

## 2035 Daily Traffic Volume Projections and Improvements

Thoroughfare Name	Segment		2007 Daily Volume	Existing Lanes	Distance (mi)	Forecasts Based on Development According to Comprehensive Plan				Comments/Notes	
						From	To	2035 AADT	Umimproved Volume/Capacity Ratio		Recommended Lanes for 2035
1	I-64	New Kent CL	Exit 227 (Old Stage)	47,000	4	2.7	80,680	0.84	6	IMPROVED	
2	I-64	Exit 227 (Old Stage)	Exit 231 (Croaker Rd)	56,000	4	4.3	95,886	0.99	6	IMPROVED	
3	I-64	Exit 231 (Croaker Rd)	Exit 234 (Rte 199 West)	63,000	4	2.8	117,412	1.22	6	IMPROVED	VDOT Responsible for funding improvements
4	I-64	Exit 243 (Grove)	Exit 247 (Lee Hall)	81,000	4	2.4	122,579	1.27	6 + 2 HOV	IMPROVED	
5	Rte 199	York CL	Quarterpath Rd / Mount Bay Rd	31,000	4	1.2	29,306	0.39			OK
5.1	Rte 199	Quarterpath/ Mount Bay Rd	Colonial Parkway	33,000	4	1.0	36,686	0.48			OK
6.1	Rte 199	Colonial Parkway	Jamestown Rd	36,000	4	1.9	37,294	0.49			OK
6.2	Rte 199	Jamestown Rd	John Tyler Hwy	34,000	4	0.4	40,022	1.35	6	\$2.733	Recommended for Improvement
7	Rte 199	John Tyler Hwy	Monticello Ave	29,000	4	1.1	32,672	0.43			OK
8	Rte 199	Monticello Ave	Longhill Rd	28,000	4	1.9	29,628	0.39			OK
8.1	Rte 199	Longhill Rd	Richmond Road	22,000	4	3.0	27,426	0.36			OK
10	Colonial Parkway	Jamestown Park	Route 199	1,900	2	7.9	6,758	0.36			OK
11	Colonial Parkway	Route 199	Williamsburg CL	1,900	2	0.7	9,766	0.51			OK
11.1	Jamestown Rd	James River	Ironbound Rd	7,965	2	1.9	6,903	0.42			OK
11.2	Jamestown Rd	Ironbound Rd	Route 199	16,707	4	2.4	19,387	1.19			Forecasted volumes indicate improvement needed. WATCH
12	Pocahontas Trl	Newport News CL	Grove Interchange	9,226	2	4.3	21,186	1.12			Forecasted volumes indicate improvement needed. WATCH
13	Pocahontas Trl	Grove Interchange	Kingsmill Gate	14,026	4	1.2	32,241	0.85			OK
14	Pocahontas Trl	Kingsmill Gate	Rte 199	17,000	4	0.6	36,420	0.96			Forecasted volumes indicate improvement needed. WATCH
15	Merrimac Trail	Grove Interchange	Newport News CL	16,000	4	3.0	33,055	0.87			OK
16	Richmond Road	New Kent CL	Rochambeau Rd	6,093	4	6.5	7,537	0.20			OK
17	Richmond Road	Rochambeau Rd	Croaker Rd	17,201	4	3.2	29,293	0.77			OK
18	Richmond Road	Croaker Rd	Norge Elementary	21,892	4	0.1	39,110	1.32			Forecasted volumes indicate improvement needed. WATCH
19	Richmond Road	Norge Elementary	Centerville Rd	26,018	4	2.2	39,110	1.32	6	\$20.296	Recommended for Improvement
20	Richmond Road	Centerville Rd	Rte 199	24,656	4	0.3	62,307	2.10	6	\$2.768	Recommended for Improvement
21	Richmond Road	Rte 199	Williamsburg CL	20,470	4	1.5	45,325	1.53	6	\$13.838	Recommended for Improvement
22	John Tyler Hwy	Rte 199 / Strawberry Plains Rd	Ironbound Rd	14,984	2	2.4	18,891	1.16			Forecasted volumes indicate improvement needed. WATCH
23	John Tyler Hwy	Ironbound Rd	Centerville Rd/Greensprings Rd	11,303	4	2.5	15,550	0.95			OK
24	John Tyler Hwy	Centerville Rd/Greensprings Rd	Charles City CL	4,800	4	2.1	3,353	0.21			OK
25	Monticello Ave	Ironbound Rd	Rte 199	19,466	4	0.8	32,202	0.98	6	\$7.380	Recommended for Improvement
26	Monticello Ave	Rte 199	News Rd	25,355	4	0.3	47,569	1.44	6	\$2.768	Recommended for Improvement
27	Monticello Ave	News Rd	Centerville Rd	12,309	2	2.8	22,348	1.37	4	\$8.643	Recommended for Improvement
