### 2017

# 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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

#### Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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	<b>A</b> 4Tire	Bus		3+Axle	-		QC	Factor Ql	Factor	AAWDT	QV
~~~	From:	Isle of Wight County Lin											
17 258 (32) Mercury Blvd	City of Newport News	0.22 <b>29000 G</b>	i 97%	0%	0%	1%	1%	0%	F	0.095	0.706	31000	G
~~~	To: From:	US 60 Warwick Blvd			<u> </u>								
17 258 32 Mercury Blvd	City of Newport News	0.56 <b>37000 G</b>		0%	0%	1%	1%	0%	F	0.095	0.578	40000	G
	From:	US 258, SR 143 Jefferson US 258 Mercury Blvd											
17) (143) Jefferson Ave	City of Newport News	1.31 <b>40000</b> G		0%	0%	1%	1%	0%	F	0.085	0.586	43000	(
<del>\</del>	Ta: From:	SR 152 Main St											
17) (143) Jefferson Ave	City of Newport News	1.69 <b>39000 G</b>	97%	0%	0%	1%	1%	0%	F	0.087	0.582	41000	(
<del></del>	To: From:	SR 306 Harpersville Ro	d										
17 (143) Jefferson Ave	City of Newport News	1.12 <b>49000 G</b>		0%	0%	1%	1%	0%	F	0.079	0.529	53000	(
$\stackrel{>}{\smile}$	To: From:	SR 312 J Clyde Morris B SR 143 Jefferson Ave											
17 J Clyde Morris Blvd	City of Newport News	1.28 <b>38000</b> G		0%	0%	1%	1%	0%	F	0.078	0.619	42000	(
***************************************	To	I-64											
17 J Clyde Morris Blvd	City of Newport News	0.80 <b>39000 G</b>	i 98%	0%	1%	0%	1%	0%	F	0.082	0.589	41000	
17) 5 5,55	Tol.						.,.		•	****	0.000		
17 J Clyde Morris Blvd	City of Newport News	121-7034 Harpersville R 0.25 <b>33000 G</b>		0%	1%	0%	1%	0%	F	0.086	0.541	36000	
17) o ciyac Monis Biva	To:	NCL Newport News	0070	0 70		070	1 /0	0 /0	•	0.000	0.041	00000	
Vorth	From:	US 17 J Clyde Morris Bl	lvd										
17) Ramp	City of Newport News (Maint: 99)	0.16 <b>13000 G</b>								0.1		13000	(
$\downarrow$	To:	I-64-E											
North	From:	US 17 TO I-64 WEST	1										
17) Ramp	City of Newport News (Maint: 99)									NA		NA	
<del></del>	To:	I-64-W FROM US 17 NOI	RTH										
South	From:	US 17 J Clyde Morris Bl											
17) Ramp	City of Newport News (Maint: 99)	0.26 <b>5800 G</b>	ì							0.099		5800	•
		I-64-E											
South	City of Newport News (Maint: 99)	US 17 J Clyde Morris Bl 0.16 <b>2100 G</b>								0.099		2100	(
17 Ramp	To:	I-64-W								0.099		2100	•
	From:	Isle of Wight County Lin	ne										
32) (17) (258) Mercury Blvd	City of Newport News	0.22 <b>29000</b> G		0%	0%	1%	1%	0%	F	0.095	0.706	31000	
32) (17) (230)	To	US 60 Warwick Blvd											
32) (17) (258) Mercury Blvd	City of Newport News	0.56 <b>37000</b> G		0%	0%	1%	1%	0%	F	0.095	0.578	40000	(
32) (17) (236) Morodily 2.11d	To:	US 258, SR 143 Jefferson		0 70		1 70	1 /0	0,0	·	0.000	0.070	10000	
	From:	James City County Line											
60 Warwick Blvd	City of Newport News	1.70 <b>11000 G</b>		1%	2%	1%	3%	0%	F	0.097	0.539	12000	
<del>~~</del>	То	Yorktown Rd											
60 Warwick Blvd	City of Newport News	1.61 <b>16000 G</b>	i 91%	1%	1%	3%	3%	0%	С	0.096	0.588	17000	(
00)	Tor	SR 105 Ft Eustis Blvd		. ,0		0,0	2 /0	0 / 0	Ü	0.000	2.000		`

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

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Jurisdiction	n l	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:	Name				070/	40/	10/	00/	00/	00/	_	0.004		0.570	04000	_
City of Newport	News	1.68	29000	G	97%	1%	1% 	0%	0%	0%	C	0.084		0.578	31000	G
To From:	Nowo				079/	10/	10/	00/	09/	00/		0.094		0.524	42000	G
City of Newport	inews				31 /0	1 /0	1 /0	0 /0	0 /6	0 /6	'	0.004		0.554	42000	G
City of Newport	News				97%	1%	1%	0%	0%	0%	F	0.079		0 505	44000	G
Try of Newport	- Trows	0.70			01 /0	1 70		0 70	0 70	0 70	•	0.070		0.000	44000	ď
From: City of Newport	News	1.45		G	97%	1%	1%	0%	0%	0%	F	0.083		0.523	43000	G
Tol								*,*		* / *						
From: City of Newport	News	2.39	35000	G	98%	1%	0%	0%	0%	0%	F	0.088		0.531	37000	G
Tol		De	en Creek Ro													
From: City of Newport	News	0.89	37000	G	98%	1%	0%	0%	0%	0%	F	0.086		0.561	40000	G
To		LC	vde Morris F	Blvd												
City of Newport	News	1.07	28000	G	98%	1%	0%	0%	0%	0%	С	0.100		0.596	30000	G
To		Н	arpersville R	Rd			<u> </u>									
City of Newport	News	1.49	27000	G	98%	1%	0%	0%	0%	0%	F	0.106		0.643	29000	G
To:			Main Street				$\neg$ $\vdash$									
City of Newport	News	1.08	24000	G	98%	1%	0%	0%	0%	0%	F	0.109		0.699	25000	G
To: From:		1	Mercury Blvo	d												
City of Newport	News	0.61	24000	G	98%	1%	0%	0%	0%	0%	С	0.133		0.854	26000	G
To: From:			-													
City of Newport	News	1.24	10000	G	98%	1%	0%	0%	0%	0%	F	0.175			11000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	23000	G	98%	1%	0%	0%	0%	0%	F	0.132	F	0.865	25000	G
To			50th St													
, ,		0.55	11000	G	98%	1%	0%	0%	0%	0%	F	0.140			12000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	25000	G	98%	1%	1%	0%	0%	0%	F	0.137	F	0.685	26000	G
Ta: From:			39th St													
, ,		0.50	11000	G	98%	1%	0%	0%	0%	0%	F	0.168			12000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	15000	G	98%	1%	1%	0%	0%	0%	F	0.171	F	0.745	16000	G
To: From:			29th St													
											F		_			G
Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:		G	98%	1%	1%	0%	0%	0%	F	0.185	F	0.610	9400	G
From:		Н		ve												
City of Newport	News	0.23	7800	G								0.113			8300	G
To:			I-664													
Oli ( )	Nowe	0.25	2100	G	95%	2%	2%	0%	0%	0%	С	0.113			2200	G
City of Newport Combined Traffic Estimates for Parallel			2100	u	95/0	Z /0	2/0	0 /0	0 /0	0 /6	C	0.113			2200	G
	City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel	City of Newport News  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Newport News  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Newport News  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Newport News  Combined Traffic Estimates for 2 Parallel Roadways on this	City of Newport News 1.66  City of Newport News 1.66  City of Newport News 0.78  City of Newport News 1.45  City of Newport News 1.45  City of Newport News 2.39  City of Newport News 0.89  City of Newport News 1.07  City of Newport News 1.08  City of Newport News 1.49  City of Newport News 1.24  City of Newport News 0.61  City of Newport News 1.24  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Newport News 0.50  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Newport News 0.50  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Newport News 0.28  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Newport News	City of Newport News	SR   105 Ft Eustis Blv   City of Newport News   1.68   29000   G   97%	SR 105 Ft Eastis Blvd   City of Newport News   1.68   2900   G   97%   1%	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South Responsible   Combined Traffic 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Newport News	Second   S	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates 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Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimate	Second City of Newport News   1.68   2000   C   97%   1%   1%   0%   0%   0%   0%   0%   0

