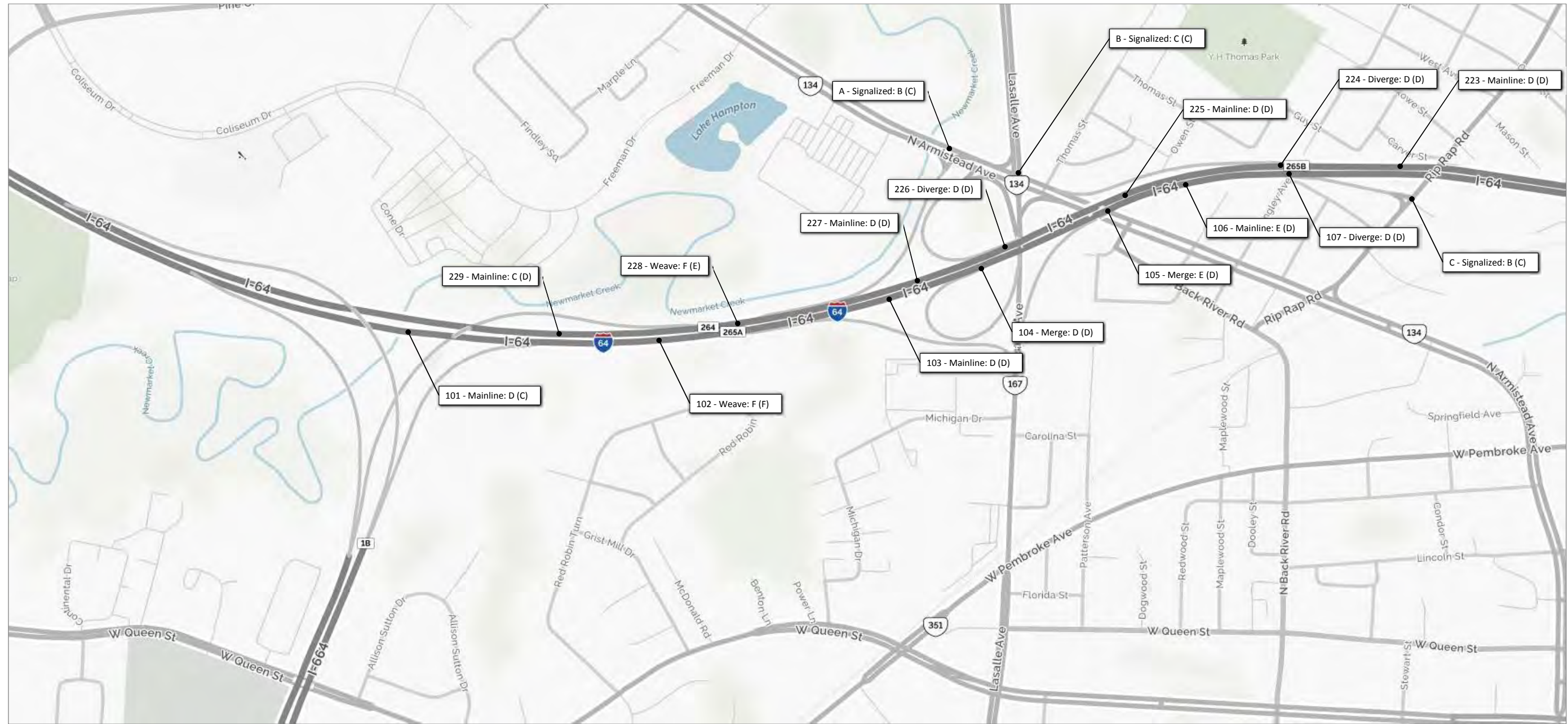


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Peak Hour Volumes  
VA 164 Corridor**

April 2017

Figure O.2-15



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
 Level of Service  
 I-64 Corridor**

April 2017

Figure O.3-1



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



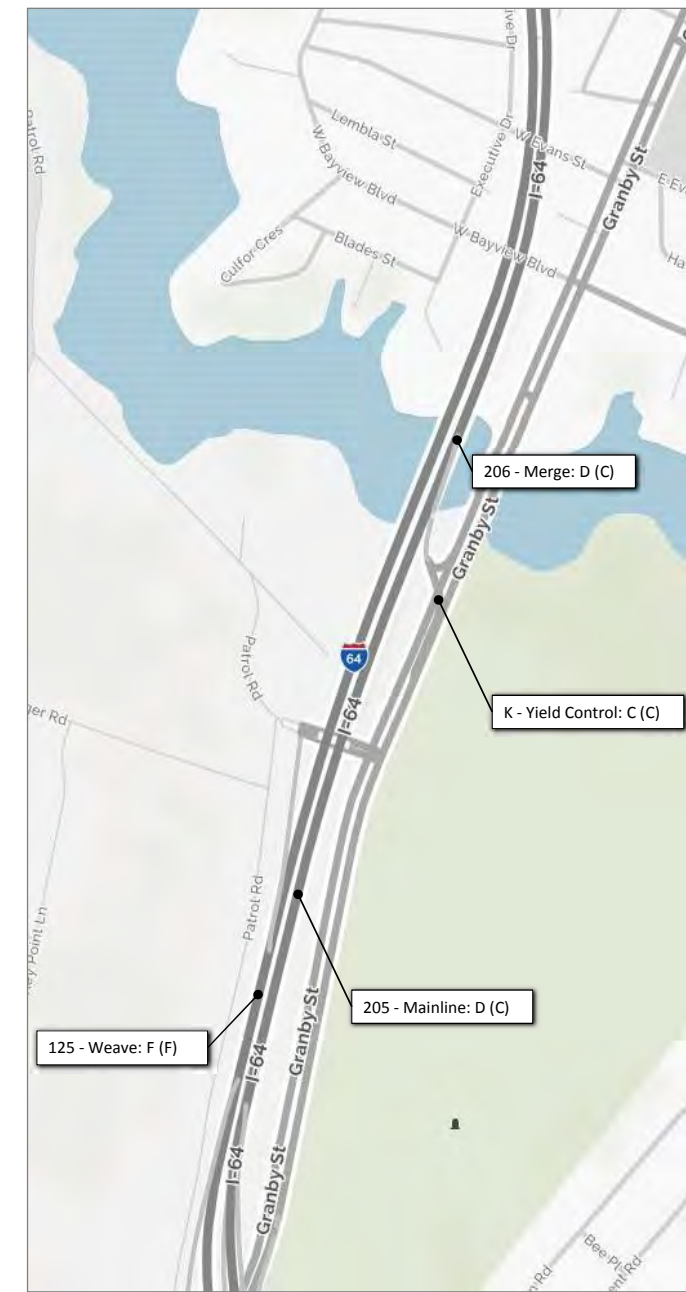
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-64 Corridor**

