2015

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

where available

Special Locality Report 121

City of Newport News

Information in this report is included in Report

94

(Warwick Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

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

(600) Secondary Route

Virginia State Route

Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

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

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

						Tru	ıck			Κ	. Dir		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus		3+Axle	-		QC	Factor Ql	Factor	AAWDT	Q۷
~~~	From:	Isle of Wight County Lir											
17 258 32 Mercury Blvd	City of Newport News	0.22 <b>28000 G</b>	97%	0%	0%	1%	1%	0%	F	0.11	0.754	30000	G
~~~	T _C . From:	US 60 Warwick Blvd											
17 258 (32) Mercury Blvd	City of Newport News	0.56 37000 G		0%	0%	1%	1%	0%	F	0.099	0.6	39000	(
	From:	US 258, SR 143 Jefferson US 258 Mercury Blvd											
17 143 Jefferson Ave	City of Newport News	1.31 40000 G		0%	0%	1%	1%	0%	F	0.091	0.592	42000	(
$\stackrel{\smile}{\smile}$	To: From:	SR 152 Main St			\Box \vdash								
17 (143) Jefferson Ave	City of Newport News	1.69 39000 G	97%	1%	1%	1%	1%	0%	С	0.087	0.582	41000	
~	To: From:	SR 306 Harpersville Ro	i										
17 (143) Jefferson Ave	City of Newport News	1.12 48000 G		0%	0%	1%	1%	0%	F	0.083	0.537	51000	(
	To: From:	SR 312 J Clyde Morris B	lvd										
17 J Clyde Morris Blvd	City of Newport News	SR 143 Jefferson Ave 1.28 38000 G	97%	0%	0%	1%	1%	0%	F	0.081	0.502	40000	
17 J Clyde Morris Blvd			01 /0	0 /0	0 /0	1 /0	1 /0	0 /0	•	0.001	0.002	40000	
Chida Marria Blud	City of Newsort News	I-64 0.80 38000 G	98%	0%	10/	0%	10/	00/	F	0.000	0.500	41000	
J Clyde Morris Blvd	City of Newport News	0.80 38000 G	96%	0%	1%	0%	1%	0%	Г	0.082	0.589	41000	
~	To: From:	121-7034 Harpersville R											
17 J Clyde Morris Blvd	City of Newport News	0.25 35000 G	98%	0%	1%	0%	1%	0%	F	0.086	0.586	38000	
	10:	NCL Newport News											
North _	From:	US 17 J Clyde Morris Bl											
17 Ramp	City of Newport News (Maint: 99)									0.1		13000	
		I-64-E											
North	From:	US 17 TO I-64 WEST								NIA		NIA	
17 Ramp	City of Newport News (Maint: 99)	0.25 NA I-64-W FROM US 17 NOI	OTH							NA		NA	
	Front												
South 17 Ramp	City of Newport News (Maint: 99)	US 17 J Clyde Morris Bl 0.26 5800 G								0.099		5800	
17 Ramp	To:	I-64-E								0.099		3600	
No all.	From		1										
South 17 Ramp	City of Newport News (Maint: 99)	US 17 J Clyde Morris Bl 0.16 2100 G								0.099		2100	
17) Hamp	To:	I-64-W								0.000		2100	
	From:	Isle of Wight County Lir	20										
32) (17) (258) Mercury Blvd	City of Newport News	0.22 28000 G		0%	0%	1%	1%	0%	F	0.11	0.754	30000	
32) (17) (238)			0.70	0,0		. , ,	. , 0	0,0	•	••••	0.70	00000	
32) (17) (258) Mercury Blvd	City of Newport News	US 60 Warwick Blvd 0.56 37000 G	97%	00/	09/	10/	10/	00/	F	0.099	0.6	20000	
32) (17) (258) Mercury Blvd	Tro	US 258, SR 143 Jefferson		0%	0%	1%	1%	0%	Г	0.099	0.6	39000	,
	r												
Manuick Blvd	City of Newport News	James City County Line 1.70 10000 G		1%	10/	10/	10/	00/	F	0.000	0.546	11000	
60) Warwick Blvd	City of Newport News		3∠ 70	I 70	1%	1%	4%	0%	Г	0.099	0.546	11000	(
~~ <u>-</u>	From:	Yorktown Rd							_				
60 Warwick Blvd	City of Newport News	1.61 15000 G		1%	2%	2%	2%	0%	С	0.103	0.642	16000	(
~	To	SR 105 Ft Eustis Blvd											

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

									Tru	ıck			K		Dir		
Route	Jurisdictio	on L	.ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Manufala Blad	From:	Nissa		05 Ft Eustis		000/	40/	00/	00/	00/	00/	_	0.00		0.005	00000	_
(60) Warwick Blvd	City of Newport	News	1.68	27000	G	93%	1%	2%	2%	2%	0%	F	0.09		0.605	29000	G
Marwick Blvd	Too From: City of Newport	Nowo	1.66	Snidow Blvd 41000		98%	1%	1%	0%	0%	0%	С	0.084		0.534	44000	G
(60) Warwick Blvd	City of Newport	inews			G	90%	1 70	1 70	076	0%	0%	C	0.064		0.554	44000	G
60 Warwick Blvd	City of Newport	News	0.78	Denbigh Blvd 36000	G G	98%	1%	1%	0%	0%	0%	С	0.086		0.533	38000	G
60) Walwick Blvd	Tree	- Troms					1 70		0 / 0	0 /0	0 70	Ü	0.000		0.000	00000	ŭ
60 Warwick Blvd	From: City of Newport	News	1.45	Bland Blvd 33000	G	98%	1%	1%	0%	0%	0%	F	0.088		0.529	35000	G
(60)	Tro			yster Point R		0070	. , ,		0,0	0,0	0,70	-	0.000		0.020		
60 Warwick Blvd	From: City of Newport	t News	2.39	31000	G	98%	1%	1%	0%	0%	0%	С	0.092		0.542	33000	G
<u> </u>	To:		De	ep Creek Ro													
60 Warwick Blvd	City of Newport	News	0.89	38000	G	98%	1%	1%	0%	0%	0%	F	0.092		0.571	41000	G
	Tax		J Ch	vde Morris E	Blvd												
60 Warwick Blvd	City of Newport	News	1.07	27000	G	99%	0%	0%	0%	0%	0%	С	0.1		0.599	29000	G
$\overline{\bigcirc}$	To		На	arpersville R	2d												
60 Warwick Blvd	City of Newport	News	1.49	27000	G	99%	0%	0%	0%	0%	0%	F	0.098		0.639	29000	G
<u> </u>				Main Street				_									
60 Warwick Blvd	City of Newport	t News	1.08	23000	G	98%	1%	1%	0%	0%	0%	С	0.110		0.711	24000	G
<u>~</u>	To: From:		N	Mercury Blvo	1												
(60) Warwick Blvd	City of Newport	News	0.61	24000	G	98%	0%	1%	0%	0%	0%	С	0.126		0.855	25000	G
	To: From:			untington Av Varwick Blvo													
60 Huntington Ave	City of Newport	News	1.24	10000	G	98%	0%	1%	0%	0%	0%	F	0.201			11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	23000	G	98%	1%	1%	0%	0%	0%	F	0.131	F	0.874	24000	G
	To: From:			50th St													
60 Huntington Ave	City of Newport		0.55	12000	G	98%	1%	1%	0%	0%	0%	С	0.162			12000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	24000	G	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	25000	G
~~~	To: From:			39th St													
(60) Huntington Ave	City of Newport		0.50	12000	G	98%	1%	1%	0%	0%	0%	F	0.195			13000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	16000	G	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	17000	G
/ I location in A	From:	N	0.00	29th St	_	0001	401		001	061	00′		0.000			0000	
60 Huntington Ave	Cambined Traffic Estimates for 2 Parallal		0.28	5600	G	98%	1%	1%	0% 0%	0%	0% 0%	F	0.202	F	0.605	6000	G
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm Tol}}$	nuauways on this F	noute:	9300 25th St	G	98%	1%	1%	0%	0%	0%	г	0.202	г	0.605	9900	G
~~~	From:		Hı	untington Av	/e												
(60) 25th St	City of Newport	t News	0.23	2200	N	95%	2%	2%	0%	0%	0%	Ν	0.171			2400	Ν
~	To: From:			I-664													
60 25th St	City of Newport Combined Traffic Estimates for Parallel		0.25	2200	G	95%	2%	2%	0%	0%	0%	С	0.171			2400	G
				NA									NA			NA	