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

-			Newport					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	J	efferson Ave	;			1									
60 25th St	City of Newport	News 0.76	2300	G	96%	3%	1%	0%	0%	0%	С	0.095		0.633	2400	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3800	G	96%	3%	1%	0%	0%	0%	С	0.079	F	0.587	4000	G
	Toc	R	Roanoke Ave	<u>,                                      </u>												
60 25th St	City of Newport		1700	F	95%	3%	1%	0%	0%	0%	С	0.103		0.560	1800	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	2900	G	94%	3%	2%	0%	0%	0%	С	0.095	F	0.607	3100	G
	To		26th St				_									
60 25th St	City of Newport	News 0.53	4400	G	95%	2%	2%	0%	0%	0%	F	0.086		0.56	4600	G
$\bigcirc$	To:	W	CL Hampto	n												
~~~	From:		25th; 26th S	t Split												
(60) Ramp	City of Newport News	s (Maint: 99) 0.10	3900	G								0.298			3900	G
	10:		I-664-E													
~~ Dame	From:		P000B FRO									0.450			F000	_
60 Ramp	City of Newport News ™	(Maint: 99) 0.18 I-664-W FROM	5000	G	DEETC		_					0.156			5000	G
	r				KEE13											
East 60 Ramp	City of Newport News		3900 35th Si	G								0.230			3900	G
(60) Hamp	To:	US 60- 267A; 4			M HUN							0.200			3300	ч
	From:		US 60				i									
(60) Warwick Blvd	City of Newport	News 1.21	13000	G	98%	1%	0%	0%	0%	0%	С	0.201			14000	G
(40)	Combined Traffic Estimates for 2 Parallel I		23000	G	98%	1%	0%	0%	0%	0%	F	0.132	F	0.865	25000	G
	To	•	50Th St													
(60) Warwick Blvd	From:L City of Newport	News 0.59	13000	G	98%	1%	1%	0%	0%	0%	F	0.173			14000	G
(90)	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	0.137	F	0.685	26000	G
	To	<u> </u>	38Th St													
(60) Warwick Blvd	From: L City of Newport	News 0.77	3500	G	98%	1%	1%	0%	0%	0%	С	0.214			3800	G
(40)	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	0.171	F	0.745	16000	G
	To:	,	25Th St													
	From:		US 60													
(60) 26th St	City of Newport	News 1.39	1500	G	95%	2%	2%	1%	0%	0%	С	0.077			1600	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3800	G	96%	3%	1%	0%	0%	0%	С	0.079	F	0.587	4000	G
	_ Too	(	Chestnut Ave	<u>.</u>			$\neg$ $\vdash$									
(60) 26th St	City of Newport		1300	G	93%	3%	3%	0%	0%	0%	С	0.087			1400	G
P	Combined Traffic Estimates for 2 Parallel I		2900	G	94%	3%	2%	0%	0%	0%	С	0.095	F	0.606	3100	G
	To:	-	25th St													
	From:	US	60 26th Stre	eet												
(60) Ramp	City of Newport News	(Maint: 99) 0.29	860	G								NA			860	G
<b>S</b>	To:	US 60 E	ast Exit 267	A Ramp		•										

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

			n Newport					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:	WC	L Newport 1	News			1									
East (64)	City of Newport News	(Maint: 99) 1.32	39000	G	95%	1%	1%	1%	3%	0%	F	0.070			40000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	77000	G	95%	1%	1%	1%	3%	0%	F	0.070	F	0.516	79000	G
	Tre- From:	SR 2	238 Yorktow	vn Rd												
East 64	City of Newport News	(Maint: 99) 2.04	39000	G	95%	1%	1%	1%	3%	0%	F	0.072			40000	G
04)	Combined Traffic Estimates for 2 Parallel F	,		G	95%	1%	1%	1%	3%	0%	F	0.071	F		83000	G
	To		105 Ft Eustis													
East 64	From:L				050/	10/	10/	10/	00/	00/	_	0.074			40000	_
64)	City of Newport News		48000	G	95%	1%	1%	1%	3%	0%	F	0.074	F	0 E10	49000	G G
	Combined Traffic Estimates for 2 Parallel F			G	95%	1%	1%	1%	3%	0%	Г	0.072	Г	0.518	95000	G
East	To: From:		143 Jefferson	n Ave												
East 64	City of Newport News		61000	G	95%	1%	1%	1%	3%	0%	F	0.075			62000	G
$\circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	123000	G	95%	1%	1%	1%	3%	0%	F	0.074	F	0.501	125000	G
East	Tay From:	SR 1	71 Oyster Po	oint Rd												
East 64	City of Newport News	(Maint: 99) 1.81	68000	Α	95%	1%	1%	1%	3%	0%	С	0.087			70000	Α
04)	Combined Traffic Estimates for 2 Parallel F	,		Α	95%	1%	1%	1%	3%	0%	С	0.084	Α	0.544	137000	
	To		J Clyde Mor													
East 64	From:L		-			10/	10/	40/	00/	00/	_	0.074			70000	_
64)	City of Newport News	,	78000	G	95% 05%	1%	1%	1%	3%	0% 0%	F	0.074	F	0.500	79000	G G
	Combined Traffic Estimates for 2 Parallel F		WCL Hampto	G	95%	1%	1%	1%	3%	0%	Г	0.076	Г	0.528	162000	G
East	From:		I-64 East	OII												
(64) Ramp	L City of Newport News	(Maint: 99) 0.29	4000	G								0.114			4000	G
1	To:	,	5 W, Ft Eust													
East	From:		I-64 East													
64 Ramp	City of Newport News	(Maint: 99) 0.19	4600	G								0.088			4600	G
$\overline{}$	To:	SR 10	05 E, Ft Eust	is Blvd												
East	From:		East Collect													
64 Ramp	City of Newport News	, ,	6500	G								0.077			6500	G
	10.		43 S, Jefferso													
East (64) Ramp	From L City of Newport News		East Collect 2400	or Rd <b>G</b>								0.085			2400	G
64) Hallip	City of Newport News		43 N, Jeffers									0.005			2400	G
Fast	From:	SIC 1-	I-64 East													
East (64) Ramp	L City of Newport News	(Maint: 99) 0.27	9200	G								0.075			9200	G
'	To	<u> </u>	xit 255A to S		outh											
East	From:				ouui							0.076			0706	
64 Collector Rd	City of Newport News		2700	G								0.079			2700	G
	10.	Ramp	from SR 143	3 South												

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

Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Collector Rd	From City of Newport News	(Maint: 99)	Ramp fi 0.21	rom SR 143 18000	S South <b>G</b>								0.084			18000	G
East 64 Collector Rd	City of Newport News		0.07	t 255B to S 16000 from SR 143	G	orth							0.084			16000	G
East 64 Ramp	From: City of Newport News	(Maint: 99)	0.36 SR 171	I-64 East <b>2000</b> W, Victor	<b>G</b> y Blvd								0.108			2000	G
East 64 Ramp	From:  City of Newport News	(Maint: 99)	0.25 SR 17	I-64 East <b>4400</b> 1 E, Victory	<b>G</b> / Blvd								0.110			4400	G
East 64 Ramp	From: City of Newport News	,	0.30 US 17 S,	I-64 East <b>5900</b> J Clyde Mo	<b>G</b> orris Blve	1							0.097			5900	G