April 2017

Figure O.3-2





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-64 Corridor**

April 2017

Figure O.3-3



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound  
 200 series I-64 Westbound  
 300 series I-564 Eastbound  
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

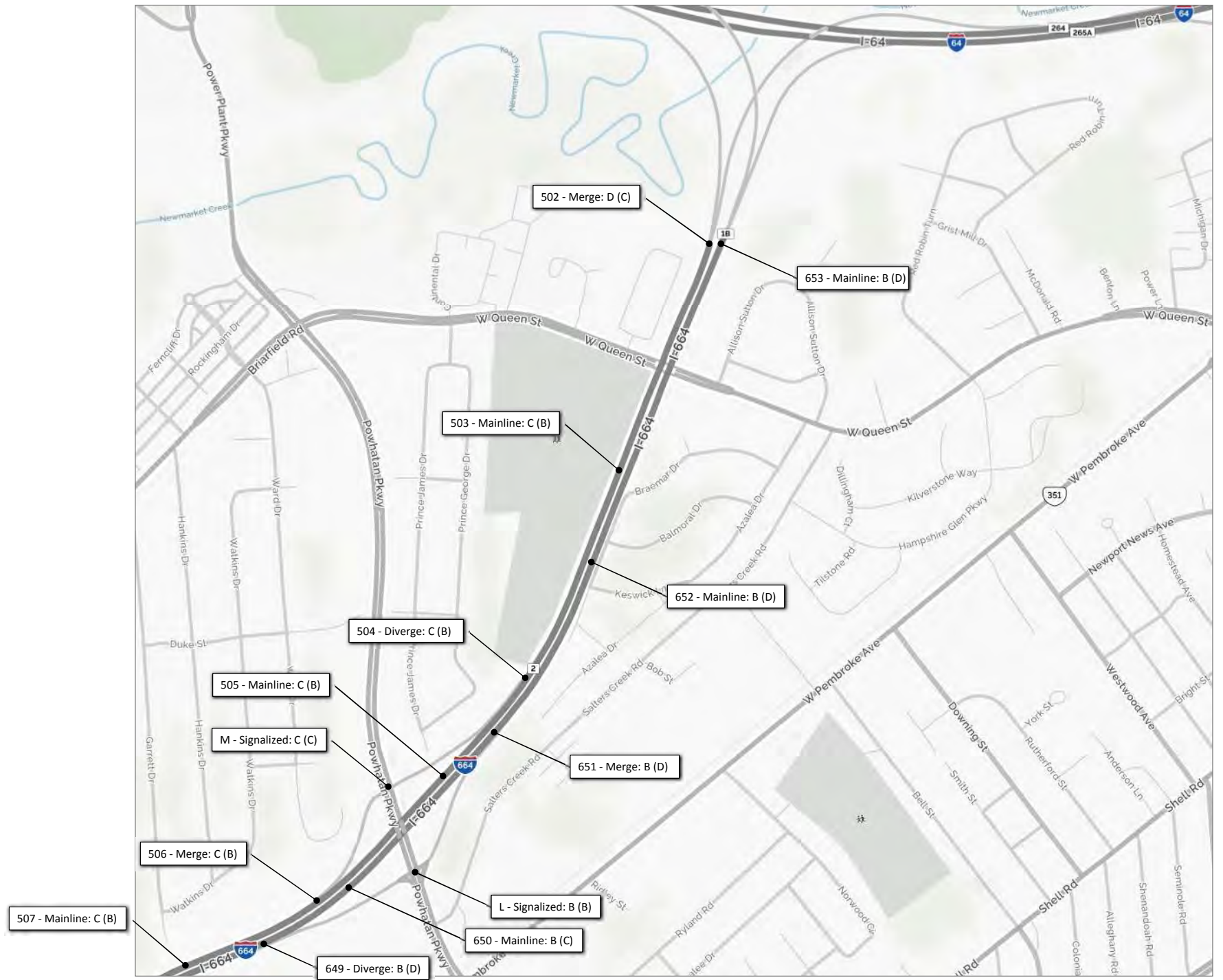


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
 Level of Service  
 I-64 Corridor**

