## 2018

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

where available

# Jurisdiction Report

## 94

City of Newport News

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

**U.S. Department of Transportation Federal Highway Administration** 

#### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

#### Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
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32       17       258       Mercury Blvd       City of Newport News       0.56       37000       G       97%       0%       1%       1%       0%       F       0.099       F       0.6       40000       G         Total       Total <th co<="" td=""><td>(32) <math>(17)</math> <math>(258)</math> Mercury Blvd</td><td>City of Newport New</td><td>/s 0.22</td><td>29000 G</td><td>i 97%</td><td>0%</td><td>0%</td><td>1%</td><td>1%</td><td>0%</td><td>F</td><td>0.11</td><td>F</td><td>0.754</td><td>32000</td><td>G</td></th>	<td>(32) <math>(17)</math> <math>(258)</math> Mercury Blvd</td> <td>City of Newport New</td> <td>/s 0.22</td> <td>29000 G</td> <td>i 97%</td> <td>0%</td> <td>0%</td> <td>1%</td> <td>1%</td> <td>0%</td> <td>F</td> <td>0.11</td> <td>F</td> <td>0.754</td> <td>32000</td> <td>G</td>	(32) $(17)$ $(258)$ Mercury Blvd	City of Newport New	/s 0.22	29000 G	i 97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	32000	G					
Tree         US 258, SR 143 Jefferson Ave           From:         James City County Line           G0         Warwick Blvd         City of Newport News         1.70         11000         G         93%         1%         2%         1%         3%         0%         F         0.099         F         0.546         12000         G           From:         Yorktown Rd           From:         Yorktown Rd           City of Newport News         1.61         16000         G         91%         1%         3%         0%         C         0.642         17000         G           Of Warwick Blvd         City of Newport News         1.61         16000         G         91%         1%         3%         0%         C         0.642         17000         G           Of Warwick Blvd         City of Newport News         1.61         16000         G         91% <th colspan<="" td=""><td></td><td>T<sub>cx</sub> From:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th>	<td></td> <td>T<sub>cx</sub> From:</td> <td></td>		T <sub>cx</sub> From:																			
From:         James City County Line           G0         Warwick Blvd         City of Newport News         1.70         11000         G         93%         1%         2%         1%         3%         0%         F         0.099         F         0.546         12000         G           Tool         Yorktown Rd           G0         Warwick Blvd         City of Newport News         1.61         16000         G         91%         1%         3%         0%         C         0.642         17000         G           Of Newport News         1.61         16000         G         91%         1%         3%         0%         C         0.642         17000         G           60         Vorktown Rd           G0         Vorktown Rd           60         Of Newport News         1.61         16000         G         91%         1%         3% <th co<="" td=""><td>(32) (17) (258) Mercury Blvd</td><td>City of Newport New</td><td></td><td></td><td></td><td>0%</td><td>0%</td><td>1%</td><td>1%</td><td>0%</td><td>F</td><td>0.099</td><td>F</td><td>0.6</td><td>40000</td><td>G</td></th>	<td>(32) (17) (258) Mercury Blvd</td> <td>City of Newport New</td> <td></td> <td></td> <td></td> <td>0%</td> <td>0%</td> <td>1%</td> <td>1%</td> <td>0%</td> <td>F</td> <td>0.099</td> <td>F</td> <td>0.6</td> <td>40000</td> <td>G</td>	(32) (17) (258) Mercury Blvd	City of Newport New				0%	0%	1%	1%	0%	F	0.099	F	0.6	40000	G					
60         Warwick Blvd         City of Newport News         1.70         11000         G         93%         1%         2%         1%         3%         0%         F         0.099         F         0.546         12000         G           Yorktown Rd           60         Warwick Blvd         City of Newport News         1.61         16000         G         91%         1%         3%         0%         C         0.642         17000         G	~ ~ ~	To:																				
To         Yorktown Rd           From         Yorktown Rd           From         Yorktown Rd           G0         Warwick Blvd         City of Newport News         1.61         16000         G         91%         1%         3%         3%         0%         C         0.642         17000         G	(a) Wanwick Blyd	City of Nowport Now				10/	20/	10/	<b>2</b> 0/	0%	F	0 000	F	0.546	12000	C						
(60)         Warwick Blvd         City of Newport News         1.61         16000         G         91%         1%         3%         3%         0%         C         0.103         F         0.642         17000         G	60) Warwick Bivu				93%	170	270	1 70	3%	0%	Г	0.099	r	0.040	12000	G						
	Warwick Plud	City of Nowsart Naw			010/	10/	10/	20/	20/	00/	0	0 102	E	0.640	17000	6						
						1%	1%	3%	3%	0%	U	0.103	Г	0.042	17000	G						