East 64 Ramp	From City of Newport News	,	0.15 US 17 N,	I-64 East 1900 J Clyde Mo	<b>G</b> orris Blv	1							0.111			1900	G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F	,	0.06 Route:		G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.078 NA			46000 88000	G G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F		1.28 Route:		G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.08 0.070	F	0.516	38000 79000	G G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F	,	2.32 Route:		G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.075 0.071	F		43000 83000	G G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F		5.22	5 Fort Eusti 45000 93000	G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.071 0.072	F	0.518	46000 95000	G G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F		1.55 Route:		G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.075 0.074	F	0.501	63000 125000	G G
West 64	City of Newport News Combined Traffic Estimates for 2 Parallel F	, ,	1.50	1 Oyster Po 67000 135000	int Rd  A  A	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	C C	0.092 0.084	Α	0.544	68000 137000	A A

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	US 17 J	Clyde Mor	ris Blvd			ZAXIE	3+Axie	IIIali	ZIIali		i actor		1 actor		
West 64	City of Newport News (Maint: 9		82000	G	95%	1%	1%	1%	3%	0%	F	0.083			83000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	1%	1%	3%	0%	F	0.076	F	0.528	162000	G
	Tos	W	/CL Hampto	on												
West	From:	0) 0.11	I-64 West									0.4			0000	_
64 Ramp	City of Newport News (Maint: 9		3800	G								0.1			3800	G
		SR 2	38 Yorktow	n Ka												
West Ramp	City of Newport News (Maint: 9	9) 0.19	I-64 West 4300	G								0.205			4300	G
64 Ramp	Oity of Newport News (Maint: 5		5 E, Ft Eusti									0.203			4300	ч
West	From:	511 10.	I-64 West	5 Diva												
(64) Ramp	City of Newport News (Maint: 9:	9) 0.21	4600	G								0.105			4600	G
<u> </u>	To:		43 Jefferson													
West	From:	I-64 V	Vest Collect	or Rd												
(64) Ramp	City of Newport News (Maint: 9		3300	G								0.121			3300	G
	To:	SR 14	3 S, Jefferso	on Ave												
West	From:	I-64 V	Vest Collect	or Rd												
64) Ramp	City of Newport News (Maint: 9	9) 0.33	17000	G								0.082			17000	G
$\overline{}$	To:	SR 14:	3 N, Jefferso	on Ave												
West	From:		I-64 West													
64 Ramp	City of Newport News (Maint: 9	9) 0.21	21000	G								0.088			21000	G
West	To: From:	I-64 West Exit 255	B to SR 14	3 N, Jeff	erson Ave	9										
Ramp	City of Newport News (Maint: 9	9) 0.07	3400	G								0.129			3400	G
	To		from SR 143	2 North												
West	Front															
64 Ramp	City of Newport News (Maint: 9	9) 0.17	9200	G								0.096			9200	G
West	To- From:	I-64 West Exit 255	5A to SR 14	3 S, Jeff	erson Ave	)										
(64) Ramp	City of Newport News (Maint: 9	9) 0.08	6000	G								0.089			6000	G
	To:	Ramp from S	SR 143 S, Je	efferson	Ave											
West	From:		I-64 West													
64 Ramp	City of Newport News (Maint: 9	9) 0.30	8000	G								0.102			8000	G
$\overline{}$	To:	SR 17	1 W, Victor	y Blvd												
West	Fron:		I-64 West													
64 Ramp	City of Newport News (Maint: 9		5200	G								0.142			5200	G
	To	SR 17	1 E, Victory	y Blvd												
West	From:		I-64 West													
64 Ramp	City of Newport News (Maint: 9		13000	G								0.107			13000	G
	Tot	US 17 S,	J Clyde Mo	orris Blvo	l											
West	From:	0) 000	I-64 West									0.000			7000	_
64 Ramp	City of Newport News (Maint: 9		<b>7800</b> J Clyde Mo	G versio Divi	1							0.099			7800	G
	···	US 1 / N,	J Ciyae Ma	JITIS BIV	ı											

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

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
	From:			Ft Eustis													
105)Ft Eustis Blvd	City of Newport	t News	0.04	19000	G	96%	1%	1%	1%	1%	0%	F	0.1		0.845	21000	C
	Too			US 60													
105)Ft Eustis Blvd	City of Newport	News	1.01	38000	G	96%	1%	1%	1%	1%	0%	F	0.087		0.698	42000	(
	_To:			I-64				<u> </u>									
105)Ft Eustis Blvd	City of Newport	News	0.23	22000	G	96%	1%	1%	1%	1%	0%	F	0.091		0.512	24000	(
	Ta		SR 1	43 Jeffersor	ı Ave												
105)Ft Eustis Blvd	City of Newport	News	1.26	16000	A	96%	1%	1%	1%	1%	0%	С	0.108		0.656	18000	
100)	To:		NCI	Newport N	lews												
East	From:		SR 1	05 Ft Eustis	Blvd												
105)Ramp	City of Newport News	s (Maint: 99)	0.28	8900	G								0.111			8900	
	To:			I-64 East													
East	From:	SR	105 I-64-W	7250A TO &	& FROM	I IS 64											
105)Ramp	City of Newport News	s (Maint: 99)	0.19	3600	G								0.084			3600	
<u> </u>	To:	I-64-W I	FROM RT	105-FORT I	EUSTIS	BOULEV	A										
Vest	From:	SR	105 I-64-E	250B TO &	k FROM	IS 64											
105)Ramp	City of Newport News	s (Maint: 99)	0.19	5000	G								0.091			5000	
<u> </u>	То:	I-64-E F	ROM RT 1	05-FORT E	EUSTIS	BOULEV	A										
	From:		W	CL Hampto	on												
143)27th St	City of Newport		0.35	6200	G	98%	1%	1%	1%	0%	0%	F	0.083		0.5	6600	
	Combined Traffic Estimates for Parallel	Roadways on thi		NA									NA			NA	
	To:			143 Par, 28t													
143)28th St	City of Newport	Nowe	0.48	143 Par, 27t <b>1500</b>	G	98%	1%	1%	0%	0%	0%	_	0.093			1600	
143 /2011 31	Combined Traffic Estimates for 2 Parallel				G	98%	1%	1%	0%	0%	0%	, F	0.093	F	0.587	4600	
	Combined Trainic Estimates for 2 Faraner	noadways on thi				90%	170	1 70	076	070	0%	Г	0.067	Г	0.567	4000	
	To: From:			Chestnut Av		000/	10/		201	00/	00/	_			0.554	1000	
143)28th St	City of Newport		0.90	1800	G	98%	1%	1%	0%	0%	0%	С	0.098	_	0.554	1900	
•	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Route:	3800	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.775	4000	
	To: From:		SR	143 Par, 27t	th St												
143 Jefferson Ave	City of Newport	t News	0.33	9500	G	97%	1%	1%	1%	0%	0%	С	0.097		0.547	10000	
$\overline{}$	To:			I-664				$\neg$ $\vdash$									
143 Jefferson Ave	City of Newport	News	0.61	19000	G	98%	1%	1%	0%	0%	0%	F	0.085		0.580	20000	
	To:			50th St													
143 Jefferson Ave	From: City of Newport	News	1.89	23000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.708	24000	
143/555.55	To:			58 Mercury		00/0	. 70		0 / 0	0 /0	0,0	•	5.500		000	000	
	From:			Mercury Blv													
143) (17) Jefferson Ave	City of Newport	t News	1.31	40000	G	97%	0%	0%	1%	1%	0%	F	0.085		0.586	43000	
$\smile \smile$	Too		SI	R 152 Main	St			<u> </u>									
143) (17) Jefferson Ave	City of Newport	t News	1.69	39000	G	97%	0%	0%	1%	1%	0%	F	0.087		0.582	41000	
	To:			6 Harpersvi		- /-				, -							

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT (	QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
143) (17) Jefferson Ave	City of Newport News	SR306 1.12	Harpersville 49000	Rd 97%	6 0%	0%	1%	1%	0%	F	0.079	0.529	53000	G
143) 17 Jefferson Ave	To:		de Morris Blv		0 70	070	1 /0	1 /0	0 /0		0.073	0.525	33000	ч
	From:		Clyde Morris	Blvd										
143 Jefferson Ave	City of Newport News	1.11	47000	<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.083	0.519	49000	G
	To	Midd	lle Ground Blv	vd.										