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

-		·	of Mewbo					Tru	ck			K		Dir		
Route	Jurisdiction	n Leng	th AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Jefferson A													
(60) 25th St	City of Newport			G	95%	2%	2%	0%	0%	0%	F	0.099	_		2200	G
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout	e: <b>3600</b>	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.838	3800	G
~~~ a.E.i. a.i	To From:		Roanoke A													
60 25th St	City of Newport			G	95%	2%	2%	0%	0%	0%	F	0.097	_	0.613	2200	G
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout	e: 3300	G	96%	2%	2%	0%	0%	0%	F	0.095	F	0.607	3500	G
60 25th St	Front City of Newport	News 0.53	26th St 3 4400	G	95%	2%	2%	0%	0%	0%	F	0.088		0.581	4600	G
60 25111 51	Tα	ivews 0.50	WCL Hamp		90 /0	2/0		0 /6	0 /6	0 /0	•	0.000		0.561	4000	G
	From:	US	60 25th; 26th													
60 Ramp	City of Newport News			G								0.298			3900	G
	Tα		I-664-E													
<i>~</i> ~~_	From:		60-P000B FR		V											
(60) Ramp	City of Newport News			G								0.156			5000	G
	10.		OM 23RD &													
East 60 Ramp	City of Newport News		TO ROUTE NA	664 EAS	T							NA			NA	
(60) Hamp	To To	US 60- 267A		00A FRO	M HUN							13/3			INA	
East	From:	US 60	TO ROUTE	664 WES	T											
60 Ramp	City of Newport News	(Maint: 99) 0.22	2 NA									NA			NA	
$\overline{}$	Τα	4US	60-P000B FR	OM HUN	V											
~~~	From:		US 60		2221					221						
60 Warwick Blvd	City of Newport			G	98%	1%	1%	0%	0%	0%	С	0.201	_	0.074	13000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout			98%	1%	1%	0%	0%	0%	F	0.131	F	0.874	24000	G
60 Warwick Blvd	Tront.  City of Newport	News 0.59	50Th St 12000		98%	1%	1%	0%	0%	0%	F	0.177			13000	G
Warwick Blvd	Combined Traffic Estimates for 2 Parallel I				98%	1%	1%	0%	0%	0%	F	0.177	F	0.652	25000	G
	Tallet Trailet Estimates for 21 arailet	Todoways off this flout			30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.109	•	0.032	23000	ч
(60) Warwick Blvd	From: City of Newport	News 0.77	38Th St 7 <b>3700</b>	G	98%	1%	1%	0%	0%	0%	С	0.219			3900	G
(60) Warwick Blvd	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	17000	G
	Tα	todawayo on the rioda	25Th St		0070	1 70		070	070	070	•	0.101		0.700	17000	<u> </u>
	From:		US 60													
(60) 26th St	City of Newport			G	95%	3%	1%	0%	0%	0%	С	0.083			1600	G
•	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout	e: <b>3600</b>	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.622	3800	G
~~~	To: From:		Chestnut A													
(60) 26th St	City of Newport			G	98%	1%	1%	0%	0%	0%	F	0.085			1200	G
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout		G	96%	2%	2%	0%	0%	0%	F	0.095	F	0.606	3500	G
	Iα		25th St		~											
Ramp	City of Newport News		P TO ROUT NA	E 664 EA	ST							NA			NA	
(60) Ramp	Tα	' ')-E267A FRC	M HUN'	Γ							11/7			INA	
	<u> </u>	250			-											

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

Route	Jurisdiction Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From: 4US 60-P TO Re				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Newport News (Maint: 99) 0.14	AA								NA			NA	
	Tα US 60-E267B US 60)- 267B FROM	HUNT											
East 64		wport News	000/	00/	10/	10/	00/	00/	_	0.070			41000	
(64)	City of Newport News (Maint: 99) 1.32 41 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 82	000 G 2000 G	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.079 0.070	F	0.516	41000 84000	G G
			30 /6	0 76	1 /0	1 /0	3 /6	0 76	'	0.070	'	0.510	04000	
East 64	TOIL	orktown Rd	000/	00/	10/	10/	00/	00/	_	0.000			44000	
(64)	City of Newport News (Maint: 99) 2.04 43 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 88	8000 G 8000 G	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.080 0.070	F	0.507	44000 90000	G G
		Eustis Blvd	30 /6	0 76	1 /0	1 /0	3 /6	0 76	'	0.070	'	0.507	90000	
East 64	11000		000/	00/	10/	10/	00/	00/	_	0.070			F0000	
(64)	City of Newport News (Maint: 99) 5.03 52 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10	2000 G 1000 G	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.076 0.073	F	0.513	53000 102000	G G
			30 /0	0 /0	1 /0	1 /0	3 /0	0 /6	•	0.073	'	0.515	102000	G
East 64	FIGH.	efferson Ave	000/	00/	40/	40/	00/	00/	_	0.077			04000	
(64)	City of Newport News (Maint: 99) 1.41 60 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10 3	0000 G 3000 G	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	-	0.077 0.073	F	0.581	61000 105000	G G
			30 /0	0 /0	1 /0	1 /0	3 /0	0 /6	•	0.073	'	0.561	103000	G
East 64	1 TO 11.	ster Point Rd	000/	00/	40/	40/	201	00/	_	0.000			22222	
(64)	City of Newport News (Maint: 99) 1.81 67 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13	7000 A 3000 A	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	C	0.088 0.085	Α	0.548	69000 136000	A A
				0 /0	1 /0	1 /0	3 /0	0 /6	C	0.003	٨	0.546	130000	^
East 64	rom.	de Morris Blvd		00/	40/	40/	201	00/	_	0.074			0.1.000	
(64)	City of Newport News (Maint: 99) 1.06 79 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 158	0000 G 8000 G	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	-	0.074 0.076	F	0.528	81000 161000	G G
		Hampton	30 /0	0 /0	1 /0	1 /0	3 /0	0 /6	•	0.076	'	0.526	101000	G
East	From: I-64	4 East												
64 Ramp	, , , , , , , , , , , , , , , , , , , ,	000 G								0.114			4000	G
	•	Ft Eustis Blvd												
East (64) Ramp		4 East 600 G								0.088			4600	G
64) Hamp	· · · · · · · · · · · · · · · · · · ·	Ft Eustis Blvd								0.000			4000	ď
East		Collector Rd												
64 Ramp		500 G								0.077			6500	G
$\stackrel{\smile}{=}$		Jefferson Ave												
East (64) Ramp		Collector Rd								0.085			2400	G
64 Ramp		Jefferson Ave			\neg					0.000			2400	u
East		4 East			i									
(64) Ramp	City of Newport News (Maint: 99) 0.27 92	200 G								0.075			9200	G
\smile	To: I-64 East Exit 255	5A to SR 143 S	South											

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

		Oity of	14CWport 14C												
Route	Jurisdiction	Length	AADT C	A 4Tire	e Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	Q'
ast	From:	I-64 East Exit	t 255A to SR 1	43 South		ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
Collector Rd	City of Newport News (Maint:			G							0.079			2700	(
	Та	Ramn fr	rom SR 143 So	outh											
st Collector Rd	City of Newport News (Maint:										0.084			18000	
Collector Rd	City of Newport News (Maint.	<u> </u>		G							0.084			18000	
ast	To: From:	I-64 East Exit	t 255B to SR 1	43 North											
Collector Rd	City of Newport News (Maint:	99) 0.07	16000	G							0.084			16000	
<i>)</i>	To	Ramp fr	rom SR 143 No	orth											
ast 4) Collector Rd	City of Newport News (Maint:			G							0.075			19000	
4) Concetor rid	To:	,	I-64 East	<u>u</u>							0.075			13000	
ast	From:		I-64 East												