April 2017

Figure O.3-4



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-664 Corridor**

April 2017

Figure O.3-5



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



**2040 Preferred Alternative  
 Level of Service  
 I-664 Corridor**

April 2017

Figure O.3-6



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

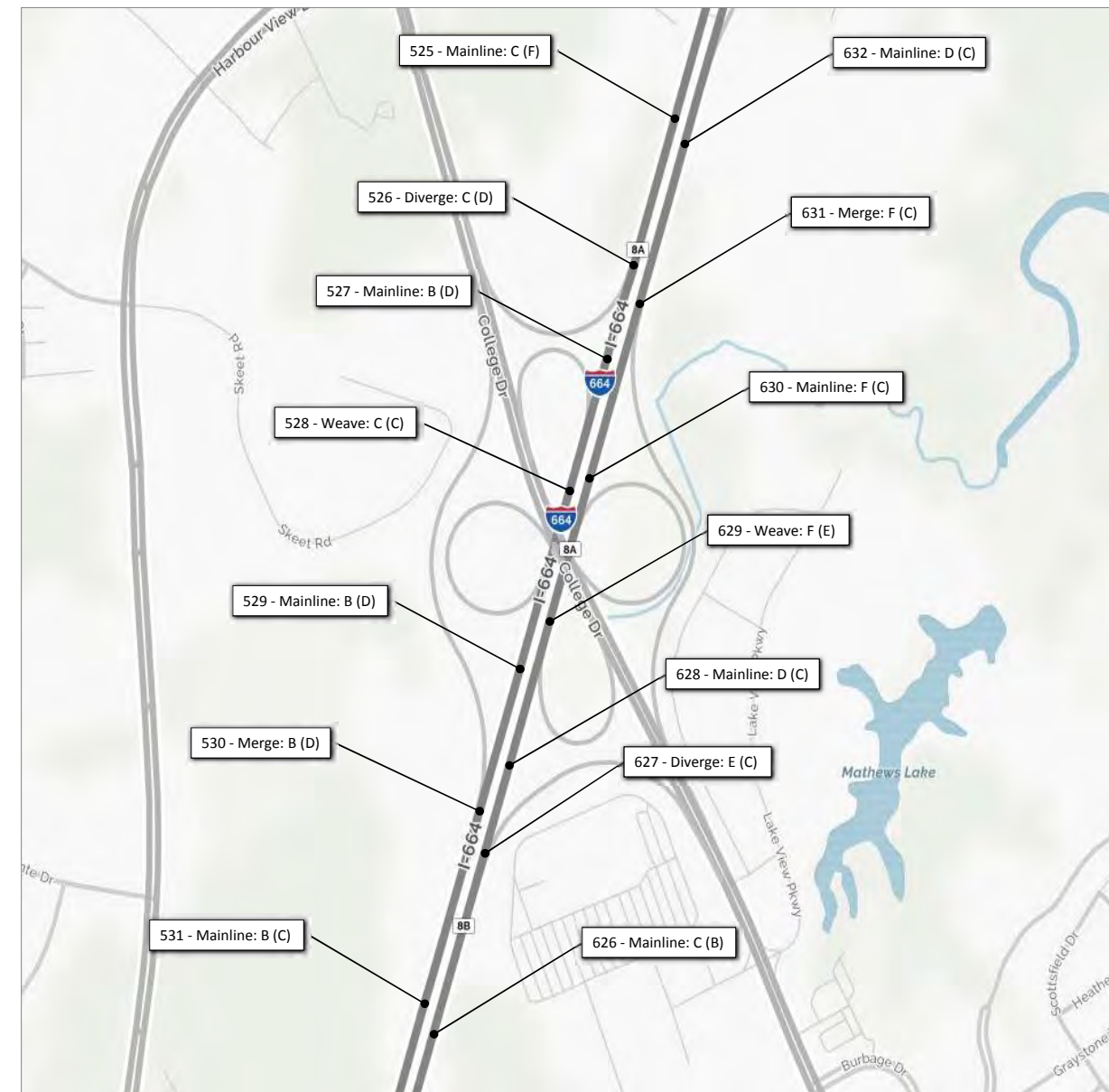