143 Jefferson Ave	City of Newport News	1.29		<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.078	0.550	51000	G
	To: From:	SR 171	Oyster Point	Rd		$\neg$ $\vdash$								
143 Jefferson Ave	City of Newport News	0.73	52000	<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.080	0.526	55000	G
	To		I-64											
143 Jefferson Ave	City of Newport News	1.13	79000	<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.086	0.579	83000	G
	To	I	Bland Blvd			<u> </u>								
143 Jefferson Ave	City of Newport News	0.86		<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.084	0.555	59000	G
$\bigcirc$	To	SR 17	73 Denbigh Blv	vd		$ \vdash$								
143 Jefferson Ave	City of Newport News	0.84		A 98%	ú 1%	1%	0%	0%	0%	С	0.106	0.525	38000	Α
	Too	R	Richneck Rd											
143)Jefferson Ave	City of Newport News	2.19		<b>G</b> 98%	6 1%	1%	0%	0%	0%	F	0.089	0.542	32000	G
$\bigcirc$	To	SR 10	5 Ft Eustis Bl	vd										
143 Jefferson Ave	City of Newport News			<b>G</b> 98%	6 0%	1%	1%	0%	0%	С	0.145	0.661	18000	G
	To: From:	Y	orktown Rd			$\neg$ $\vdash$								
143 Jefferson Ave	City of Newport News	1.12	22000	<b>G</b> 98%	6 0%	1%	1%	0%	0%	F	0.122	0.636	23000	G
	To:	James	City County L	ine										
	From:		efferson Ave;											
( <sub>143</sub> )Ramp	City of Newport News (Maint			G							0.117		5400	G
	To:		I-664 East											
	From:		A TO 35TH ST											
143)Ramp	City of Newport News (Maint			G	-						0.097		5000	G
	100	I-664-E005A FRC			E									
Roma	City of Newport News (Maint		13 TO I-64 We 5100	G G							0.1		5100	G
143 Ramp	City of Newport News (Maint	I-64-W FROM RT			ME						0.1		5100	G
	From				OE									
143)Ramp	City of Newport News (Maint		3 TO I-64 WE 3000	G ST							0.121		3000	G
143) Tamp	To:	I-64-W RAMP FR			0-						0.121		3000	a
	From:		3 TO I-64 EAS		•									
(143)Ramp	City of Newport News (Maint			G							0.112		2100	G
'	To	I-64-E FROM RT 14			NUE									
North	From:	SR 143	N, Jefferson	Ave										
(143)Ramp	City of Newport News (Maint			G							0.1		2800	G
$\smile$	To:		I-64 East											

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

Route	Jurisdictic	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
North 143 Ramp	City of Newport New		0.19	5300 43 NORTH-	G	DCON AX	/IE	 					0.085			5300	G
	Town	1-04-W FI				KSON AV	'E										
Ramp	City of Newport New		0.23	3 TO I-64 E. <b>16000</b> 13 SOUTH-J	G	SON AV	E	<u> </u>					0.090			16000	G
outh	From			S, Jefferson													_
Ramp	City of Newport New	s (Maint: 99)	0.13	2200 I-64 West	G			_					0.083			2200	(
	From	I															_
143)27th St	City of Newpor	t News	0.48	143; 28th S <b>2800</b>	G	98%	1%	0%	0%	0%	0%	С	0.094			2900	(
<b>P</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	4300	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4600	(
	To		Cl	hestnut Ave				_									
143)27th St	City of Newpor	t News	0.90	2000	G	98%	1%	1%	0%	0%	0%	С	0.092			2200	(
P 9	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	3800	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.775	4000	(
	To:		Je	fferson Ave													
1	Prom:	. N	0.05	27th St		000/	40/		00/	00/	00/		0.000			0000	
Jefferson Ave	City of Newpor		0.05	2000	N	98%	1%	1%	0%	0%	0%	N	0.092			2200	
	Combined Traffic Estimates for Parallel	Roadways on this		<b>NA</b> 143; 28th S									NA			NA	
Main Ct	Prom:	t Name		Warwick E		000/	10/	10/	00/	00/	00/	_	0.005		0.547	10000	
152 Main St	City of Newpor	t News	0.41	11000	G	98%	1%	1%	0%	0%	0%	С	0.095		0.547	12000	(
	To:			R 143 Jeffers													
152)Main St	City of Newpor	t News	0.56	9300	G	98%	1%	1%	0%	0%	0%	С	0.097		0.554	9900	(
<u> </u>	To:		W	CL Hamptor	1												
	From:			3 Jefferson													
171 Oyster Point Rd	City of Newpor	t News	0.70	44000	G	98%	1%	1%	0%	0%	0%	F	0.086		0.546	46000	(
<u> </u>	To:		121-1	12 Canon Bl	lvd			$\neg$									
171 Oyster Point Rd	City of Newpor	t News	0.17	50000	G	98%	1%	1%	0%	0%	0%	F	0.097		0.507	53000	(
<u> </u>	To			I-64				<b>—</b>									
171 Victory Blvd	City of Newpor	t News	0.74	48000	G			•					0.088		0.607	51000	(
	To:		York	k County Li	ne												
East	From:		SR 171	Oyster Poir	nt Rd												
171)Ramp	City of Newport New	s (Maint: 99)	0.33	8800	G								0.092			8800	(
	To			I-64-E													
East	From:		SR 171	Oyster Poir	nt Rd												
171)Ramp	City of Newport New	s (Maint: 99)	0.25	2000	G								0.133			2000	(
$\mathcal{L}$	To:			I-64-W													
West	From		SR 171	Oyster Poir	nt Rd					-							
171)Ramp	City of Newport New	s (Maint: 99)	0.26	5200	G								0.134			5200	(
	To	,		I-64-E													

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

_						Tru	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT Q</b>	4 4Tire	Bus		3+Axle			QC	Factor	Factor	AAWDT	QV
West	From:	SR 171 Victory Blvd 0.36 <b>5100</b> G								0.110		E100	_
171 Ramp	City of Newport News (Maint: 99)	0.36 <b>5100 G</b> I-64-W								0.113		5100	G
Donbigh Plyd	City of Newport News	Moyer Drive 0.53 <b>3700 G</b>	97%	2%	1%	0%	0%	0%	С	0.096	0.583	4000	
173 Denbigh Blvd	To:	Catalina Drive	97%	270	170	076	076	0%	C	0.096	0.363	4000	Ċ
	From:	Catalina Drive											
173)Denbigh Blvd	City of Newport News	0.74 <b>8300 G</b>	97%	2%	1%	0%	0%	0%	F	0.091	0.577	8900	(
<u> </u>	To	Lucas Creek Rd											
173)Denbigh Blvd	City of Newport News	0.55 <b>16000 G</b>	97%	2%	1%	0%	0%	0%	F	0.088	0.608	17000	(
173)20			0.70			0,0	0,0	0 / 0	•	0.000	0.000		
Dankigh Dlud	City of Newport News	US 60 Warwick Blvd	98%	1%	0%	0%	0%	0%	С	0.081	0.51	27000	(
173 Denbigh Blvd	City of Newport News	1.14 <b>25000 G</b>	98%	1%	U% 	0%	0%	0%	C	0.081	0.51	27000	(
	To: From:	SR 143 Jefferson Ave											
173 Denbigh Blvd	City of Newport News	1.32 <b>26000 G</b>	99%	0%	0%	0%	0%	0%	F	0.09	0.606	28000	(
<u> </u>	To:	York County Line											
	From:	US 60 Warwick Blvd											
238)Yorktown Rd	City of Newport News	0.94 <b>5900 G</b>	92%	1%	1%	3%	3%	0%	С	0.112	0.746	6300	(
	To: From:	I-64											
238)Yorktown Rd	City of Newport News	0.18 <b>9700 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	0.647	11000	(
$\smile$	Too	SR 143 Jefferson Ave											
238)Yorktown Rd	City of Newport News	1.06 <b>9500</b> G		1%	1%	1%	1%	0%	F	0.084	0.672	11000	(
	To:	York County Line											
	From:	SR 238 TO I-64 East											
238)Ramp	City of Newport News (Maint: 99)	0.20 <b>3500</b> G								0.128		3500	(
		64-E FROM RT 23800- YORKT	OWN ROAI	)									
	From:	Isle of Wight County Li	ne										
258 (17) (32) Mercury Blvd	City of Newport News	0.22 <b>29000 G</b>	97%	0%	0%	1%	1%	0%	F	0.095	0.706	31000	(