28	Ironbound Rd	Longhill Connector Rd	Monticello Ave	10,984	2	1.4	12,550	0.77	4	\$12.916	Programmed for Widening by VDOT
29	Ironbound Rd	Monticello Ave	John Tyler Hwy	10,967	2	1.9	25,298	1.55	4	\$13.021	Recommended for Improvement
30	Ironbound Rd	John Tyler Hwy	Jamestown Rd	8,299	2	0.9	10,982	0.67			OK
31	Longhill Connector Rd	Longhill Rd	Ironbound Rd	8,336	2	0.6	23,167	1.42	4	\$5.230	Recommended for Improvement
32	Longhill Rd	Longhill Connector Rd	Rte 199	8,336	2	0.3	34,946	2.14	4	\$2.615	Recommended for Improvement
33	Longhill Rd	Rte 199	Old Towne Rd	20,055	2	0.8	34,249	2.10	4	\$6.973	Recommended for Improvement
34	Longhill Rd	Old Towne Rd	Seasons Trace	18,299	2	1.4	23,072	1.42	4	\$12.202	Recommended for Improvement
34.1	Longhill Rd	Seasons Trace	Centerville Rd	8,896	2	2.5	14,784	0.91			OK
35	Centerville Rd	Rte 60	Jolly Pond Rd	10,174	2	1.4	18,784	1.15	4	\$12.202	Recommended for Improvement
36	Centerville Rd	Jolly Pond Rd	Longhill Rd	11,507	2	1.0	21,629	1.33	4	\$8.716	Recommended for Improvement
37	Centerville Rd	Longhill Rd	News Rd	6,441	2	1.1	12,239	0.75			OK
37.2	Centerville Rd	News Rd	Monticello Ave	4,369	2	1.4	6,098	0.37			OK
37.4	Centerville Rd	Monticello Ave	John Tyler Hwy	3,462	4	0.7	9,132	0.56			OK
38	Croaker Rd	Fenton Mill Rd	Ware Creek Road	3,542	2	2.1	8,565	0.53			OK
39	Croaker Rd	I-64	Fenton Mill Rd	7,000	4	0.4	12,880	0.39			OK
40	Croaker Rd	Rochambeau Rd	I-64	11,000	4	0.2	33,189	0.87			OK
41	Croaker Rd	Richmond Road	Rochambeau Rd	9,275	2	0.7	28,584	1.75	4	\$6.101	Recommended for Improvement
42	Barhamsville Rd	I-64	La Grange Pkwy	9,237	4	1.3	13,857	0.36			OK
43	Barhamsville Rd	La Grange Pkwy	Rochambeau Road	9,237	4	0.4	14,576	0.38			OK
45	Mooretown Road Ext.	York CL	Croaker Rd	N/A	0	1.3	19,122	N/A	4	\$9.503	Recommended for Improvement
46	Old Stage Rd	New Kent CL	Fieldstone Pkwy	8,100	2	1.3	11,283	0.30			OK
47	Old Stage Rd	Fieldstone Pkwy	I-64	11,015	4	0.9	26,812	0.71			OK
48	Old Towne Rd	Richmond Road	Longhill Rd	10,256	4	1.4	8,517	0.52			OK
49	Rochambeau Dr	Richmond Road	Bridge Road (Stonehouse)	7,600	4	2.0	7,263	0.19			OK
	Rochambeau Dr	Bridge Road (Stonehouse)	0.8 miles west of Croaker Road	7,600	4	0.3	30,925	0.81			OK
50	Rochambeau Dr	0.8 miles west of Croaker Road	Croaker Rd	7,600	2	0.8	30,925	1.90	4	\$2.330	Proffered by Stonehouse
51	Greensprings Rd	John Tyler Hwy	Jamestown Rd	5,331	2	2.0	7,073	0.43			OK
52	News Rd	Centerville Rd	Powhatan Secondary	3,696	2	2.2	7,055	0.43			OK
53	News Rd	Powhatan Secondary	Monticello Ave	8,133	2	0.8	7,562	0.46			OK
						<b>Improvement Cost - Excluding I-64 (\$ million)</b>		<b>\$150.236</b>			
						<b>VDOT &amp; Proffered Costs (\$ million)</b>		<b>\$15.246</b>			
						<b>Remaining Improvement Cost (\$ million)</b>		<b>\$134.990</b>			

Forecasts were developed using the following steps: 1) Forecasts of Year 2035 socioeconomic variables were developed based on historic growth patterns and on the policies in the Comprehensive Plan; 2) Year 2035 socioeconomic variables were added to the Year 2030 Hampton Road Travel Demand Model; 3) Proposed improvements were added to the travel demand model network; and 4) Travel Demand Model raw volume forecasts were adjusted as appropriate by the count - estimate comparison in the 2000 baseline.