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-664 Corridor**

April 2017

Figure O.3-7



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

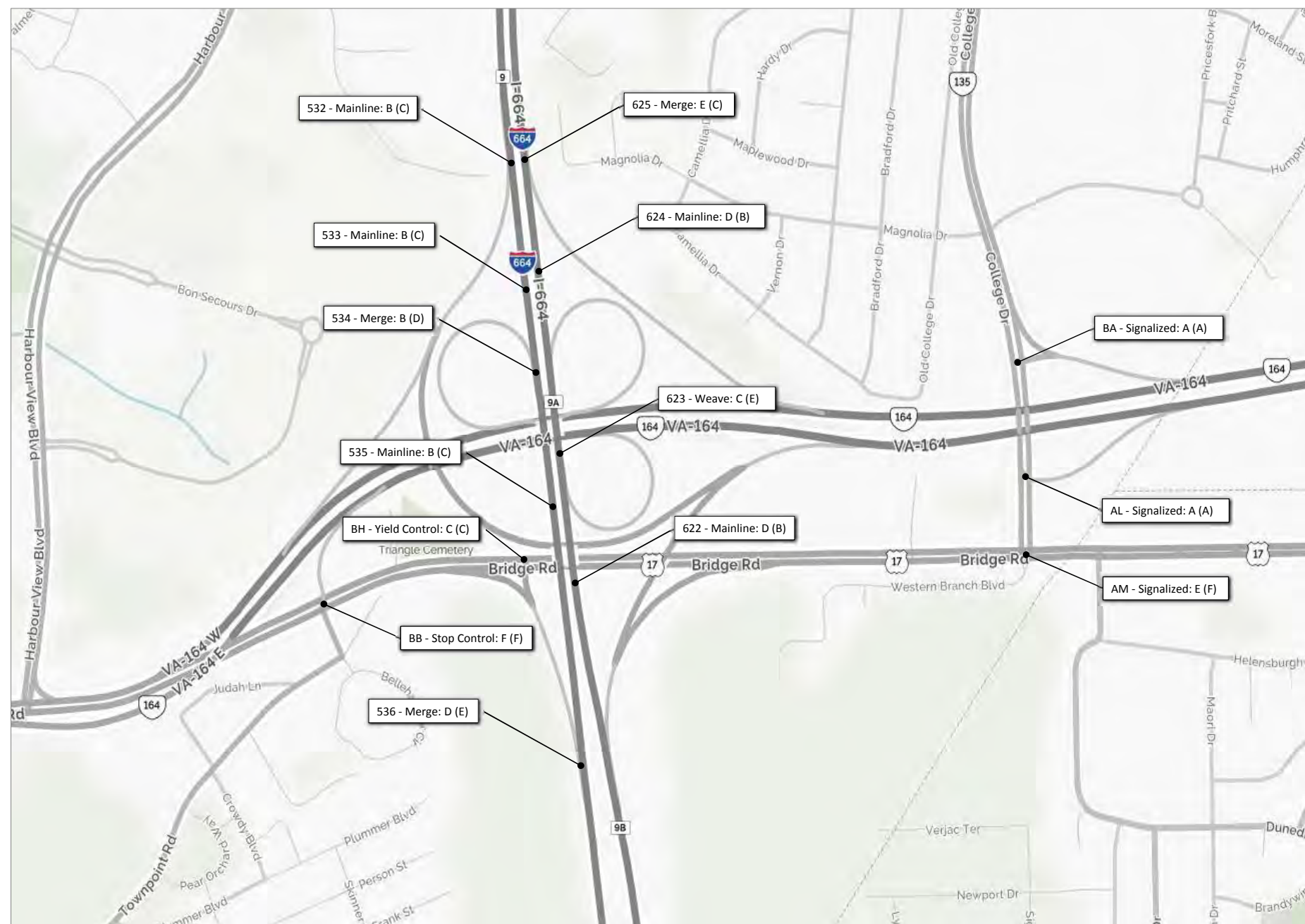


**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-664 Corridor**

April 2017

Figure O.3-8



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

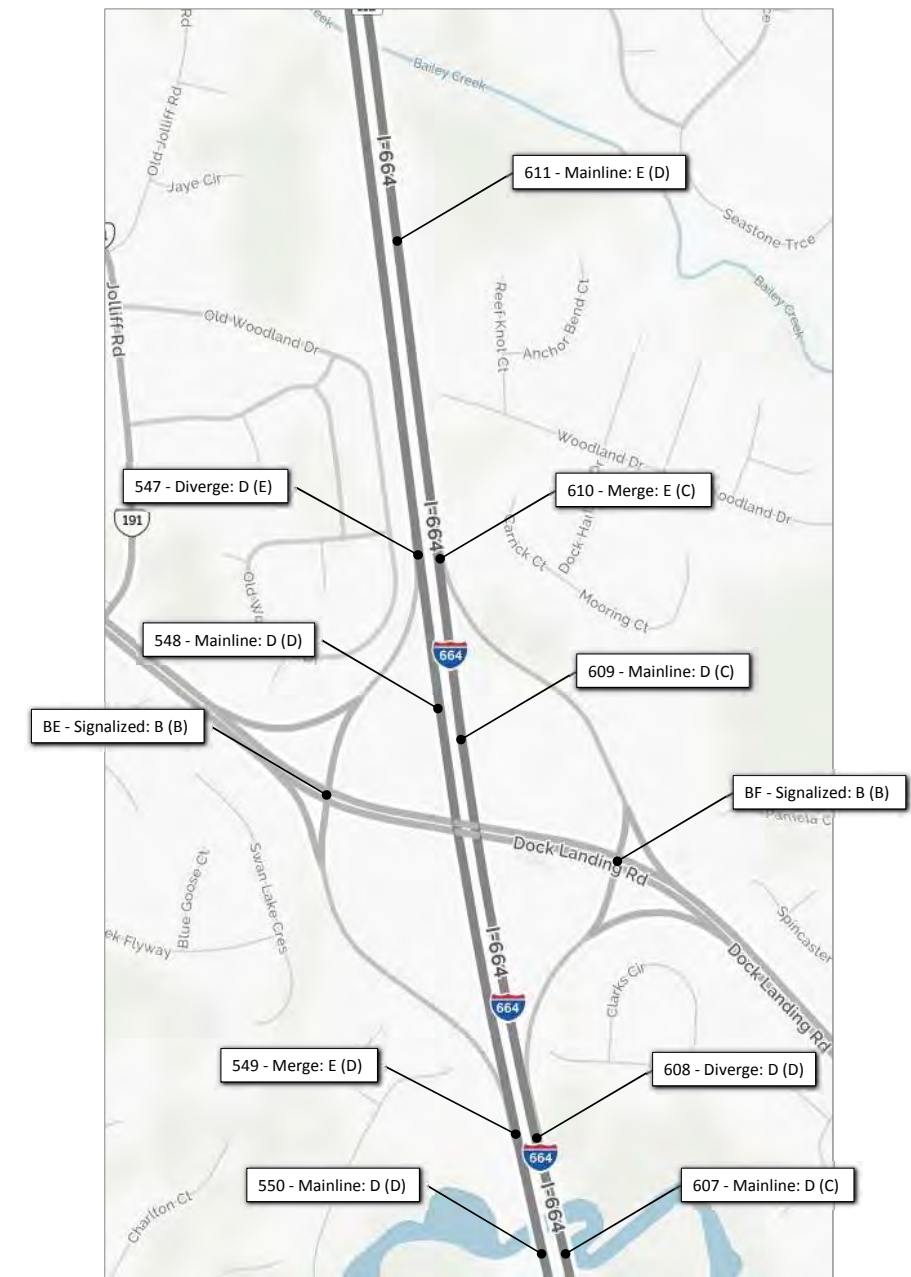
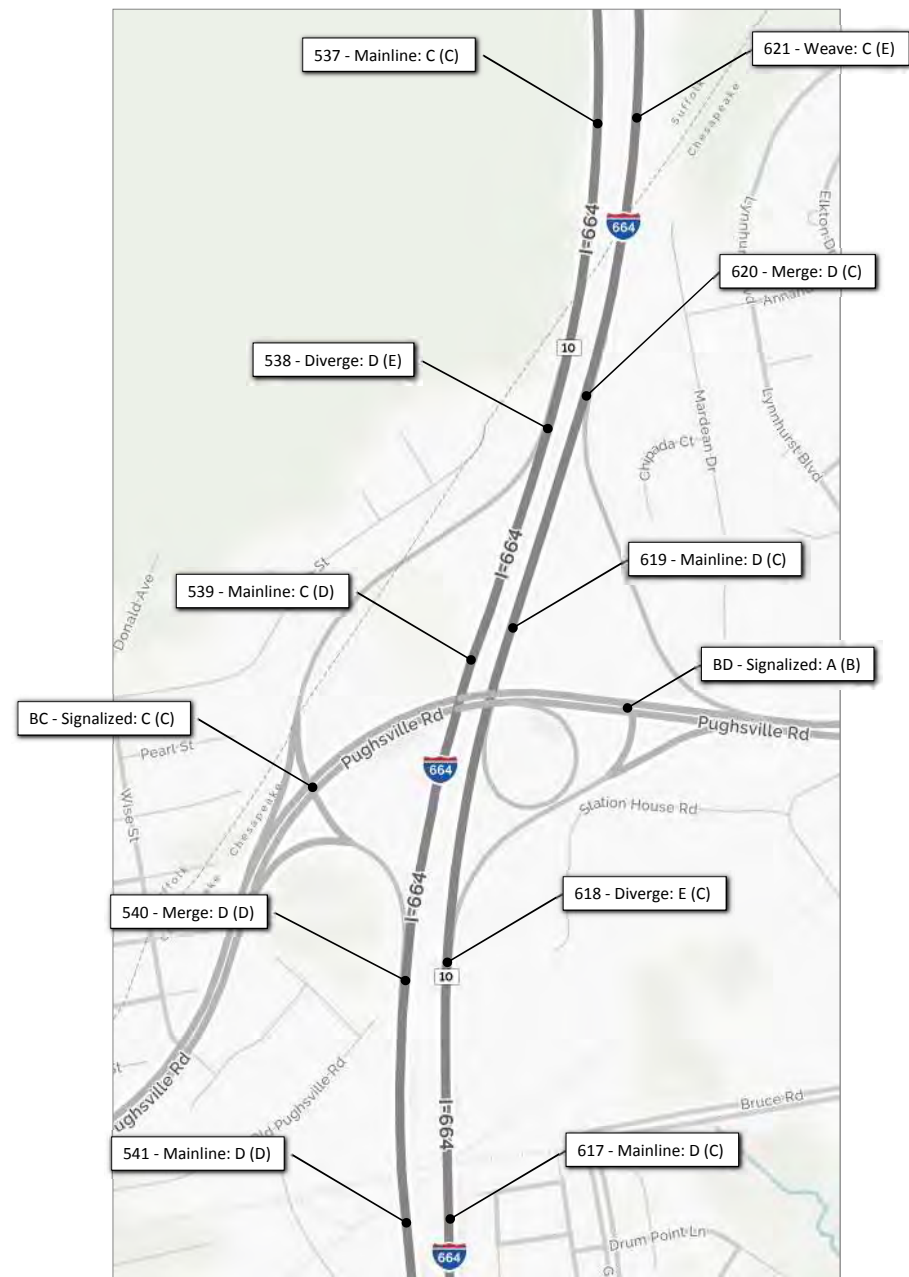