	To:	US 60 Warwick Blvd											
258 (17) (32) Mercury Blvd	City of Newport News	0.56 <b>37000</b> G	97%	0%	0%	1%	1%	0%	F	0.095	0.578	40000	(
236) (17) (32)			0.70		— <del>-</del>	. , ,	. , 0	0 / 0	•	0.000	0.07.0	.0000	
258 Mercury Blvd	City of Newport News	Jefferson Ave 0.29 <b>39000 G</b>	98%	0%	0%	0%	1%	0%	F	0.09	0.583	40000	(
258 Wercury Biva	To:	WCL Hampton	90%	0%	0%	076	1 70	0%	Г	0.09	0.363	40000	•
	From												
306 Harpersville Rd	City of Newport News	US 60 Warwick Blvd 0.88 <b>8800</b> G	98%	1%	1%	0%	0%	0%	С	0.104	0.579	9400	(
306 Traipersville riu	To:	US 17, SR 143 Jefferson		1 /0		0 /6	0 /6	0 /6	O	0.104	0.57 5	3400	•
	From	<u>,                                      </u>	110										
312)J Clyde Morris Blvd	City of Newport News	US 60 Warwick Blvd 1.11 <b>38000 G</b>	98%	1%	1%	0%	0%	0%	С	0.085	0.526	41000	(
312 0 Styde World Blvd	To:	US 17; SR143	30 /6	1 /0	1 /0	0 /0	U /0	0 /6	O	0.000	0.520	41000	
	Eross				L								
351)39th St	City of Newport News	US 60 Huntington Ave 0.64 <b>4100</b> G		1%	1%	1%	0%	0%	F	0.136	0.820	4400	(
351 /55111 31	Oily of Newport News	0.04 4100 G	30%	1 70	1 70	1 /0	U /o	070	Г	0.130	0.020	4400	

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

SCL Hampton   Sch Hampton	000
SCL Hampton	000
From   EB and WB I-664 Exit 5 ramps   NA   NA   NA   NA   NA   NA   NA   N	000
From:   EB and WB I-664 Exit 5 ramps	00 00 00
Form   SCL Hampton   Form   Form   Form   SCL Hampton   Form	00 00 00
Ramp to US 60 WB Warwick Ave   SCL Hampton   SCL Hampton	00
Hampton Roads Beltway City of Newport News (Maint: 99) 0.12 <b>40000 G</b> 94% 0% 1% 1% 4% 0% F 0.109 43  Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>79000 G</b> 94% 0% 1% 1% 4% 0% F 0.087 F 0.617 85  East I-664 is signed as South I-664	00
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>79000 G</b> 94% 0% 1% 1% 4% 0% F 0.087 F 0.617 85 East I-664 is signed as South I-664	00
East I-664 is signed as South I-664	00
Roanoke Ave; Chestnut St	
38 (Maint: 99) 1.02 <b>35000 G</b> 94% 0% 1% 1% 4% 0% F 0.111 38	00
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>71000 G</b> 94% 0% 1% 1% 4% 0% F 0.095 F 0.677 770	
East I-664 is signed as South I-664	
SR 143 Jefferson Ave; 35th St	
64) Hampton Roads Beltway City of Newport News (Maint: 99) 1.64 <b>23000 G</b> 94% 0% 1% 1% 4% 0% F 0.111 24	00
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>55000 G</b> 94% 0% 1% 1% 4% 0% F 0.095 F 0.677 59	00
East I-664 is signed as South I-664	
Terminal Ave	
iast From Land Honorial Bridge Tunnel City of Newport News (Maint: 99) 2.84 <b>32000 A</b> 94% 0% 1% 1% 4% 0% F 0.11 35	00
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>65000 A</b> 94% 0% 1% 1% 4% 0% F 0.102 A 0.517 71	
East I-664 is signed as South I-664	,0
To: WCL Suffolk	
ast I-664 East	
64) Ramp City of Newport News (Maint: 99) 0.15 <b>5800 G</b> 0.108 58	00
To: 121-7019 Chestnut Ave	
ast I-664 East	_
Ramp City of Newport News (Maint: 99) 0.32 <b>9000 G</b> 0.223 90	00
I-664 West Exit 5A To 35th Street	
East I-664	00
To: I-664 East Exit 6B To 27th Street	U
ast From I-664 East	
Ramp City of Newport News (Maint: 99) 0.17 650 G NA 66	0
To: Terminal Ave	
From: SCL Hampton	
Hampton Roads Beltway City of Newport News (Maint: 99) 0.55 <b>39000 G</b> 94% 0% 1% 1% 4% 0% F 0.116 42	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>79000 G</b> 94% 0% 1% 1% 4% 0% F 0.094 F 0.676 85	00
West I-664 is signed as North I-664	
To: Roanoke Avenue; Chestnut St	

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

Route	Jurisdictio	n	Longth	AADT	QA	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
noute	Julisalctio	11	Length	AADT	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
West	From:		Roanok	e Ave; Che	stnut St												
(664) Hampton Roads Beltway	City of Newport News	s (Maint: 99)	0.78	36000	G	94%	0%	1%	1%	4%	0%	F	0.117			39000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	71000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.598	77000	G
		West	t I-664 is	signed a	s Norti	ı I-664											
	To:		SR 143 Je	efferson Av	e; 35th S	t											
West	City of Navyrout Navy	· (Maint: 00)					00/	10/	10/	40/	00/	_	0.004			05000	0
Hampton Roads Beltway		,	1.41	33000	G	94%	0%	1%	1%	4%	0%	_	0.094	_		35000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	59000	G
		West	t I-664 is	signed a	s Norti	า I-664											
West	To: From:		T	erminal Av	e												
Monitor Merrimac Memor	rial Bridge Tunnel City of Newport News	s (Maint: 99)	2.93	33000	Α	94%	0%	1%	1%	4%	0%	F	0.105			36000	Α
	Combined Traffic Estimates for 2 Parallel	,			A	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.517	71000	Α
	Combined Traine Estimates for 21 drainer	•		signed a			0 70	1 /0	1 /0	770	0 70		0.102	^	0.517	71000	^
	To:	77631		VCL Suffoli		11-004											
	From:																
West 664 Ramp	City of Newport News	(Maint: 99)	0.13	I-664 West 1100	F								0.088			1100	F
664 /Hamp	City of Newport News	s (Mairit. 99)		)17 Roanok									0.000			1100	•
<u></u>	From:				C AVC												
West 664 Ramp		(Maintroo)	0.20	I-664 West <b>9400</b>	G								0.131			0400	_
664 Ramp	City of Newport News			Exit 5A To	-	at.							0.131			9400	G
	From:				33HI 3H	ei											
West		· (Maint: 00)		I-664 West									0.005			0000	_
Ramp	City of Newport News		0.13	2600	G			<del></del>					0.205			2600	G
	10.	1		Exit 6B To		eet											
West	From:	(14 : 1 : 00)		664 WB N	В												
664 I-664 WB (NB) Exit 7 Rar	mp City of Newport News	s (Maint: 99)	0.26	NA									NA			NA	
<u> </u>	To:		T	erminal Av	e												

						וכ OT INEW	port News								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From			SI	R 173: 121-19	9 Richneck Rd								
(F141)	0.08	0	R		- 51	K 175, 121-1.	Kichhicek Ku			NA			NA		10/21/2015
		To				Dead	End								
$\overline{}$		From:				Washing	ton Ave								
(1) 25th St	0.12	1900	G	94%	4%		0% 0%	0%	С	0.103		0.816	2000	G	2017
		10.				Warwic									
2 26th St	0.10	4400	G	94%	4%	Hunting 2%	ton Ave 0% 0%	0%	F	0.162			4700	G	2017
(2) 26th St	0.10	To:	Ť	0170	170	Warwic		070	•	1			1700	Ğ	2017
		From:				121-7004 2	28th Street								
3 27th St	0.14	3300	G	95%	2%	3%	0% 0%	0%	F	0.106			3500	G	2017
$\overline{}$		To			121-7	7013; 1SR 14	3-P Jefferson Av	re							
O		From:				US 60; Wa									
4 Oyster Point Rd	1.04	36000	G	98%	1%		0% 0%	0%	F	0.084		0.577	39000	G	2017
						SR 143; Jef									
5 35th St	0.24	760	G	98%	0%	Washing	1% 0%	0%	F	0.188			810	G	2017
(5) 35th St	0.24	To:	Ŭ	0070	0 70	US 60 1		0 70					010	ď	2017
		From:			Н		d; Terrace Dr								