Ramp	City of Newport News (Maint:			G							0.108			2000	
<u> </u>	To:		W, Victory B	lvd											
ast	From:		I-64 East												
A Ramp	City of Newport News (Maint:	99) 0.25	4400	G							0.110			4400	
<i>)</i>	Тσ:	SR 171	l E, Victory Bl	lvd											
ast	From:		I-64 East												
Ramp	City of Newport News (Maint:	•		G							0.097			5900	
	Ια		J Clyde Morris	s Blvd											
ast D	From:		I-64 East								0.444			4000	
Ramp	City of Newport News (Maint:	•	J Clyde Morris	G Dlud							0.111			1900	
	From:														
est 4	City of Newport News (Maint:		Newport New	G 96%	5 1%	1%	1%	3%	0%	F	0.082			42000	
4)	Combined Traffic Estimates for 2 Parallel Roadwa	*		G 96%		1%	1%	3%	0%	F	NA			83000	
	Tol		13 Jefferson Av		0 70		1 70	070	070					00000	
est	From:														
4	City of Newport News (Maint:	•		G 96%		1%	1%	3%	0%	F	0.074			42000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	82000	G 96%	6 0%	1%	1%	3%	0%	F	0.070	F	0.516	84000	
est	To: From:	SR 23	88 Yorktown R	ld											
14)	City of Newport News (Maint:	99) 2.32	45000	G 96%	1%	1%	1%	3%	0%	F	0.077			46000	
)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	88000	G 96%	6 0%	1%	1%	3%	0%	F	0.070	F	0.507	90000	
	Τα	SR 105	Fort Eustis Bl	lvd											
est	City of Nowport News (Mainte				5 1%	10/	10/	3%	00/	_	0.077			40000	
4	City of Newport News (Maint:					1% 1%	1% 1%	3% 3%	0% 0%	F	0.077 0.073	F	0.513	49000 102000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G 96%	0%	170	170	3%	U%	Г	0.073	г	0.513	102000	
est	To: From:	SR 14	13 Jefferson Av	ve											
34)	City of Newport News (Maint:	99) 1.55	44000	G 96%	1%	1%	1%	3%	0%	F	0.075			44000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	103000	G 96%	0%	1%	1%	3%	0%	F	0.073	F	0.581	105000	
	То:	SR 171	Oyster Point l	Rd											

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

				Newpor					Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:			1 Oyster Po	oint Rd												
64	City of Newport News	. ,	1.50	66000	Α	96%	1%	1%	1%	3%	0%	С	0.095			67000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	133000	Α	96%	0%	1%	1%	3%	0%	С	0.085	Α	0.548	136000	Α
Wost	T _{oc} From:		US 17 J	Clyde Mo	rris Blvd												
West 64	City of Newport News	s (Maint: 99)	0.78	79000	G	96%	1%	1%	1%	3%	0%	F	0.083			80000	G
04)	Combined Traffic Estimates for 2 Parallel		this Route:			96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
	To:			/CL Hampt													
West	From:			I-64 West													
64) Ramp	City of Newport News	s (Maint: 99)	0.14	3800	G								0.1			3800	G
$\overline{}$	To:		SR 2	38 Yorktov	vn Rd												
West	From:	(14.1		I-64 West													
64 Ramp	City of Newport News	s (Maint: 99)	0.19	4300	G								0.205			4300	G
	10.		SR 10.	5 E, Ft Eust	is Blvd												
West Ramp	City of Newport News	(Maint: 00)	0.21	I-64 West 4600	G								0.105			4600	G
64 Ramp	To:	s (Mant. 99)		43 Jefferson									0.103			4000	ч
West	From:		511.1	I-64 WB													
(64) Split Ramp	City of Newport News	s (Maint: 94)	0.06	NA									NA			NA	
<u> </u>	Τα	,	SR 143	3 Jefferson	Ave SB												
West	From:		I-64 V	Vest Collec	tor Rd												
(64) Ramp	City of Newport News	s (Maint: 99)	0.12	3300	G								0.121			3300	G
<u> </u>	Τα		SR 14	3 S, Jeffers	on Ave												
West	From:	(14.1		Vest Collec												.=	
64 Ramp	City of Newport News	s (Maint: 99)	0.33	17000	G								0.082			17000	G
			SK 14.	3 N, Jeffers	on Ave												
West (64) Ramp	City of Newport News	(Maint: 00)	0.21	I-64 West 21000	G								0.088			21000	G
64 Ramp	City of Newport News												0.000			21000	G
West	To: From:		West Exit 255	5B to SR 14		erson Ave	2										
(64) Ramp	City of Newport News	s (Maint: 99)	0.07	3400	G								0.129			3400	G
West	T.c. From:		Ramp	from SR 14	3 North			\Box									
(64) Ramp	City of Newport News	s (Maint: 99)	0.17	9200	G								0.096			9200	G
\bigcirc	Tol	,				·											-
West	From:		West Exit 25:			erson Ave	;										
64 Ramp	City of Newport News	s (Maint: 99)	0.08	6000	G								0.089			6000	G
West	To: From:		Ramp from	SR 143 S, J	efferson	Ave											
(64) Ramp	City of Newport News	s (Maint: 99)	0.34	NA									NA			NA	
•	To:	,		I-64 West													
West	From			I-64 West												<u> </u>	
(64) Ramp	City of Newport News	s (Maint: 99)	0.30	8000	G								0.102			8000	G
\smile	To		SR 17	1 W, Victor	ry Blvd												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

									Tru	ıck			K		Dir		
Route	Jurisdiction	n J	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Vest	From:			I-64 West													
64 Ramp	City of Newport News	; (Maint: 99)	0.39	5200	G								0.142			5200	G
	10		SR 17	71 E, Victory	Blvd												
Vest 64 Ramp	City of Newport News	(Maint: 00)	0.15	I-64 West	G								0.107			13000	G
64 Ramp	City of Newport News			J Clyde Mo		d							0.107			13000	C
Voot	From:		CB 17 B,	I-64 West	1113 1111												_
Vest 64) Ramp	City of Newport News	(Maint: 99)	0.30	7800	G								0.099			7800	G
04)	To:	· · · · · · · · · · · · · · · · · · ·		, J Clyde Mo		ď											
	From:			Ft Eustis													
105)Ft Eustis Blvd	City of Newport	News	0.04	19000	G	96%	0%	1%	1%	1%	0%	F	0.1		0.845	21000	C
	To			US 60													
105)Ft Eustis Blvd	City of Newport	News	1.01	38000	G	96%	0%	1%	1%	1%	0%	F	0.087		0.698	42000	C
100)	To			I-64													
105)Ft Eustis Blvd	From: City of Newport	News	0.23	23000	G	96%	0%	1%	1%	1%	0%	F	0.093		0.602	25000	G
103)* • =======	To.						- / -			.,,		•					
105)Ft Eustis Blvd	From: City of Newport	News	1.26	43 Jefferson 16000	A	96%	0%	1%	1%	1%	0%	С	0.11		0.662	18000	A
05) I LUSIIS BIVO	Ta	INCWS		L Newport N		30 70	0 70		1 /0	1 /0	0 70	O	0.11		0.002	10000	,
East	From:			05 Ft Eustis													
Ramp	City of Newport News	(Maint: 99)	0.28	8900	G								0.111			8900	G
1	Tα:			I-64 East													
East	From:	SR 10	05 I-64-W	V250A TO &	k FRON	1 IS 64											
105)Ramp	City of Newport News	(Maint: 99)	0.19	3600	G								0.084			3600	G
	To:	I-64-W FR	OM RT	105-FORT E	EUSTIS	BOULEV	A										
Vest	From:		05 I-64-F	E250B TO &	FROM	IS 64											
05)Ramp	City of Newport News		0.19	5000	G								0.091			5000	C
	Tα	I-64-E FR	OM RT 1	105-FORT E	<u>USTIS</u> !	BOULEVA	A										
	From:			VCL Hampto													
43)27th St	City of Newport		0.35	6100	G	98%	1%	1%	0%	0%	0%	F	0.088		0.561	6500	C
	Combined Traffic Estimates for Parallel	Roadways on this											0.083	F	0.529	NA	
	From:			143 Par, 28th													
143)28th St	City of Newport	News	0.48	2100	G	96%	1%	2%	0%	0%	0%	F	0.105			2200	C
	Combined Traffic Estimates for 2 Parallel		Route:		G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4800	C
	To			Chestnut Ave													
143)28th St	From: City of Newport	News	0.90	1900	G G	96%	1%	2%	0%	0%	0%	С	0.077		0.592	2000	G