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
 Level of Service  
 I-664 Corridor**

April 2017

Figure O.3-9



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro



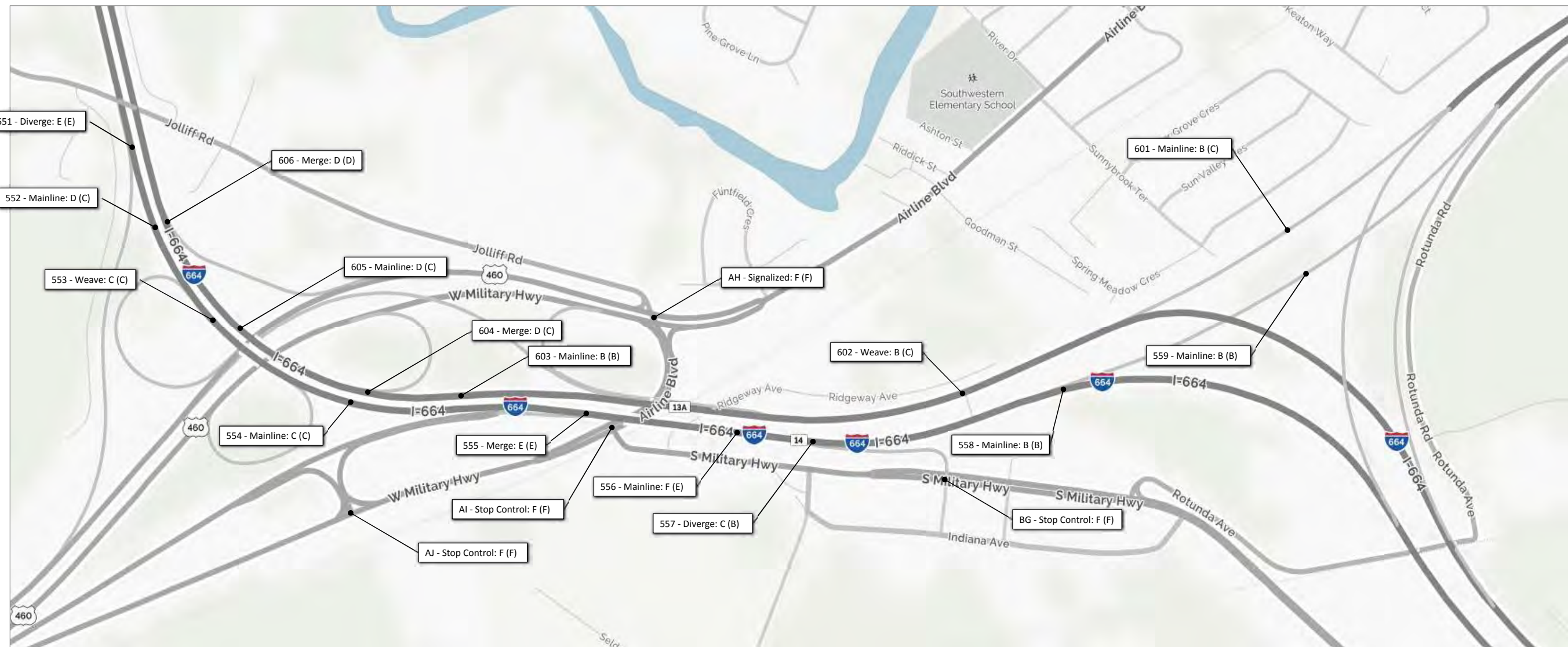
**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
I-664 Corridor**