6 Hampton Roads Cent	er P <b>0</b> .w6y3	22000	N	99%	0%		0% 0%	0%	Ν	0.116		0.535	24000	Ν	2017
		To				WCL H	ampton								
		From:				Washing	ton Ave								
7 49th St	0.24	2300	G	94%	4%		0% 0%	0%	С	0.148			2400	G	2017
		To				Warwic									
COAP CA	0.11	From		000/	<b>C</b> 0/	Washing		00/		0.104			0000	_	0017
8 50th St	0.11	2000	G	90%	6%		0% 0%	0%	С	0.164			2200	G	2017
FOth Ct	0.11	From		000/	60/	US 60, Hun		00/		0.150				G	2017
8 50th St	0.11	930 To:	G	90%	6%		0% 0% Warwick Blvd	0%	F	0.156			990	G	2017
		From:			- Ot	25T									
9 Washington Ave	1.24	5500	G	93%	3%		0% 0%	0%	С	0.108		0.643	5800	G	2017
<u> </u>		To:				50T									
		From:				Moye	er Rd								
(10) Beechmont Dr	1.16	3900	G	98%	1%	1%	0% 0%	0%	С	0.097		0.612	4100	G	2017
$\overline{}$		To: From:				Lucas C									
(10) Beechmont Dr	0.24	7800	G	98%	1%	Lucas C 1%	0% 0%	0%	F	0.079		0.554	8300	G	2017
(10) ====================================		To:				Warwic			-						
		From:				Menchy	rille Rd								
(11) Boxley Blvd	0.81	13000	G	98%	1%		0% 0%	0%	С	0.089		0.657	14000	G	2017
$\bigcirc$		To:				US 60; Wa	rwick Blvd								
O		From:				Thimble Sl									
(12) Canon Blvd	1.60	17000	G	98%	0%		0% 1%	0%	С	0.100		0.674	18000	G	2017
		From				SR 171 Oys									
13 Diligence Dr	0.44	12000	G	98%	1%	J.Clyde M 1%	orris Blvd 0% 0%	0%	С	0.091		0.538	13000	G	2017
(13) Diligence Dr	0.44	To	Ť	0070	1 70	Thimble Sl		0 70				0.000	10000	ď	2017
		From:				Lucas C				i					
(14) Eastwood Dr	1.36	2900	G	99%	1%		0% 0%	0%	F	0.101		0.61	3100	G	2017
$\overline{}$		To:				Color	ny Dr								
(14) Eastwood Dr	0.44	6700	G	99%	1%	Color 0%	ow 0%	0%	С	0.093		0.590	7100	G	2017
(14) Eastwood Dr	0.44	6/UU To:	G	JJ /0	1 /0	Warwic		U /0	U	0.093		0.590	1100	G	2017
		From:				Norman	dy Lane								
(15) Maxwell Ln	0.62	5400	G	98%	1%	Norman	dy Lane 0% 0%	0%	С	0.097		0.567	5800	G	2017

						city of Newport	news								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News			,												
MaManua Plud	1.04	10000	G	000/	00/	Bland Blvd	00/	00/	С	0.005		0.500	11000	_	2017
(16) McManus Blvd	1.04	10000	G	99%	0%	0% 0%  Denbigh Blvd	0%	0%	C	0.095		0.583	11000	G	2017
		From:								<u> </u>					
17 Middle Ground Blvd	0.64	11000	G	99%	0%	Jefferson Ave	0%	0%	С	0.097		0.501	12000	G	2017
(17) Middle Ground Blvd	0.04	To:	_	33 /6	0 /6	Canon Blvd	0 /6	0 /6		0.037		0.501	12000	u	2017
		From								_					
(18) Moyer Rd	0.54	2500	G	98%	1%	Denbigh Blvd	0%	0%	С	0.088		0.631	2700	G	2017
18) 110) 01 110	0.01	To:	Ť	0070	1 /0	Beechmont Dr		070	<u> </u>			0.001	2700	ŭ	2017
		From:				Denbigh Blvd									
(19) Richneck Rd	0.96	3900	G	98%	1%	0% 0%	0%	0%	С	0.104		0.882	4100	G	2017
19	0.00				. , ,							0.002		<u> </u>	
Diahnask Dd	1 5 4	From:	_	000/	10/	Jefferson Ave		00/	F			0.610	4600	G	2017
(19) Richneck Rd	1.54	4300 To:	G	98%	1%	0% 0%	0%	0%	Г	0.1		0.613	4600	G	2017
		**	l			York County Li									
20 River Rd	0.74	From:		98%	1%	Mercury Blvd	0%	0%	С	0.158		0.575	500	G	2017
(20) River Rd	0.74	550	G	30%	170	Huntington Av		U%	U	0.158		0.575	580	G	2017
										1					
Shoe Ln	0.70	4000	<u> </u>	000/	10/	Country Club R		00/		0.000		0.520	E000	C	2017
(21) Shoe Ln	0.78	4900 <sub>To:</sub>	G	98%	1%	1% 0%	0%	0%	С	0.098		0.538	5200	G	2017
		F				Warwick Blvd				_					
Thimble Charle Divid	0.01	From:	_	000/	00/	Jefferson Ave		00/				0.550	10000	0	0017
(22) Thimble Shoals Blvd	0.91	15000 To:	G	99%	0%	0% 0%	0%	0%	С	0.093		0.552	16000	G	2017
		From:				Pilot House Do				+					
(22) Thimble Shoals Blvd	0.27	7800	G	98%	1%	1% 0%	0%	0%	С	0.108		0.701	8300	G	2017
		To				JS 17 J Clyde Morri	is Blvd								
		From				Jefferson Ave									
(7000) 16th St	0.90	4000	G	96%	2%	2% 0%	0%	0%	С	0.104		0.635	4300	G	2017
(7000)		Tor	-											-	
(7000) Chesapeake Ave	1.05	1400	G	96%	2%	Chestnut Ave	0%	0%	F	0.118		0.603	1500	G	2017
Chesapeake Ave	1.05	1400 To:	G	90%	270	SCL Hampton		0%	Г	0.116		0.603	1300	G	2017
		From:	l				ı								
7002 23rd St	0.00		_	000/	00/	West Ave	00/	00/	С	0 1 4 2		0.045	2100	G	0017
(7002) 23rd St	0.22	2900	G	99%	0%	0% 0%	0%	0%	C	0.143		0.945	3100	G	2017
		From:				US 60 Huntington				_					
(7002) 23rd St	0.21	490	G	99%	0%	0% 0%	0%	0%	F	0.196			520	G	2017
		To:				US 60 Par 25th	St			<u></u> l					
		From:				Huntington Av									
(7004) 28th St	0.34	2200	G	95%	2%	3% 0%	0%	0%	С	0.123		0.792	2400	G	2017
$\overline{}$		To				Jefferson Ave									
		From:				Washington Av									
(7006) 34th St	0.07	3500	G	95%	2%	3% 0%	0%	0%	F	0.176			3700	G	2017
$\overline{}$		To				US 60 Warwick E	Blvd			<b>—</b> —					
(7006) 34th St	0.13	1200 From:	G	95%	2%	3% 0%	0%	0%	F	0.182		0.579	1300	G	2017
		Tor				US 60 Par 34th									
East		From:				US 60 WB; 34th	St								
(7006) Ramp to I-664 at Exit 5	0.18	2700	G	95%	2%	3% 0%	0%	0%	F	0.171			2900	G	2017
		To				Ramp to I-664 EB	SB								
East		From:			Ra	mp to Jefferson Ave	; 35th St								
(7006) Ramp to I-664 EB (NB)	at0E2x0t5	7200	G							0.259			7200	G	2017
$\overline{}$		To				I-664 WB NB									
		From:				Menchville Ro									
(7007) Lucas Creek Rd	1.39	4100	G	97%	2%	1% 0%	0%	0%	С	0.102		0.613	4400	G	2017
$\overline{}$		To				Colony Rd				$\neg$ —					
(7007) Lucas Creek Rd	1.13	5600 From:	G	97%	2%	1% 0%	0%	0%	F	0.101		0.562	5900	G	2017
	-	To:				Denbigh Blvd						•			
			-			Denoigh Divu				, i					

					,	JILY OI IN	ewportiv	10110							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Newport News		From				XX7 1					-				
7008) 39th St	0.23	2300	G			w asr	ington Ave	;			0.132	0.570	2500	G	2017
7,000)		To				Warl	wick Blvd								
		From				Jeff	erson Ave								
7010) 48th St	0.16	2500	G	92%	3%	3%	2%	1%	0%	F	0.099	0.727	2600	G	2017
		To From				Mac	dison Ave								
7010) 48th St	0.16	3100	G	92%	3%	3%	2%	1%	0%	С	0.095	0.671	3300	G	2017
<u> </u>		To From				Mai	shall Ave								
7010 48th St	0.59	3300	G	93%	2%	1%	3%	1%	0%	С	0.09	0.592	3500	G	2017
<u> </u>		To				Che	stnut Ave								
Oroutt Ava	0.07	From	<u> </u>	000/	10/		arfield Rd	00/	00/		0.101	0.557	1400	_	2017
Orcutt Ave	0.37	1400	G	98%	1%	1%	0%	0%	0%	F	0.101	0.557	1400	G	2017
Oroutt Avo	0.56	From	<u> </u>	000/	1%	1 1%	Paul St 0%	00/	0%	С	0 102	0.52	1700	G	2017
Orcutt Ave	0.56	1600 To	G	98%	1 70		LHampton	0%	076		0.103	0.53	1700	G	2017
		From					erson Ave	•							
7012) Briarfield Rd	1.17	7600	G	97%	1%	1%	0%	1%	0%	С	0.099	0.574	8100	G	2017
		To				SWC	L Hamptor	1							
_		From				121-3;	27Th Stre	et							
<sub>7013</sub> Jefferson Ave	0.05	11000	G	98%	1%	1%	0%	0%	0%	F	0.094	0.681	11000	G	2017
		To From				US	60, 25th St								
7013) Jefferson Ave	0.55	9300	G	96%	2%	1%	1%	0%	0%	С	0.121	0.7	9900	G	2017
<u> </u>		To				]	6th St								