143)=3111 31	Combined Traffic Estimates for 2 Parallel				G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.775	3800	
	- 1 and - 1 and - 2 an						1 /0		0,0	0 / 0	0 / 0	Ü	3.001	•	5.7.5	0000	`
143 Jefferson Ave	City of Newport	Nove	0.33	143 Par, 27tl	th St G	96%	1%	2%	1%	0%	0%	С	0.078		0.504	11000	G
							1 0/-	·)U/_				('					

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

			· ·					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-664													
143 Jefferson Ave	City of Newport News	0.61	26000	G	98%	1%	1%	0%	0%	0%	F	0.080		0.554	27000	G
	From	1.00	50th St		2001	10/		00/	00/	00/		2 222		0.570	0.4000	
143 Jefferson Ave	City of Newport News	1.89	23000	G	98%	1%	1%	0%	0%	0%	F	0.093		0.572	24000	G
	From:		258 Mercury Mercury Bly													
143) (17) Jefferson Ave	City of Newport News	1.31	40000	G	97%	0%	0%	1%	1%	0%	F	0.091		0.592	42000	G
	To: From:	S	R 152 Main	St												
143) (17) Jefferson Ave	City of Newport News	1.69	39000	G	97%	1%	1%	1%	1%	0%	С	0.087		0.582	41000	G
	To: From:	SR30	6 Harpersv	ille Rd			\Box									
(143) (17) Jefferson Ave	City of Newport News	1.12	48000	G	97%	0%	0%	1%	1%	0%	F	0.083		0.537	51000	G
<u> </u>	To: From:		lyde Morris J Clyde Mo		1											
143 Jefferson Ave	City of Newport News	1.11	34000	G	98%	1%	1%	0%	0%	0%	С	0.08		0.505	35000	G
· · · · · · · · · · · · · · · · · · ·	Tor	Mić	ldle Ground	Rlvd												
143 Jefferson Ave	City of Newport News	1.29	49000	G	98%	1%	1%	0%	0%	0%	F	0.078		0.565	51000	G
	To	SR 17	71 Oyster Po	oint Rd												
143 Jefferson Ave	City of Newport News	0.73	53000	G	98%	1%	1%	0%	0%	0%	F	0.084		0.537	55000	G
	To		I-64													
143 Jefferson Ave	City of Newport News	1.13	76000	G	98%	1%	1%	0%	0%	0%	F	0.083		0.54	79000	G
	To		Bland Blvo	l			<u> </u>									
143 Jefferson Ave	City of Newport News	0.86	55000	G	98%	1%	1%	0%	0%	0%	F	0.085		0.562	57000	G
	To From:	SR 1	73 Denbigh	Blvd			<u> </u>									
143)Jefferson Ave	City of Newport News	0.84	34000	Α	98%	1%	1%	0%	0%	0%	С	0.109		0.635	36000	Α
	To From:		Richneck R	d			<u> </u>									
143 Jefferson Ave	City of Newport News	2.19	28000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.56	29000	G
	To: From:	SR 1	05 Ft Eusti	Blvd												
143 Jefferson Ave	City of Newport News	2.55	11000	G	98%	0%	1%	1%	1%	0%	С	0.151		0.728	11000	G
	To From:		Yorktown R	d			<u> </u>									
(143) Jefferson Ave	City of Newport News	1.12	16000	G	98%	0%	1%	1%	1%	0%	F	0.126		0.656	17000	G
<u> </u>	To:	James	s City Coun	ty Line												
	From:		O ROUTE	664 EAS	ST							NIA			NIA	
143 Ramp	City of Newport News (Maint: 9	,	NA									NA			NA	
	City of Name at Name (Name at Name at		B TO 35TI	I STREE	ET							NIA.			NI A	
143 Ramp	City of Newport News (Maint: 9	99) 0.39 121-7006-E00	NA OR FROM	3 <u>4</u> TH 67	PEET							NA			NA	
	From		Jefferson A													
(143)Ramp	City of Newport News (Maint: 9		6400	G								0.117			6400	G
\smile	To		I-664-E													

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

			City Oi	INEMPOR	LINEWS												
Route	Jurisdictio	n .	Length	AADT	ΟΛ	4Tire	Rue		Tr	uck		QC	K	QK	Dir	AAWDT	OW
rioute	Julistictio	/I I	Lengin	AADI	QA	41116	Dus	2Axl	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QW
	From:	(14 : 1 00)	SR 143- 9.			T							0.007			5000	_
143 Ramp	City of Newport News		0.16 I-664-E005A FRO	5000	G	X / FD X / FD							0.097			5000	G
]				VENUE											
Ramp	City of Newport News	c (Maint: 99)	0.14	43 TO I-64 5100	West								0.1			5100	G
143 Ramp	Only of Newport News		64-W FROM RT		-	AVENLIE	7						0.1			3100	u
	From:			3 TO I-64 V		TVEITE											
(143)Ramp	City of Newport News	s (Maint: 99)	0.22	3000	G								0.121			3000	G
143)	To:		I-64-W RAMP FI			Γ 14300-											
	From:		SR 14	3 TO I-64	EAST												
(143)Ramp	City of Newport News	s (Maint: 99)	0.25	2100	G								0.112			2100	G
	To:		4-E FROM RT 1	4300- JEFI	FERSON	AVENU.	Е										
North	From:		SR 14	3 TO I-64	EAST												
(143)Ramp	City of Newport News	s (Maint: 99)	0.13	2800	G								0.1			2800	G
$\overline{}$	To:	I-6	4-E FROM RT 1	43 NORTH	100- JEFI	ERSON	A										
North	From:		SR 14	3 TO I-64 Y	WEST												
(143)Ramp	City of Newport News		0.19	5300	G								0.085			5300	G
	To:	I-64	4-W FROM RT 1			RSON AV	VΕ										
South	From:	(1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		3 TO I-64													_
143 Ramp	City of Newport News		0.23 4-E FROM RT 1	16000	G	CONTAX	/IC						0.090			16000	G
		1-0				SON AV	E										
South	City of Newport News	c (Maint: 00)	0.13	3 TO I-64 V 2200	WEST G								0.083			2200	G
(143)Ramp	Only of Newport News		4-W FROM RT 1		-	RSON AV	/E						0.003			2200	ч
	From:			R 143; 28th		1501(11)											
143)27th St	City of Newport	t News	0.48	2400	G	98%	0%	1%	0%	0%	0%	С	0.094			2500	G
143 = 7 01	Combined Traffic Estimates for 2 Parallel			4500	G	98%	1%	1%		0%	0%	F	0.087	F	0.587	4800	G
	To:					0070	. , 0		0,0	0,0	0,0	•	0.00.	•	0.007	.000	О.
143)27th St	City of Newport	t News	0.90	thestnut Av	G G	98%	1%	1%	0%	0%	0%	С	0.09			1800	G
143)27111 01	Combined Traffic Estimates for 2 Parallel				G	97%	1%	1%		0%	0%	С	0.081	F	0.775	3800	G
	To:	Tiodaways o		efferson Av		01 /0	1 70		070	0 /0	070	Ü	0.001	•	0.770	0000	ď
	From:			27th St													
143 Jefferson Ave	City of Newport		0.05	1700	N	98%	1%	1%	0%	0%	0%	Ν	0.09			1800	Ν
	Combined Traffic Estimates for Parallel	Roadways o		NA									NA			NA	
	To:	<u> </u>	SF	R 143; 28th	St												
	From:			0 Warwick													
152 Main St	City of Newport	t News	0.41	12000	G	98%	0%	1%	1%	0%	0%	С	0.090		0.558	12000	G
$\stackrel{\sim}{=}$	To: From:		US 17, S	R 143 Jeffe	erson Ave)		┰									
(₁₅₂)Main St	City of Newport	t News	0.56	8900	G	99%	0%	0%	0%	0%	0%	С	0.097		0.54	9400	G
$\overline{}$	To:		W	CL Hampt	on												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

-							Tru	uck			K	. Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	QV
Out to Delat D	From:	SR 143 Jefferse		000/	001	101	401	001	001	^	0.004	0.505	40000	
0yster Point Rd	City of Newport News	0.70 43000	G	98%	0%	1%	1%	0%	0%	С	0.081	0.505	46000	G
O satara Balint Bd	To From:	121-12 Canon		000/	00/		40/	00/	00/		0.000	0.500	40000	
0yster Point Rd	City of Newport News	0.17 45000	G	98%	0%	1%	1%	0%	0%	F	0.092	0.503	48000	G
171 Victory Blvd	City of Newport News	0.74 44000	G	99%	0%	0%	0%	0%	0%	F	0.087	0.616	47000	G
171) VICIOIY BIVO	To:	York County		33 /6	0 76		0 /6	0 /6	0 /6	•	0.007	0.010	47000	u
East	From:	SR 171 Oyster I	Point Rd											
(171)Ramp	City of Newport News (Maint: 9		G								0.092		8800	G
	To:	I-64-E												
East	From:	SR 171 Oyster F												_
171 Ramp	City of Newport News (Maint: 9	9) 0.25 2000 I-64-W	G								0.133		2000	G
M	From		D-14 D 4											