April 2017

Figure O.3-10





**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound  
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

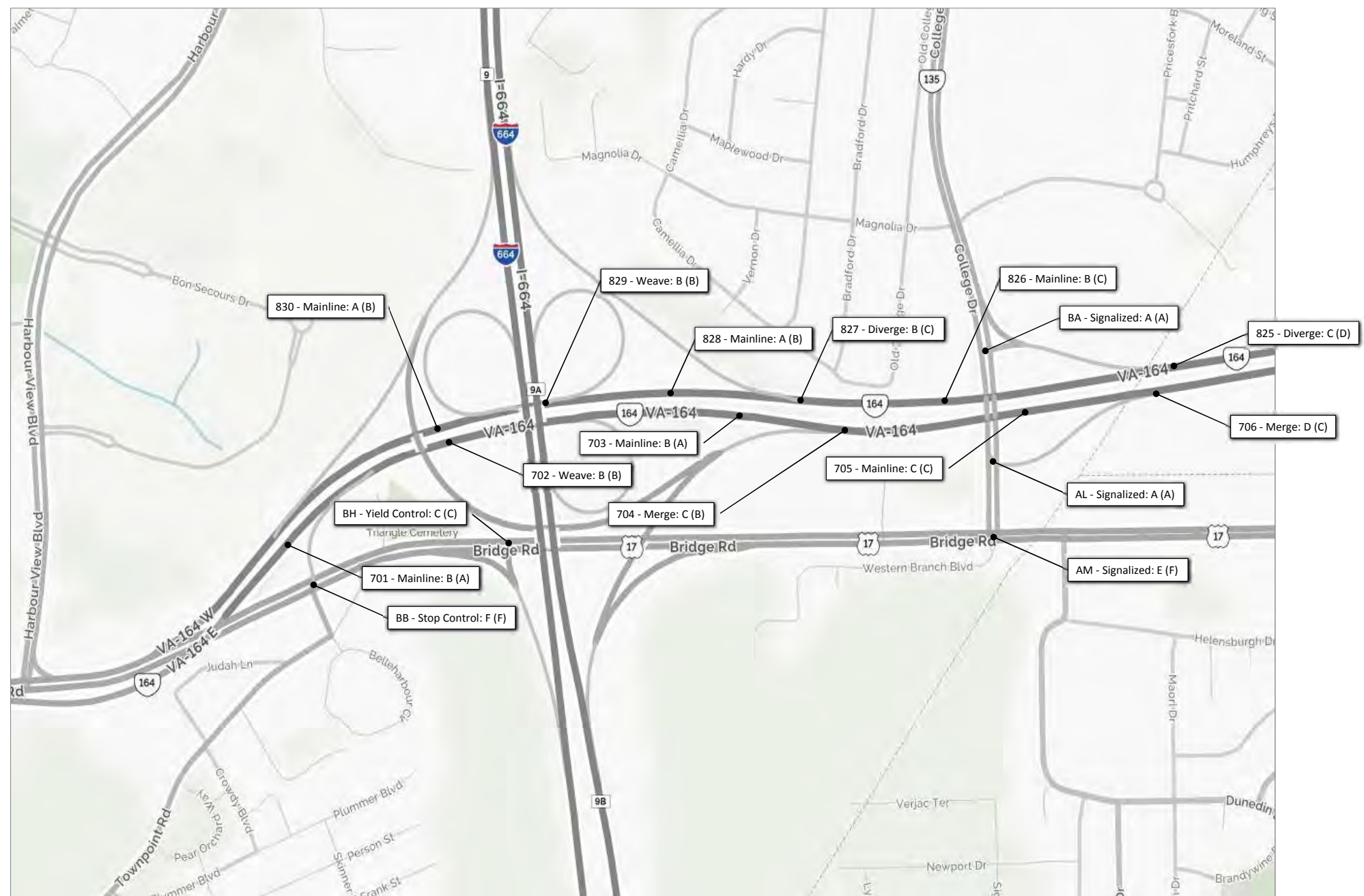


**HRCS SEIS**  
 Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
 Level of Service  
 I-664 Corridor**

April 2017

Figure O.3-11



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
VA 164 Corridor**

April 2017

Figure O.3-12



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
VA 164 Corridor**

April 2017

Figure O.3-13



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCS SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
VA 164 Corridor**

April 2017

Figure O.3-14



**Legend**

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound  
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro



**HRCs SEIS**  
Hampton Roads Crossing Study SEIS

**2040 Preferred Alternative  
Level of Service  
VA 164 Corridor**

April 2017

Figure O.3-15

**APPENDIX P:  
PHOTO DOCUMENTATION**

The photographs in this appendix illustrate the recurring congestion experienced along I-64 on the approaches to the Hampton Roads Bridge Tunnel (HRBT). Photos were collected from VDOT archives (undated); taken in April 2017 during field visits conducted by the project team; or captured in April 2017 from VDOT's web-based 511 traveler information system.