Marrahall A	0.00	From	ᄂ	000/	00/		25th St	00/	00/			0.700	4000	_	0017
Marshall Ave	0.69	4300	G	96%	2%	2%	0%	0%	0%	F	0.114	0.709	4600	G	2017
Maraball Ava	1.08	From	<u> </u>	96%	2%	2%	9th St	0%	0%	С	0.101	0.571	7200	G	2017
Marshall Ave	1.00	6800	G	90%	270		0%	076	0%	C	0.101	0.571	7200	G	2017
7015) Marshall Ave	1.03	5100	G	96%	2%	2%	chard Ct 0%	0%	0%	F	0.095	0.552	5500	G	2017
7015) Marshall Ave	1.00	3100 To		30 /6	2 /0		L Hamptor		0 /6	-	0.033	0.552	3300	ч	2017
		From					6Th St								
7017) Roanoke Ave	1.21	2100	G	97%	1%	1%	0%	0%	0%	F	0.092	0.567	2200	G	2017
		To					I-664								
7017) Roanoke Ave	1.16	2300 From	G	97%	1%	1%	0%	0%	0%	С	0.110	0.582	2400	G	2017
$\bigcup$		To				Bris	rfield Rd								
Roanoke Ave	0.93	2800 From	G	97%	1%	1%	0%	0%	0%	F	0.111	0.571	2900	G	2017
		To				SWC	L Hamptor	1							
		From				121-7017	Roanoke	Ave							
<sub>7017</sub> Ramp	0.12	1000	F								0.095		1000	F	2017
<u> </u>		To					664 East								
7019) Chestnut Ave	0.80	5200	G	98%	1%	1%	60 25th St 0%	0%	0%	С	0.084	0.556	5500	G	2017
Chestnut Ave	0.00	J200		3070	1 70			U %	U 7/0	U	0.004	0.000	5500	G	2017
7019) Chestnut Ave	1.08	6300	G	97%	2%	1%	I-664 0%	0%	0%	F	0.098	0.634	6700	G	2017
7019 Chestnut Ave	1.00	0300		31 /0	۷ /٥			0 /0	U /0	1	0.030	0.034	0700	u	2017
7019) Chestnut Ave	0.95	5700	G	97%	2%	Bria 1%	orfield Rd	0%	0%	С	0.095	0.532	6100	G	2017
7019 Chestnut Ave	0.55	37 00 To	<u> </u>	31 /0	۷ /٥		L Hamptor		U /0		0.093	0.552	0100	u	2017
		From					Chestnut				<del></del>				
7019) Ramp	0.12	4800	G			/01/	Jacomut.				0.118		4800	G	2017
<u> </u>		To				I-	664-W								
		From				Jeff	erson Ave								
7027) Harpersville Rd	1.00	22000	G	98%	1%	0%	0%	0%	0%	F	0.096	0.502	24000	G	2017
$\overline{}$		To	1			E-W	Expressway	У							

					(	ity of N	ewport i	vews								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News																
O		From	<u> </u>				Expresswa				<u></u>				_	
(7027) Harpersville Rd	1.77	9400	G	98%	1%	0%	0%	0%	0%	С	0.104		0.545	10000	G	2017
<u> </u>		To	1			Sau	nders Rd									
O		From	<u> </u>				Canon Bl								_	
(7034) Old Oyster Point Rd	0.67	5700	G	97%	1%	1%	0%	0%	0%	F	0.099		0.517	6000	G	2017
<u> </u>		To From	П			Loch	aven Drive	;								
7034) Old Oyster Point Rd	0.64	5700	G	97%	1%	1%	0%	0%	0%	С	0.098		0.536	6100	G	2017
		To														
7034) Old Oyster Point Rd	0.18	9300 From	G	97%	1%	1%	kins Ln 0%	0%	0%	F	0.079		0.53	9900	G	2017
Old Oyster Point Rd	0.10	9300	<u> </u>	31 /6	1 /0	1 /0	0 /6	0 78	0 76		0.073		0.55	3300	u	2017
		From					yde Morris	s Blvd								
<sub>7034</sub> ) Harpersville Rd	0.53	11000	G	97%	1%	1%	0%	0%	0%	F	0.092		0.535	12000	G	2017
$\overline{}$		To	_			Ham	ersville Rd	l								
7034) Saunders Rd	0.76	8800 From	G	97%	1%	1%	1%	0%	0%	С	0.099		0.511	9300	G	2017
		То	Ť				L Hampton									-
		From														
7036) Blount Point Rd	0.68			99%	10/		y Hills Blv		09/		0.095		0.505	2100	G	2017
<sub>7036</sub> Blount Point Rd	0.00	1900	G	99%	1%	1%	0%	0%	0%	С	0.095		0.595	2100	G	2017
		From					n Ave Nor n Lane No									
7036) Hiden Blvd	0.85	7500	G	99%	1%	1%	0%	0%	0%	F	0.104		0.62	8000	G	2017
7036) Hiden Blvd	0.00	To	r <u>~</u>	0070	170		wick Blvd	0 70	0 70	-			0.02	0000	ŭ	2017
	4.00	From	پ	070/	40/		andy Lane		00/				0.500	4000	•	0047
Deep Creek Rd	1.09	4600	G	97%	1%	1%	0%	0%	0%	С	0.091		0.566	4900	G	2017
<u> </u>		То	1			War	wick Blvd									
_		From				He	rtzler Rd									
Colony Rd	0.50	1700	G	98%	1%	1%	0%	0%	0%	С	0.1		0.621	1800	G	2017
$\cup$		To	_			Lucas	Creek Ro	1								
7040) Colony Rd	1.52	7000 From	G	98%	1%	1%	0%	0%	0%	F	0.09		0.661	7500	G	2017
7040)		То	Ť	0070	. , ,		Varwick B		0 / 0		—i		0.00.		<b>O</b> .	_0
		From														
Old Donbigh Plyd	0.61			97%	2%	1%	bigh Blvd 0%	0%	0%	С	0.098		0.600	9000	G	2017
Old Denbigh Blvd	0.61	8500 To	G	9770	270				0%	U	0.096		0.600	9000	G	2017
			1			Y Ork C	County Lin	ie								
		From					Varwick B									
7104) Bland Blvd	0.93	32000	G	99%	0%	0%	0%	0%	0%	С	0.083		0.517	34000	G	2017
<u> </u>		To From	_			SR 143	Jefferson A	Ave								
Pland Blvd	0.49	14000	G	99%	0%	0%	0%	0%	0%	F	0.082		0.514	15000	G	2017
7104)		To				McM	Ianus Blvd									
1		From					ninal Ave				i					
North 19020 Ramp From Terminal	Avan-81 6		IB/Grt	E VOID 7	0%	0%	0%	0%	0%	F	0.128			1400	G	2017
19020 Hamp From Terminal	AVEULAGEO	To (17	) Carl	LX131/0	0 /6			0 /6	0 /6	- 1	0.120			1400	G	2017
		-					4 WB NB									
South		From	L	TERM	IINAL A	VENUE T	O ROUTI	E 664 EA	STSOUTI	I	<b>_</b>				_	
9020 Ramp	0.22	1300	G								0.403			1300	G	2017
_		То	1		I-664-E	E FROM T	ERMINA	L AVEN	UE							
		From		_		Roa	noke Ave		_	•						
35th St		1500	G	95%	1%	3%	0%	0%	0%	С	0.087		0.526	1600	G	2017
		To				Or	cutt Ave									
		From	1			Che	stnut Ave									
79th St		1700	G			2.10					0.093		0.504	1800	G	2017
		To	Ť			New	Market Di	r						. 500	-	_0.,
		From	_								<u> </u>					
Arline Dr			_			G	rant Dr				0.168		ΩE	60	G	2017
Allille DI		60 To	G			у .	ache D				0.100		0.5	60	G	2017
		10				Lake	eshore Dr									
		From				Fa	wn Lane						_			
Atkins Ln		360	G								0.099		0.728	380	G	2017
		To	1	· <u></u>		Oyste	er Point Rd	l	· <u></u>							

				City of Newport News							
Route	Length AADT	QA 4Tir	e Bus	s 2Axle 3+Axle 1Trail	(	QC K Fact	or Q	Oir Factor	AAWDT	QW	Yea
v of Newport News	From			Deep Creek		ı					
Barclay Rd	1900	G		Веср стеск		0.08	8	0.563	2100	G	2017
	To			Steffi Pl							
	From			Henry Clay Rd							
Beech Dr	5300	G				0.10	2	0.514	5800	G	2017
	То			Teakwood Dr							
	From			Siemens Way						_	
Bland Blvd	1500	G				0.0	9	0.892	1500	G	201
	10		Newport N	News Williamsburg International	Airport						
Bruton Ave	2500	G		Burns Ave		0.10	14	0.504	2600	G	201
Diulon Ave	<b>2500</b>	G		Courtney Ave		0.10	4	0.304	2000	G	201
	From			25th St							
Buxton Ave	5900	G		2301 81		0.07	'6	0.508	6400	G	201
Zamon / mo	То			SWCL Hampton			•	0.000	0.00	<u>.</u>	
<u> </u>	From	,		Swann Ave				· ·			
Center Ave	450	G		· · · · · · · · · · · · · · · · · · ·		0.13	0	0.656	480	G	201
	То			US 17; Jefferson Ave							
·	From			Olive Dr					<u> </u>		
Chatsworth Dr	1300	G				0.09	7	0.539	1400	G	201
	То			Eubank Cir							
	From			Tanbark Dr							
Dresden Dr	1700	G				0.09	9	0.525	1800	G	201
	То			Almond Dr							
E: 5	From			Shellby Dr			_				
Etna Dr	440	G		D 1 1 D		0.10	0	0.511	440	G	201
				Beechment Dr							
Garrow Rd	1200	G		Denbigh Blvd		0.09	5	0.583	1200	G	201
Garrow nu	1200 To	G		Virginia Dr		0.08	5	0.565	1200	G	201
	From			W. Carolyn Rd		<u> </u>					
Glendale Rd	580	G		w. Carolyn Ru		0.11	6	0.603	620	G	201
0.10.110.010 1.10	То			E. Carolyn Rd			•	0.000	020	<u>.</u>	_0.