West 171 Ramp	City of Newport News (Maint: 9	SR 171 Oyster F 9) 0.26 5200	G G								0.134		5200	G
	To:	I-64-E	-											
West	From:	SR 171 Victor	y Blvd											
171)Ramp	City of Newport News (Maint: 9	·	G								0.113		5100	(
	To:	I-64-W												
Doubinh Blind	From:	Moyer Dri		070/	10/	10/	00/	00/	00/	_	0.000	0.550	4000	,
173 Denbigh Blvd	City of Newport News	0.53 3900 Catalina Dr	G	97%	1%	1%	0%	0%	0%	С	0.088	0.550	4200	C
	From:	Catalina I	Or											
173 Denbigh Blvd	City of Newport News	0.74 8900	G	97%	1%	1%	0%	0%	0%	F	0.088	0.542	9500	C
	To: From:	Lucas Creek												
173 Denbigh Blvd	City of Newport News	0.55 15000	G	97%	1%	1%	0%	0%	0%	F	0.087	0.637	16000	(
	To: From:	US 60 Warwic												
173 Denbigh Blvd	City of Newport News	1.14 29000	G	98%	0%	1%	0%	0%	0%	С	0.079	0.514	31000	C
	To:	SR 143 Jefferso				\Box \vdash								
173 Denbigh Blvd	City of Newport News	1.32 30000		99%	0%	0%	0%	0%	0%	F	0.089	0.612	32000	C
	From	York County												
238 Yorktown Rd	City of Newport News	US 60 Warwic 0.94 6000	G	93%	1%	1%	2%	3%	0%	С	0.131	0.763	6400	(
230)	To	I-64							• , •					
238)Yorktown Rd	City of Newport News	0.18 11000	G	97%	1%	1%	1%	1%	0%	F	0.101	0.704	12000	(
2007	To	SR 143 Jefferso												
238)Yorktown Rd	City of Newport News	1.06 9400	G Ave	97%	1%	1%	1%	1%	0%	F	0.096	0.713	10000	(
	То	York County							- / -	-				
	From:	SR 238 TO I-6	64 East											
238 Ramp	City of Newport News (Maint: 9		G								0.128		3500	G
\smile	To:	I-64-E FROM RT 23800- Y	ORKTOV	WN ROAD)									

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Lenç	th AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
258 17 32 Mercury Blvo	City of Newpor		of Wight Cor 2 28000		97%	0%	0%	1%	1%	0%	F	0.11		0.754	30000	G
258 17 32 Mercury Blvc	City of Newpor	-			9776	0%	0%	170	170	076	Г	0.11		0.734	30000	G
258 17 32 Mercury Blvd	I City of Newpor		JS 60 Warwic 6 37000		97%	0%	0%	1%	1%	0%	F	0.099		0.6	39000	G
258 17 32 Mercury Blvc	To To				0.70	0 70		1 70	1 70	070	·	0.000		0.0	00000	ŭ
258 Mercury Blvd	City of Newpor	t News 0.2	Jefferson A 9 40000		99%	0%	0%	0%	1%	0%	F	0.09		0.583	41000	G
,	То	c .	WCL Hamp	oton												
	From	·	IS 60 Warwic	k Blvd												
306 Harpersville Rd	City of Newpor			G	98%	1%	1%	0%	0%	0%	С	0.092		0.568	10000	G
<u> </u>	To		7, SR 143 Jef		/e											
312)J Clyde Morris Blvd	City of Newpor		US 60 Warwic 1 35000		98%	1%	1%	0%	0%	0%	С	0.085		0.526	37000	G
312 o Olyac Mollis Blva	To	1.1	US 17; SR		30 70	1 /0	170	0 70	0 70	0 70	O	0.005		0.520	37000	u
	From	U	S 60 Hunting	on Ave												
351)39th St	City of Newpor	<u> </u>		G	96%	2%	1%	1%	0%	0%	F	0.120		0.737	4900	G
\smile	To From		Marshall A	ve												
351)39th St	City of Newpor	t News 0.8		G	96%	2%	1%	1%	0%	0%	С	0.120		0.737	7900	G
<u> </u>	То		WCL Hamp													
GC4 Twit 5 Damp (from	both directions merge © jty of Newport New		<u>d WB I-664 I</u> 1 NA	Exit 5 ran	nps							NA			NIA	
664 1-664 Exit 5 Harrip (IIOIII	both directions mergeonly of Newport New											INA			NA	
L664 Evit 5 Ramp (from	both directions merge © jty of Newport New		US 60 WB 1 NA	Warwick	Ave							NA			NA	
664 1-004 Exit 3 Hamp (IIOIII	To	S (Maint. 99) 0.1	35th St									INA			INA	
	From	I-664- 5 <i>A</i>	TO WARW	ICK AVI	ENUE											
664)Ramp	City of Newport New	rs (Maint: 99) 0.1	1 NA									NA			NA	
\smile	То	3US 6	0-P FROM R	OUTE 6	64											
East Deads Balton	From	(Mainta 00)	SCL Hamp		0.40/	00/	10/	40/	40/	00/		0.400			40000	_
664 Hampton Roads Beltway	City of Newport New Combined Traffic Estimates for 2 Parallel	, ,			94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.109 0.094	F	0.676	43000 82000	G G
	Combined Trainic Estimates for 2 Faraner		is signed			0%	170	170	470	076	г	0.094	Г	0.676	02000	G
	To		noke Ave; Cl													
East Door Books Bullion	From		•			00/	40/	40/	40/	00/		0.44			40000	_
664 Hampton Roads Beltway		,			94%	0% 0%	1%	1%	4% 4%	0% 0%	F	0.11 0.095	F	0.677	40000 76000	G G
	Combined Traffic Estimates for 2 Parallel	•	is signed		94% th 1-664	0%	1%	1%	470	076	г	0.095	Г	0.677	76000	G
	To															
East	From		3 Jefferson A			201	40/	40/	40/	00/	_	0.001			0.4000	
664 Hampton Roads Beltway		,			94%	0% 0%	1%	1%	4%	0% 0%	F	0.081	_	0.677	24000	G
	Combined Traffic Estimates for 2 Parallel	•	e: 54000 is signed		94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	58000	G
	То	East 1-004	Terminal A		1111-004											
		L	iiiiul 1													

Annual Average Daily Traffic Volume Estimates By Section of Route City of Newport News

Route	Jurisdictio	un.	Longth	AADT	O4	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	· OW
	Junsaictio)rı		AADT		41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QV
ast 64)Monitor Merrimac Memor	rial Bridge Tunnel City of Newport News	s (Maint: 99)	2.84	Terminal Av 31000	<u>re</u> А	94%	0%	1%	1%	4%	0%	F	0.115			33000	Α
	Combined Traffic Estimates for 2 Parallel	,			A	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.555	67000	A
		-	ast I-664 is				0,0	. , 0	. , ,	.,0	0,0	•	002		0.000	0.000	•
	To:			WCL Suffol													
ast	From:			I-664 East													
Ramp	City of Newport News	s (Maint: 99)	0.15	4100	G								0.125			4100	G
<u> </u>	To:		121-7	019 Chestn	ut Ave												
ast	From:	- (Mainta 00)	0.00	I-664 East									0.000			0000	_
Ramp	City of Newport News	s (Maint: 99)	0.32	9000 t Exit 5A To	G 25th St	and the same		_					0.223			9000	G
·	From:																
Ramp	City of Newport News	L s (Maint: 99)	I-664-E TO 1	NA	JN STA	IION							NA			NA	
004)	To:		-664-E FROM		ION STA	ATION											
ast	From:			I-664 East													
Ramp	City of Newport News	s (Maint: 99)	0.15	6100	G								0.126			6100	G
<u> </u>	To:			Exit 6B To													
Ramp	City of Newport News	e (Maint: 99)	I-664-E00 0.10	6B TO 27TI NA	H STRE	ET							NA			NA	
564) Tamp	To:	(Want. 55)	0.10	4US 60-P									1471			1471	
ast	From:		I-664-E00	6A TO 27T	H STRE	ET											
Ramp	City of Newport News	s (Maint: 99)	0.16	NA									NA			NA	
<u> </u>	To:		121-3 FRO	OM ROUTE	664 EA	ST											
ast	From:		I-664-E TO		L AVEN	NUE											
Ramp	City of Newport News		0.17	NA									NA			NA	
	10:	TERMIN	AL AVENUE			4 EASTSC	OUTH										
/est 64)Hampton Roads Beltway	City of Newport News	c (Maint: 99)	0.55	36000 36000	G G	94%	0%	1%	1%	4%	0%	E	0.127			39000	G
	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	82000	G
	Combined Traine Estimates for 21 drainer	-	riis 1 loale. 'est I-664 is				0 /0	1 /0	1 /0	7/0	0 70		0.054	•	0.070	02000	
	To:			Avenue; Cl													
Vest	From:			ke Ave; Che													
Hampton Roads Beltway		. ,	0.78	33000	G	94%	0%	1%	1%	4%	0%	F	0.129	_	0.077	36000	G
_	Combined Traffic Estimates for 2 Parallel	•			G No Mort	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	76000	G