**EASTBOUND I-64**

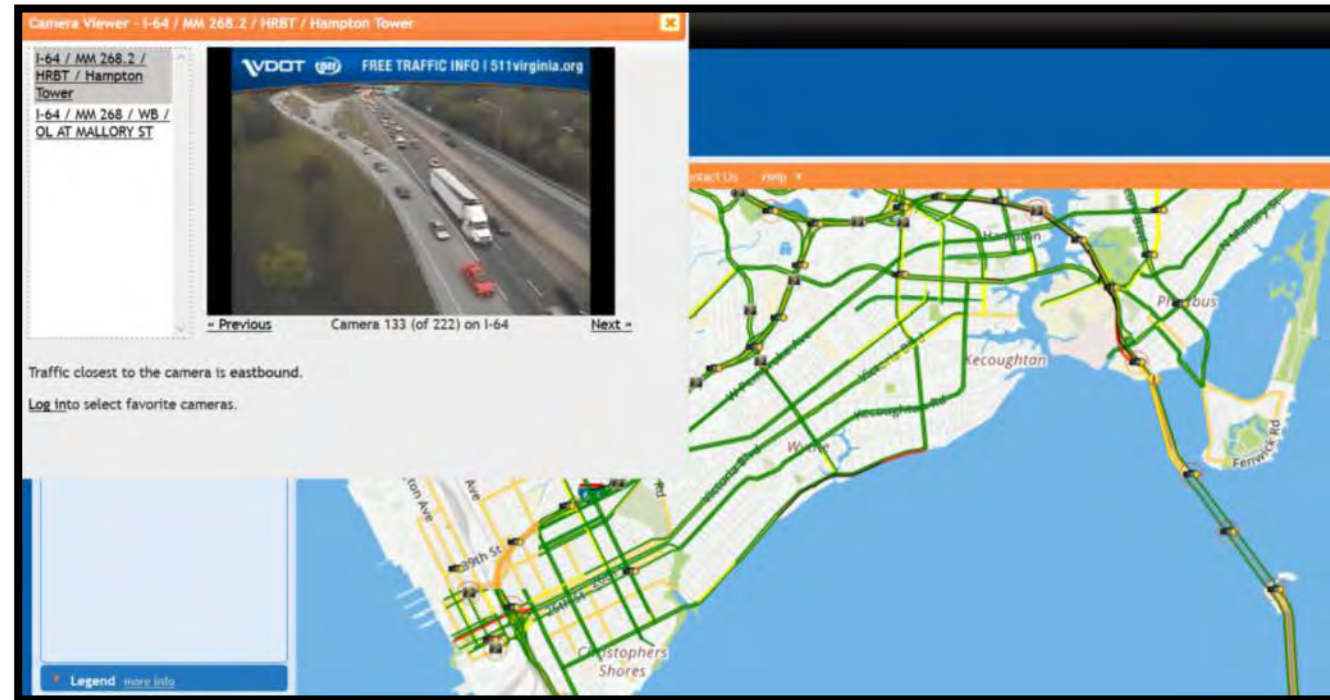


Photo 1: AM Travel Conditions



Photo 2: Mallery Street On Ramp to Eastbound I-64 (AM)



Photo 3: Traffic held at eastbound tunnel portal due to unknown incident (PM)