	From			Tabbs Lane							
Gwynn Cir	1600	G		Tuoos Lanc		0.09	4	0.576	1600	G	201
<u> </u>	To			Fischer Dr							
	From			Roanoke St							
Hampton Ave	1300	G				0.08	8	0.506	1300	G	201
	To			Orcutt Ave							
	From			Crestwood Dr							
King wood Dr	370	G				0.10	4	0.540	390	G	201
	То			Ross Dr							
	From			Warren Dr							
Lakeshore Dr	1700	G				0.08	4	0.616	1800	G	201
				Sandra Dr							
Laurian Du	From			Bayberry Dr				0.547	0100	_	004
Louise Dr	1900 <sub>то</sub>	G		Cloverleaf Lane		0.08	0	0.547	2100	G	201
	From					<u> </u>					
Madison Ave	920	G		48th St		0.09	12	0.526	980	G	201
IVIAUISUIT AVE	<b>320</b>	G		49th ST		0.08	2	0.320	900	G	201
	From			Hampton Ave							
Madison Ave	1500	G				0.12	2	0.673	1600	G	201
	To			21St Street							
Madica: A.:-	1500			30Th Street			·0	0.000	1000	_	004
Madison Ave	1500	G		31St Street		0.17	9	0.682	1600	G	201

Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	$\cap$ k	Dir actor	AAWDT	QW	Year
v of Newbort News  Madison Ln	2300	G	100%	0%	Wali	nut Grove	0%	0%	С	0.095	0	.503	2400	G	2017
	To	<u> </u>			Crit	tenden St									
	From			221		iver Rd			_						
Main St	1900 <sub>то</sub>	G	98%	0%	1%	1%	0%	0%	С	0.120	0	.509	2100	G	2017
	From	_				len Ave									
Menchville Rd	2500	G			Ro	nald Dr				0.083	0	.625	2800	G	2017
	To	Ť			Bei	rnard Dr					ŭ	.0_0		<u>.</u>	_0
	From	<u> </u>			Nice	ewood Dr					_				
Menchville Rd	9600 <sub>та</sub>	G				D.1				0.091	0	.618	11000	G	2017
	From	<u> </u>				ungs Rd									
Museum Dr	1800	G			Lak	eside Dr				0.108	0	.557	1800	G	2017
Mascalli Di	To	r <u> </u>			US 60 V	Varwick Bl	vd				Ū	.007	1000	ŭ	201
	From				And	erson Cir									
N Madison Lane	1600	G				organ on				0.114	0	.511	1700	G	2017
	To				Car	neron Dr									
	From				3	0th St									
Oak Ave	930	G								0.085	0	.676	990	G	2017
	To From	<del> </del>				1st St pton Ave									
Oak Ave	1700	G			пан	pton Ave				0.094	0	.709	1800	G	201
	To				3	1st St					_			-	
	From				War	wick Blvd									
Old Courthouse Way	8200	G								0.077	0	.609	9000	G	201
	To				Hust	ings Lane									
	From				307	Th Street									
Orcutt Ave	940	G								0.231	0	.583	1000	G	201
	10					St Street									
Oriana Rd	0700	<u> </u>			War	wick Blvd				0.093	0	.609	11000	G	201
Olialia nu	9700 <sub>та</sub>	G			Den	bigh Blvd				0.093	U	.609	11000	G	201
	From	_				bigh Blvd									
Ridgewood Pkwy	2500	G			Den	ngii bivu				0.113	0	.558	2700	G	201
	To														
					Balt	horpe Rd									
	From														
Snidow Blvd	From <b>5500</b>	G	99%	0%		horpe Rd wick Blvd 0%	0%	0%	С	0.083	0	.598	6000	G	201
Snidow Blvd	From <b>5500</b> To	G	99%	0%	War	wick Blvd	0%	0%	С	0.083	0	.598	6000	G	201
	To From		99%	0%	War 1% Ba	wick Blvd	0%	0%	С						
Snidow Blvd Spaulding Dr	From <b>420</b>	G G	99%	0%	Ward 1% Ba	0% arron Dr bigh Blvd	0%	0%	С	0.083		.598	6000	G G	
	To Prom <b>420</b>		99%	0%	Warr 1% Ba Deni	wick Blvd 0% arron Dr bigh Blvd	0%	0%	С						
Spaulding Dr	1 From 420 To From 5 Fr	G	99%	0%	Warr 1% Ba Deni	0% arron Dr bigh Blvd	0%	0%	C	0.085	0	.562	420	G	201
	To Prom <b>420</b>		99%	0%	Warr 1% Ba Deni Kes	wick Blvd 0% arron Dr bigh Blvd wick Cir	0%	0%	С		0				201
Spaulding Dr	From 420 To From 980	G	99%	0%	Warr 1% Ba Deni Kes Ma	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr	0%	0%	C	0.085	0	.562	420	G	201
Spaulding Dr	From 420 To From 980 To	G	99%	0%	Warr 1% Ba Deni Kes Ma	wick Blvd 0% arron Dr bigh Blvd wick Cir	0%	0%	C	0.085	0	0.562	420	G	201
Spaulding Dr Stanley Dr	From 420 To From 980 To From From From From From From From Fro	G G	99%	0%	Warr 1% Baa Deni Kes Ma	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr	0%	0%	С	0.085	0	.562	420	G G	201
Spaulding Dr Stanley Dr	From 420 To From 980 To From 1000	G G	99%	0%	Warr 1% Baa Deni Kes Ma Mcl	wick Blvd 0% arron Dr bigh Blvd wick Cir arvin Dr cinley Dr dfield Cir	0%	0%	C	0.085	0	0.562	420	G G	201
Spaulding Dr Stanley Dr	From 980 To From 1000 To To	G G	99%	0%	Warr 1% Baa Deni Kes Ma Mcl Wen Bay	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr kinley Dr dfield Cir eberry Dr wick Blvd	0%	0%	C	0.085	0	0.562	420	G G	2011
Spaulding Dr Stanley Dr Traverse Rd	From 980 To From 1000 To From 1000	G G G	99%	0%	Warr 1% Baa Deni Kes Ma Mcl Wen Bay	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr ckinley Dr dfield Cir	0%	0%	C	0.085	0	0.562 0.618 0.565	420 1000 1100	G G	2011
Spaulding Dr  Stanley Dr  Traverse Rd  W Lucas Creek Rd	From 980 To From 1000 To From 2700 To From 2700	G G G	99%	0%	Warn 1% Ba Den  Kes Ma  Mcl Wen  Bay	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr kinley Dr dfield Cir eberry Dr wick Blvd	0%	0%	C	0.085 0.107 0.091 0.092	0 0 0	0.562 0.618 0.565	420 1000 1100 2800	G G G	201
Spaulding Dr Stanley Dr Traverse Rd	1000 To From 2700 To From 260	G G G	99%	0%	Warn 1% Ba Deni  Kes Ma  Mcl  Wen  Bay  Warn  Hu  Lake	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr kinley Dr dfield Cir wick Blvd ughes St eshore Dr	0%	0%	C	0.085 0.107 0.091	0 0 0	0.562 0.618 0.565	420 1000 1100	G G	201
Spaulding Dr  Stanley Dr  Traverse Rd  W Lucas Creek Rd	1000 To From 2700 To From 60 To From 60	G G G	99%	0%	Warr 1% Baa Deni Kes Ma Mcl Wen Bay Warr Lake	wick Blvd 0%  rron Dr  bigh Blvd  wick Cir  arvin Dr  cinley Dr  dfield Cir  wick Blvd  aghes St  eshore Dr  nda Dr	0%	0%	C	0.085 0.107 0.091 0.092	0 0 0	0.562 0.618 0.565	420 1000 1100 2800	G G G	2017 2017 2017 2017
Spaulding Dr  Stanley Dr  Traverse Rd  W Lucas Creek Rd	1000 To From 2700 To From 260	G G G	99%	0%	Warr 1% Baa Deni Kes Ma Mcl Wen Bay Warr Lake	wick Blvd 0% urron Dr bigh Blvd wick Cir arvin Dr kinley Dr dfield Cir wick Blvd ughes St eshore Dr	0%	0%	C	0.085 0.107 0.091 0.092	0 0 0	0.562 0.618 0.565	420 1000 1100 2800	G G G	2017 2017 2017 2017 2017 2017

Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	$\cap$ W/	Yea
noute	Lengui	AADI	GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	QVV	i ea
ty of Newport News																
		From				Han	npton Ave									
Wickham Ave		2500	G								0.089		0.566	2600	G	2017
		Te					21st St									
	•	From				30	th Street									
Wickham Ave		1600	G								0.104		0.512	1800	G	2017
		Tr				31	St Street									
		Fron				He	mlock Rd									
Willow Dr		1200	G								0.09		0.561	1300	G	2017
		To				La	tham Dr									
		From				Dia	huaalt Dd									
Woodside Ln				000/	00/		hneck Rd	00/	00/	С	0.101		0.500	0000	G	2017
woodside Lii		2400	G	99%	0%	0%	0%	0%	0%	U	0.101		0.583	2600	G	2017
		To	1				spen Dr									
		Fron	Щ_			Jo	ouett Dr									
Woodside Ln		6300	G								0.095		0.644	6900	G	2017
		To				Den	bigh Blvd									