		VV	est I-664 is														
Vest	To: From:		SR 143 J	lefferson Av	e; 35th S	St											
Hampton Roads Beltway			1.41	32000	G	94%	0%	1%	1%	4%	0%	F	0.094			34000	G
	Combined Traffic Estimates for 2 Parallel	-			G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	58000	G
		W	est I-664 is			h I-664											
	To:		,	Terminal Av	'e												

Doute	li interdicatione	ملفت من م	AADT		4T:	D		Tru	ck		00	K	OK	Dir	4 4 14/DT	OW
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		Terminal Av	'e												
664 Monitor Merrimac Memorial Bridge	Tunnel City of Newport News (Maint: 99)	2.93	32000	Α	94%	0%	1%	1%	4%	0%	F	0.111			34000	Α
Combined	d Traffic Estimates for 2 Parallel Roadways of	n this Route:	62000	Α	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.555	67000	Α
		West I-664 is	signed a	as Norti	h I-664											
-	То:		WCL Suffol	k												
West	From:		I-664 West													
(664)Ramp	City of Newport News (Maint: 99)	0.13	1200	G								0.113			1200	G
	To:	121-7	017 Roanol	ke Ave												
West	From:		I-664 West													
664 Ramp	City of Newport News (Maint: 99)	0.20	9400	G								0.131			9400	G
	To:	I-664 East	Exit 5A To	35th Str	eet											
West	From:	I-664-W005		ERSON .	AVE											
664)Ramp	City of Newport News (Maint: 99)	0.10	NA									NA			NA	
<u> </u>	To:	SR 143 FR	OM ROUT	E 664 W	ES											
West	From:		I-664 West													
664 Ramp	City of Newport News (Maint: 99)	0.13	2700	G								0.205			2700	G
West	From:	I-664 West I-664-W00														
(664) Ramp	City of Newport News (Maint: 99)	0.13	NA	H STKE	E1							NA			NA	
(604)	To:	4US 60-P FR		E 664 W	EST											
West	From	I-664-W00														
(664) Ramp	City of Newport News (Maint: 99)	0.10	NA	11 9 1 KE	L1							NA			NA	
004)	To:	US 60 FRC		664 WE	ST											
West	From:	I.	-664 WB N	B												
(664) I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99)	0.26	NA									NA			NA	
()	To:	7	Terminal Av	'e												

					_	ity of New	port incws								
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From			CI	D 172, 121 10	Richneck Rd								
(F141)	0.08	NA			31	K 175; 121-15	Richheck Ru			NA			NA		
		To				Dead	End								
		From:				Washing	ton Ave								
1 25th St	0.12	2000	G	93%	3%	3%	1% 0%	0%	С	0.109		0.734	2100	G	2015
\bigcirc		To:				Warwic	k Blvd								
O		From				Huntingt									
2 26th St	0.10	6300	G	93%	3%		1% 0%	0%	F	0.164			6700	G	2015
		10.				Warwic				_					
27th St	0.14	From:	<u> </u>	069/	10/	121-7004 2		00/	F	0.197			2500	C	2015
3) 27th St	0.14	3300 _{To:}	G	96%	1%		0% 0% 3-P Jefferson Av	0%	Г	0.187			3500	G	2015
		From:	l		121-7										
4 Oyster Point Rd	1.04	42000	G	98%	0%	US 60; War 0%	1% 0%	0%	С	0.085		0.569	45000	G	2015
4 Oyster Point Rd	1.04	42000 To:		30 70	0 70	SR 143; Jef		0 70		0.003		0.505	43000	G	2013
		From:				Washing									
5 35th St	0.24	930	G	98%	0%		1% 0%	0%	F	0.217			990	G	2015
3) **** **	•	To:	<u> </u>			US 60 F				Ť				-	
-		From:			Н		d; Terrace Dr			i					
6 Hampton Roads Cen	nter P0xx60/3	22000	N	99%	0%		0% 0%	0%	N	0.114		0.533	23000	N	2015
<u> </u>	•	To:				WCL H	ampton								
		From:				Washing	ton Ave								
7 49th St	0.24	3000	G	93%	3%		0% 0%	0%	С	0.140			3200	G	2015
\cup		To:				Warwic	k Blvd								
		From				Washing	ton Ave								
8 50th St	0.11	2700	G	94%	2%	4%	0% 0%	0%	С	0.18			2800	G	2015
$\overline{}$		To				US 60, Hunt	ington Ave			\neg —					
8 50th St	0.11	830	G	94%	2%	4%	0% 0%	0%	F	0.188			880	G	2015
<u> </u>		To:			US	S 60 Parallel,	Warwick Blvd								
_		From:				25Th	n St								
9 Washington Ave	1.24	5400	G	96%	1%	2%	0% 1%	0%	С	0.120		0.857	5800	G	2015
$\overline{}$		To				50Th	n St								
O		From:				Moye									
(10) Beechmont Dr	1.16	4000	G	98%	1%		0% 0%	0%	С	0.09		0.616	4300	G	2015
<u> </u>		From:				Lucas Cı Lucas Cı				_					
10) Beechmont Dr	0.24	7800	G	98%	1%		0% 0%	0%	F	0.087		0.568	8300	G	2015
10) =	•	To:	<u> </u>			Warwic								-	
		From:				Menchy									
11) Boxley Blvd	0.81	13000	G	97%	1%		1% 0%	0%	С	0.086		0.607	13000	G	2015
		To:				US 60; War	wick Blvd								
		From:				Thimble Sh	oals Blvd								
12) Canon Blvd	1.60	16000	G	98%	0%	1%	0% 1%	0%	С	0.093		0.702	17000	G	2015
						SR 171 Oyst	er Point Rd								
		To:													
		From				J.Clyde Mo									
13) Diligence Dr	0.44	From:	G	98%	1%	J.Clyde Mo	orris Blvd 0% 0%	0%	С	0.09		0.558	12000	G	2015
13) Diligence Dr			G	98%	1%	J.Clyde Mo	orris Blvd 0% 0%	0%	С	0.09		0.558	12000	G	2015
	0.44	11000 To:				J.Clyde Mo 1% Thimble Sh Lucas Cr	orris Blvd 0% 0% ooals Blvd reek Rd								2015
Diligence Dr 14) Eastwood Dr		11000 To	G G	98%	1%	J.Clyde Mo 1% Thimble Sh Lucas Cr 0%	orris Blvd 0% 0% noals Blvd reek Rd 0% 0%	0%	C	0.09		0.558	12000 3100	G G	
	0.44	11000 To:				J.Clyde Mo 1% Thimble Sh Lucas Cr 0%	orris Blvd 0% 0% totals Blvd reek Rd 0% 0% y Dr								
14) Eastwood Dr	1.36	11000 From: 2900 To:	G	99%	0%	J.Clyde Mo 1% Thimble Sh Lucas Cr 0% Colon	orris Blvd 0% 0% ooals Blvd reek Rd 0% 0% y Dr y Rd	0%	F	0.092		0.592	3100	G	2015
	0.44	11000 From: 2900				J.Clyde Mo 1% Thimble SP Lucas Cr 0% Colon Colon 0%	orris Blvd 0% 0% totals Blvd reek Rd 0% 0% y Dr y Rd 0% 0%								2015
14) Eastwood Dr	1.36	11000 To Prom: 2900 To: Prom: 6500	G	99%	0%	J.Clyde Mo 1% Thimble Sh Lucas Cr 0% Colon Colon 0% Warwic	orris Blvd 0% 0% oals Blvd reek Rd 0% 0% y Dr y Rd 0% 0% k Blvd	0%	F	0.092		0.592	3100	G	
14 Eastwood Dr	1.36	11000 To: Prom: 2900 To: From: 6500 To:	G	99%	0%	J.Clyde Me 1% Thimble St Lucas Ct 0% Colon Colon 0% Warwic	orris Blvd 0% 0% oals Blvd reek Rd 0% 0% y Dr y Rd 0% 0% k Blvd	0%	F	0.092		0.592	3100	G	2015

					(City of N	ewport N	lews								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	• • •		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newbort News		From	1			Bla	and Blvd									
(16) McManus Blvd	1.04	9400	G	99%	0%	1%	0%	0%	0%	С	0.097		0.629	10000	G	2015
		To				Den	bigh Blvd									
		From				Jeffe	erson Ave									
17) Middle Ground Blvd	0.64	7400	G	98%	0%	1%	0%	0%	0%	С	0.093		0.556	7800	G	2015
<u> </u>		To				Caı	non Blvd									
		From				Den	bigh Blvd									
(18) Moyer Rd	0.54	2700	G	97%	1%	1%	0%	0%	0%	С	0.089		0.643	2800	G	2015
<u> </u>		To	<u> </u>			Beec	chmont Dr									
O D: 1 D 1	0.00	From	<u> </u>	2021	00/		bigh Blvd	201	201				0.700	2222	•	0015
19 Richneck Rd	0.96	3400	G	98%	0%	1%	0%	0%	0%	С	0.099		0.793	3600	G	2015
<u> </u>		To From					erson Ave									
(19) Richneck Rd	1.54	4400	G	98%	0%	1%	0%	0%	0%	F	0.092		0.617	4700	G	2015
<u> </u>		To	1			York (County Lin	e								
<u> </u>		From	<u> </u>				cury Blvd								_	
20) River Rd	0.74	590	G	98%	1%	1%	0%	0%	0%	С	0.136		0.529	630	G	2015
		To	1			Hunti	ington Ave									
Ohan La	0.70	From	<u> </u>	0001	101		ry Club Ro		001				0.550	F000	^	0015