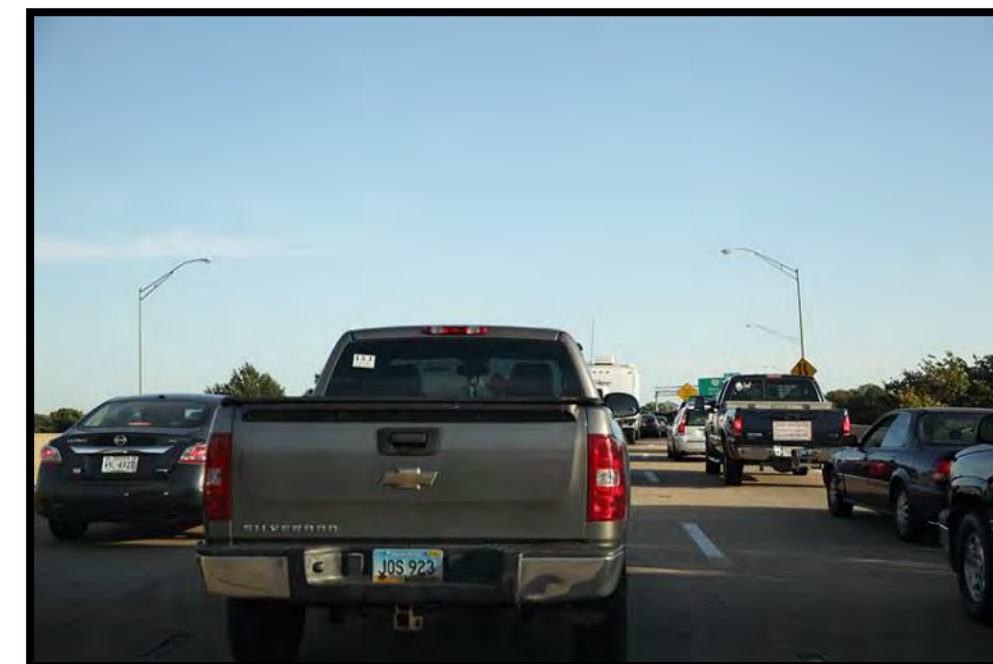
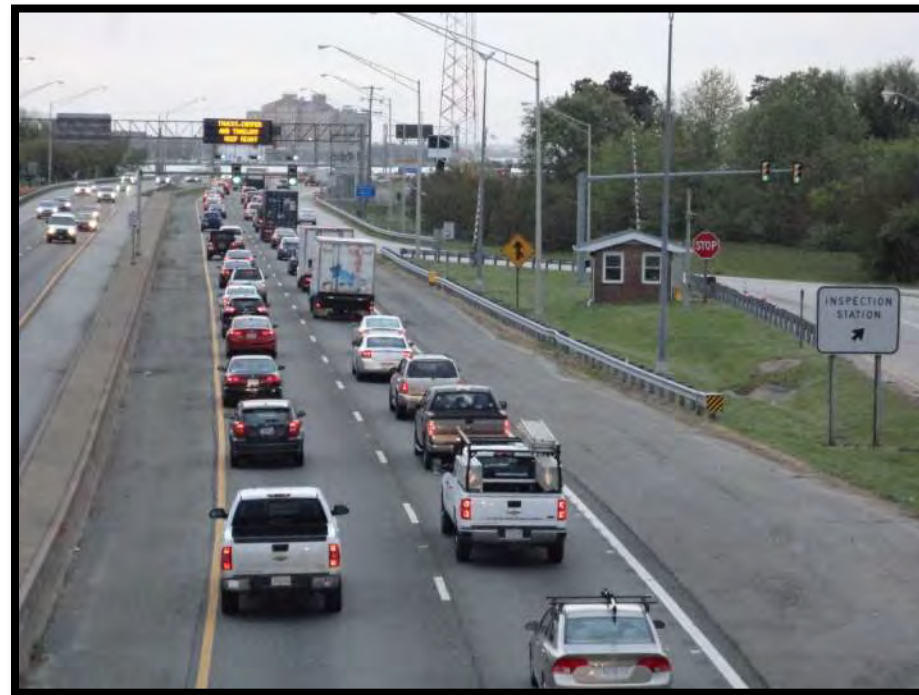


Photo 4: Eastbound I-64 approaching HRBT



*Photo 5: Eastbound I-64 approaching HRBT near Mallory Street (AM)*



*Photo 7: Eastbound I-64 entering HRBT*



*Photo 6: I-64 north of HRBT*



WESTBOUND I-64

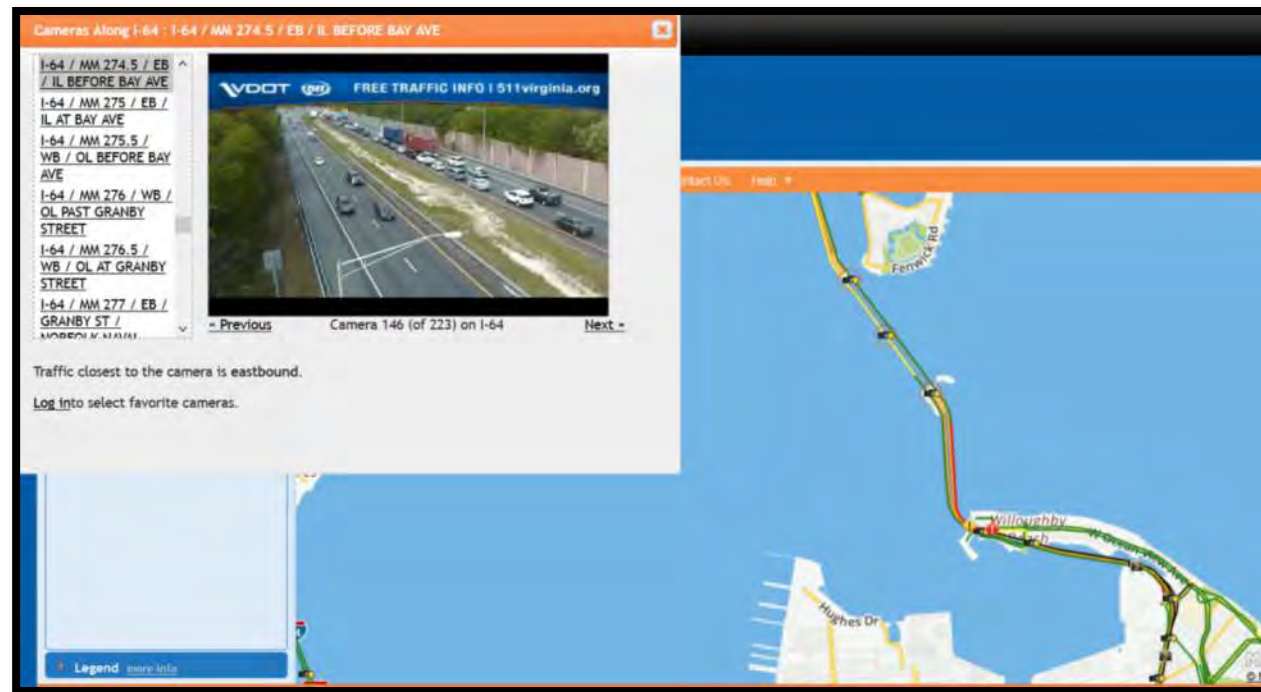


Photo 8: PM Travel Conditions



Photo 10: I-64 south of HRBT (PM)



Photo 9: Westbound I-64 departing HRBT (PM)



Photo 11: Westbound I-64 approaching HRBT (AM)