21) Shoe Ln	0.78	5200	G	98%	1%	1%	0%	0%	0%	С	0.106		0.550	5600	G	2015
_							wick Blvd				_					
Thimble Objects Divis	0.01	14000	<u> </u>	000/	00/		erson Ave	00/	00/				0.51	15000	_	0015
22) Thimble Shoals Blvd	0.91	14000	G	99%	0%	0%	0%	0%	0%	С	0.094		0.51	15000	G	2015
		From					House Dr House Rd									
22) Thimble Shoals Blvd	0.27	8000	G	98%	1%	1%	0%	0%	0%	С	0.096		0.728	8500	G	2015
22)	•	То					yde Morris							-	-	
		From					erson Ave									
7000) 16th St	0.90	3800	G	96%	2%	2%	0%	0%	0%	С	0.095		0.503	4000	G	2015
7000)		To									_					
7000 Chesapeake Ave	1.05	1400 From	G	96%	2%	2%	stnut Ave 0%	0%	0%	F	0.098		0.586	1500	G	2015
Chesapeake Ave	1.00	To	Ĕ.	3070	270		Hampton	0 70	070		0.000		0.000	1000	u	2010
		From	1													
7002) 23rd St	0.22	3100	G	98%	1%	1%	est Ave 0%	0%	0%	С	0.19		0.974	3300	G	2015
23rd St	0.22	3100		30 78	1 /0				0 70		0.13		0.574	0000	u	2013
004 04	0.01	From	<u> </u>	000/	10/		untington A		00/		0 17			550		0015
7002) 23rd St	0.21	520	G	98%	1%	1%	0%	0%	0%	F	0.17			550	G	2015
		10	1				Par 25th S									
0044 04	0.04	From	<u> </u>	000/	10/		ington Ave		00/				0.070	0000	0	0015
7004) 28th St	0.34	2700 To	G	96%	1%	3%	0%	0%	0%	С	0.092		0.672	2900	G	2015
		-					erson Ave				_					
7006) 34th St	0.07	4200	<u></u>	96%	10/		ington Ave	0%	0%	F	0.155			4500	G	2015
7 ₀₀₆ 34th St	0.07	4200	G	90%	1%	3%			U%		0.155			4300	G	2015
O 2411 51		From					Varwick Bl				_}_					
7006) 34th St	0.13	1200	G	96%	1%	3%	0%	0%	0%	F	0.124			1300	G	2015
<u> </u>		To					Par 34th S									
East		From					WB; 34th \$									
7006 Ramp to I-664 at Exit	0.18	2500	G	96%	1%	3%	0%	0%	0%	F	0.171			2700	G	2015
East		To From				Ramp to	I-664 EB	SB								
7006) Ramp to I-664 EB (NB) at0E2dt 5	NA									NA			NA		
7000)	,							251.2								
East		From			Ra	mp to Jeff	erson Ave;	35th St								
$\widehat{7006}$ Ramp to I-664 EB (NB) at0E2x0t 5	7200	G								0.259			7200	G	2015
$\overline{}$		То		_		I-66	4 WB NB	-	_							
East		From			121-700	06- <u>E00</u> 0A	TO ROUT	E 664 E	AST							
7006) Ramp	0.15	NA									NA			NA		
\smile		To			SR 1	43- 9A FR	OM 34TH	STREE	Т							

Route Length AADT QA 4Tire BusTruckTruck QC K QK 2Axle 3+Axle 1Trail 2Trail Factor F	Dir AAWI Factor	OT QW	
	actor	, Q ,,	Year
East 121-7006-E000A TO JEFFERSON AVENUE	NIA		
7006) Ramp 0.05 NA NA SR 143	NA		
Colony Ru	0.556 460) G	2015
(7007) Lucas Greek Rd 1.39 4300 G 98% 1% 1% 0% 0% 0% C 0.095	0.550 400	, a	2013
From: Denbigh Blvd			
7007) Lucas Creek Rd 1.13 5900 G 98% 1% 1% 0% 0% 0% F 0.104	0.54 620) G	2015
T∞ Colony Rd			
From: Washington Ave			
(7008) 39th St 0.23 2600 G 98% 0% 1% 1% 0% 0% F 0.12 (0.684 280) G	2015
To: Warkwick Blvd			
From: Jefferson Ave			
(7_{010}) 48th St 0.16 2300 G 93% 1% 2% 4% 1% 0% F 0.081 (0.699 240) G	2015
To Madison Ave			
1003	0.607 320) G	2015
To Marshall Ave			
<u> </u>	0.505 320) G	2015
To Chestnut Ave			
From: Briarfield Rd			
Orcutt Ave 0.37 1000 G 98% 1% 1% 0% 0% 0% F 0.097	0.5 110) G	2015
Paul St Paul St Orcutt Ave 0.56 1500 G 98% 1% 1% 0% 0% 0% C 0.091 C	0.616 160) G	2015
Orcutt Ave 0.56 1500 G 98% 1% 1% 0% 0% 0 0.091 C	0.010 100	<i>,</i> G	2013
Distribution Ave	0.563 730) G	2015
To SWCL Hampton	0.505	, u	2013
From: 121-3; 27Th Street			
0.05 0.00 do 0	0.674 870) G	2015
	0.071	,	2010
US 60, 25th St US 60, 25th St	0.740 000		0015
7010)	0.749 800) G	2015
Tot 16th St			
	0.000 470		0045
$_{7015}$ Marshall Ave 0.69 4500 G 98% 0% 1% 0% 0% 0% F 0.092 (0.628 470) G	2015
To S9th St			
7015) Marshall Ave 1.08 5800 G 98% 0% 1% 0% 0% 0% C 0.094 C	0.512 620) G	2015
To Richard Ct			
7 ₀₁₅₎ Marshall Ave 1.03 5100 G 98% 0% 1% 0% 0% 0% F 0.088	0.53 550) G	2015
To: SWCL Hampton			
From: 16Th St			
$\overline{\gamma_{017}}$ Roanoke Ave 1.21 1800 G 98% 1% 1% 0% 0% 0% F 0.09 (0.524 190) G	2015
To From I-664			
	0.526 220) G	2015
To Discoul Di			
Describe Ave. 0.00 0.000 0.000 10/ 10/ 10/ 00/ 00/ 5 0.101	0.544 260) G	2015
7017) Hoanoke Ave 0.93 2400 G 98% 1% 1% 0% 0% 0% F 0.101 C	2.511		_0.0
· · · · · · · · · · · · · · · · · · ·			
121-7017 Rodiloke Ave	120) G	2015
(7017) Ramp 0.12 1200 G 0.181	120	, u	2013
0.00 200 200 200 200 200 200 200 200 200	0.584 630) G	2015
	0.004 000	, G	2013
To From 1-664	0.50 ===	` ^	25:5
	0.56 770) G	2015
To: Briarfield Rd			

					-	,	VVDOILIV									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK I	Dir actor	AAWDT	QW	Year
City of Newport News		From				Daio	e€ald Dd				ı					
Chestnut Ave	0.95	6200 _{To}	G	99%	0%	1%	rfield Rd 0% . Hampton	0%	0%	С	0.089		0.503	6600	G	2015
		From					Chestnut A				1					
7019) Ramp	0.12	4800	G			121 ,019	Circotilut I	1,0			0.118			4800	G	2015
1		To				I-6	664-W									
		From				Jeffe	rson Ave									
Harpersville Rd	1.00	22000 _{To}	G	98%	1%	1%	0%	0%	0%	F	0.092		0.509	23000	G	2015
Harpersville Rd	1.77	8700	G	98%	1%	1%	xpressway 0%	0%	0%	С	0.101		0.578	9200	G	2015
Harpersville Ha	1.77	To	<u> </u>	0070	1 /0		nders Rd	0 70	0 70		0.101		0.070	0200	u	2010
		From					Canon Blv	ıd.								
Old Oyster Point Rd	0.67	5100	G			121-12	Calloll BIV	u			0.091		0.527	5400	G	2015
Old Oyster Point Rd	0.07	0100	<u> </u>								0.001		0.027	0.00	G	20.0
Old Outland Balant Bal	0.04	From		000/	40/		ven Drive	00/	00/				0.545			0045
Old Oyster Point Rd	0.64	5300	G	98%	1%	1%	0%	0%	0%	С	0.090	1	0.515	5700	G	2015
		From					kins Ln	•	•							
Old Oyster Point Rd	0.18	9300	G	98%	1%	1%	0%	0%	0%	F	0.086		0.511	9800	G	2015
$\overline{}$		To From			Ţ	JS 17 J Cly	de Morris	Blvd								
7034) Harpersville Rd	0.53	9800 From	G	98%	1%	1%	0%	0%	0%	F	0.09		0.517	10000	G	2015
					-			-	-							
Coundara Pd	0.76	7900 From	G	99%	0%	Harpe 0%	rsville Rd 0%	0%	0%	С	0.098		0.587	8400	G	2015
Saunders Rd	0.76	7900 To		99%	076		L Hampton		0%	C	0.096	,	0.567	0400	G	2013
											_					
Dlawat Dairet Dal	0.00	From	<u> </u>	000/	00/		Hills Blv		00/		0.000		0.504	0000	_	0015
Blount Point Rd	0.68	2200	G	99%	0%	1%	0%	0%	0%	С	0.096	1	0.591	2300	G	2015
<u> </u>		From					n Ave Nor Lane Nor				-					
7036) Hiden Blvd	0.85	8100	G	99%	0%	1%	0%	0%	0%	F	0.096		0.653	8600	G	2015
Hiden Blvd	0.00	То	Ť	0070	0 70		vick Blvd	0 70	0 70	•			0.000	0000	G	2010
		From					andy Lane				1					
₇₀₃₈ Deep Creek Rd	1.09	4200	G	99%	0%	1%	0%	0%	0%	С	0.097		0.661	4500	G	2015
1038) Boop Grook Ha	1.00	4200 To		0070	0 70		vick Blvd	0 /0	0 70		0.007		0.001	4000	u	2010
		From														
Colony Pd	0.50		<u> </u>	97%	1%	1%	tzler Rd 0%	0%	0%	С	0.106		0.643	1700	G	2015
Colony Rd	0.50	1600	G	9770	1 70	170	0%	076	0%	C	0.106	,	0.643	1700	G	2013
$\widehat{}$		From					Creek Rd									
Colony Rd	1.52	6200	G	97%	1%	1%	0%	0%	0%	F	0.097		0.631	6600	G	2015
		То				US 60 W	arwick Bl	vd								
		From				Denb	igh Blvd									
Old Denbigh Blvd	0.61	8500	G	98%	1%	1%	0%	0%	0%	С	0.105		0.565	9000	G	2015
\mathcal{L}		То				York C	County Line									
		From				US 60 W	arwick Bl	vd								
Pand Blvd	0.93	29000	G	99%	0%	0%	0%	0%	0%	С	0.092		0.553	31000	G	2015
$\overline{}$		To				SR 143 I	efferson A	ve								
7104) Bland Blvd	0.49	14000 From	G	99%	0%	0%	0%	0%	0%	F	0.09		0.508	15000	G	2015
		То					anus Blvd									
lorth		From					ninal Ave									
9020 Ramp From Terminal	Ave0t@3-66	64 1/2/078) (N	B) G at I	Ex9187%	1%	1%	0%	0%	0%	F	0.128			1300	G	2015
9020) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		To	- June 1		1 /0		WB NB	0 70	0 70	•				1000	G	2010
outh		From		TEDM	IIN AT A	VENUE TO		664 TA	CTCOLITI	1	i					
9020 Ramp	0.22	1300	G	LEKIVI	mnal A	VENUE I	O KOUTE	004 EA	313UU1F	1	0.403			1300	G	2015
9020) 141119	0.22	To			I_664 I	E FROM TI	EB MINIAT	AVENI	TE		0.403			1000	u	2010
			l		1-004-1			- WARING	ندر							
05th Ct		From	<u> </u>	0501	401		oke Ave	00/	00/				0 5 4 4	4500	^	001-
35th St		1400	G	95%	1%	3%	0%	0%	0%	С	0.094		0.544	1500	G	2015
		10	<u> </u>				utt Ave									
701L C:		From	ــِــــ			Ches	tnut Ave						0.500	485-	_	~-:-
79th St		1800	G								0.098		0.533	1900	G	2015
		To					Market Dr									

					City of inemport inem	<u> </u>							
Route	Length AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Newport News	From				Grant Dr			1					
Arline Dr	60	G			Grant Di			0.174		0.56	70	G	2015
	Te				Lakeshore Dr								
	Fron				Fawn Lane								
Atkins Ln	340	G						0.116		0.548	360	G	2015
					Oyster Point Rd			_					
Barclay Rd	1600	G			Deep Creek			0.099		0.675	1700	G	2015
Barciay No	To	u			Steffi Pl			0.000		0.075	1700	ч	2010
	Fron				Henry Clay Rd								
Beech Dr	5100	G						0.102		0.514	5600	G	201
	To				Teakwood Dr								
	Fron				Siemens Way							_	
Bland Blvd	2400	G			******			0.095		0.770	2400	G	201
	Fron		Nev	vport Ne	ews Williamsburg Interna	ional Airport							
Bruton Ave	2200	G			Burns Ave			0.129		0.528	2300	G	201
Braton 7140	2200				Courtney Ave					0.020	2000	u	2011
	Fron				25th St			Ì					
Buxton Ave	5600	G						0.076		0.508	6200	G	201
	To				SWCL Hampton								
	Fron				Swann Ave								
Center Ave	420	G						0.101		0.536	440	G	201
	Te				US 17; Jefferson Ave								
Object consists Dec	From				Olive Dr			2 2 2 5		0.007	4500	_	004
Chatsworth Dr	1400 _{то}	G			Eubank Cir			0.095		0.607	1500	G	201
	Fron				Tanbark Dr			1					
Dresden Dr	1600	G			Tailoaik Di			0.109		0.524	1700	G	201
	To				Almond Dr								
	Fron				Shellby Dr								
Etna Dr	440	G						0.100		0.511	440	G	201
	To				Beechment Dr								
	Fron				Denbigh Blvd								
Garrow Rd	1200 _{то}	G			M D			0.095		0.583	1200	G	201
					Virginia Dr								
Glendale Rd	From 570	G			W. Carolyn Rd			0.117		0.573	610	G	201
dictidate rid	370 To	<u> </u>			E. Carolyn Rd			7		0.070	010	ч	201
	Fron				Tabbs Lane			i					
Gwynn Cir	1600	G						0.094		0.576	1600	G	201
	To				Fischer Dr								
	From				Roanoke St								
Hampton Ave	1200	G						0.085		0.528	1300	G	201
	Te				Orcutt Ave								
King was all Du	Fron				Crestwood Dr					0.0	000	0	001
King wood Dr	310 _{то}	G			Ross Dr			0.115		0.6	320	G	201
	Fron												
Lakeshore Dr	1500	G			Warren Dr			0.090		0.607	1600	G	201
	т.	L			Sandra Dr								
	From				Bayberry Dr						· ·		
Louise Dr	1600	G						0.098		0.534	1700	G	201
	To				Cloverleaf Lane								
	Fron				48th St								
Madison Ave	1300	G						0.084		0.53	1400	G	201
	To				49th ST								

					oity of ivev	vport ive	WS								
Route	Length AADT	QA	4Tire	Bus	2Axle 3	Trucl +Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Newport News	From	1-			Hampt	on Ave				-					
Madison Ave	1300	G	-		напр	OII AVE				0.094		0.543	1400	G	2015
	To	1.			21St	Street									
	From	پ			30Th	Street						0.000	0500	•	004
Madison Ave	2300 _{то}	, G			31St	Street				0.113		0.692	2500	G	2015
	From	1:				t Grove									
Madison Ln	2900	G	100%	0%	0%		0%	0%	С	0.111			3100	G	2015
	To): 				nden St									
	From				Rive	er Rd									
Main St	1800	G	98%	0%	1%	1%	0%	0%	С	0.112		0.562	1900	G	201
	То	9			Palei	ı Ave									
	From				Rona	ıld Dr									
Menchville Rd	2400	G								0.083		0.625	2600	G	201
	To From					ood Dr									
Menchville Rd	9200	G			TVICEW	ood Di				0.091		0.618	10000	G	201
	То	4			Youn	gs Rd									
	From	ı:			Lakes	ide Dr									
Museum Dr	1800	G								0.108		0.557	1800	G	201
	То	9			US 60 Wa	rwick Blvc	1								
	From				Ander	son Cir									
N Madison Lane	2400	_ G								0.094		0.550	2500	G	201
	То	<u> </u>			Came	ron Dr									
	From	ليــــــــــــــــــــــــــــــــــــ			30t	h St									
Oak Ave	890	G			21	. 0.				0.095		0.563	950	G	201
	From					on Ave									
Oak Ave	2000	G			•					0.085		0.665	2100	G	201
	To				318	t St									
	From			,	Warwi	ck Blvd									
Old Courthouse Way	7800	G								0.077		0.609	8600	G	201
	То	<u> </u>				gs Lane									
O A	From	<u> </u>			30Th	Street						0.500	000	•	004
Orcutt Ave	880 To	G			2154	Ctuaat				0.085		0.566	930	G	201
	From					Street									
Oriana Rd	9300	G	-		Warwi	ck Blvd				0.093		0.609	10000	G	201
Julia Hu	9300 То				Denbis	gh Blvd				7.000		3.300	.0000	G	201
	From					gh Blvd									
Ridgewood Pkwy	2600	G			Denoi	, 211U				0.093		0.515	2700	G	201
- •	То	_			Baltho	rpe Rd									
-	From				Warwi	ck Blvd									
Snidow Blvd	5300	G	99%	0%	1%	0%	0%	0%	С	0.083		0.598	5800	G	201
	То	d			Barre	on Dr									
	From				Denbig	gh Blvd								_	
Spaulding Dr	420	G								0.085		0.562	420	G	201
	To	<u> </u>				ick Cir									
Ctanlau De	From				Mary	in Dr				0.000		0.054	000	_	004
Stanley Dr	930 To	G			N / -1-:-	lav D.				0.092		0.654	980	G	201
	From					lley Dr									
Traverse Rd	960	'L			Wendf	ield Cir				0.1		0.595	1000	G	201
Havelse NU	960 To				Ravhe	erry Dr				1		0.080	1000	G	201
						ck Blvd									
	From														
W Lucas Creek Rd	2500	G			vv ai w i	CK DIVU				0.092		0.556	2600	G	201

				•	on Newport	10113								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
y of Newport News	From				Lakeshore Dr									
Warren Dr	60	G			Lakeshole Di				0.141		0.611	60	G	201
Walleli Di	то	<u> </u>			Linda Dr				0.141		0.011	00	u	201
	From				Mac Neil Dr								_	
Wells Rd	120	G							0.157		0.512	120	G	201
	To				Deep Spring D	r								
	From				Hampton Ave									
Wickham Ave	2400	G			•				0.093		0.526	2600	G	201
	To				21st St									
	From				30th Street									
Wickham Ave	1800	G							0.091		0.567	1900	G	201
	To				31St Street									
	From				Hemlock Rd									
Willow Dr	1200	G			Helillock Ku				0.092		0.529	1300	G	201
Willow Di	1200 To				Latham Dr				0.032		0.525	1000	ч	201
	From				Richneck Rd									
Woodside Ln	2800	G	99%	0%	0% 0%	0%	0%	С	0.105		0.713	2900	G	201
	To				Aspen Dr			-						
	From	<u> </u>			Jouett Dr									
Woodside Ln	6000	G							0.095		0.644	6600	G	201
	To				Denbigh Blvd									