								Tru	ck			К		Dir		
Route	Jurisdictio	on Leng	th AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:			Eustis Blvd	070/	10/	10/	00/	00/	00/	0	0.00	F	0.005	00000	~
60 Warwick Blvd	City of Newport	t News 1.68		000 G	97%	1%	1%	0%	0%	0%	С	0.09	Г	0.605	30000	G
(60) Warwick Blvd	Tore From: City of Newport	t News 1.66		w Blvd G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.534	41000	G
60 Warwick Blvd	City of Newport				97%	1 70	1 %	0%	0%	0%	Г	0.004	Г	0.554	41000	G
(60) Warwick Blvd	City of Newport	t News 0.78		gh Blvd 000 G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.533	42000	G
	Transformer Transforme			d Blvd				• • •	- /-				-			
60 Warwick Blvd	City of Newport	t News 1.45		000 G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.529	43000	G
			Ovster I	Point Rd												
60 Warwick Blvd	City of Newport	t News 2.39		000 G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.542	36000	G
$\bigcirc$	T <sub>er</sub>		Deep Cro	eek Road												
60 Warwick Blvd	City of Newport	t News 0.89	360	000 G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.571	39000	G
$\sim$	Te- From:	J	Clyde M	Iorris Blvd												
$\binom{60}{60}$ Warwick Blvd	City of Newport	t News 1.07	270	000 G	98%	1%	0%	0%	0%	0%	С	0.1	F	0.599	29000	G
<u>~</u>	T <sub>oc</sub> From:			sville Rd												
60 Warwick Blvd	City of Newport	t News 1.49	260	000 G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.639	28000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ta- From:			Street							_		_			
60 Warwick Blvd	City of Newport	t News 1.08		000 G	98%	1%	0%	0%	0%	0%	F	0.110	F	0.711	25000	G
60 Warwick Blvd	Train From: City of Newport	t News 0.61		ry Blvd <b>G</b>	98%	1%	0%	0%	0%	0%	С	0.126	F	0.855	25000	G
60 Warwick Bivd		UNEWS 0.01		gton Ave	90%	1 70	0%	0%	0%	0%	C	0.120	Г	0.855	25000	G
~~~~	From:			ick Blvd												
60 Huntington Ave	City of Newport		-	700 G	98%	1%	0%	0%	0%	0%	F	0.201	F		10000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>22</b> 0	000 G	98%	1%	0%	0%	0%	0%	F	0.131	F	0.874	24000	G
				th St	000/	10/		00/	00/	00/	F	0.100			10000	~
60 Huntington Ave	City of Newport Combined Traffic Estimates for 2 Parallel			000 G 000 G	98% 98%	1% 1%	0% 1%	0% 0%	0% 0%	0% 0%	F	0.162 0.139	F F	0.651	12000 26000	G G
		noauways on this nout			90 /8	1 /0	1 /0	0 /0	0 /6	0 /0	1	0.139	1	0.051	20000	G
(60) Huntington Ave	From: City of Newport	t News 0.50		th St 000 G	98%	1%	0%	0%	0%	0%	F	0.195	F		12000	G
	Combined Traffic Estimates for 2 Parallel				98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	15000	G
				th St												
60 Huntington Ave	City of Newport	t News 0.28		000 G	98%	1%	0%	0%	0%	0%	F	0.202	F		5500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		100 G	98%	1%	1%	0%	0%	0%	F	0.202	F	0.605	9100	G
	To: Fram:			th St												
60 25th St	City of Newport	t News 0.23		gton Ave <b>G</b>								0.171	F		8200	G
				664												
60 25th St	City of Newport	t News 0.25		004 G	95%	2%	2%	0%	0%	0%	С	0.171	F		2200	G
	Combined Traffic Estimates for Parallel			A								NA			NA	
	To:			son Ave												

						47	_		Tru	ick		~~~	K	01/	Dir		
Route	Jurisdiction	n Le	0	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(60) 25th St	From: City of Newport	Nowe (	Je ).76	fferson Ave	e G	96%	3%	1%	0%	0%	0%	С	0.099	F		2400	G
60 25th St	Combined Traffic Estimates for 2 Parallel I			3700	G	96%	3%	1%	0%	0%	0%	C	0.039	F	0.587	2400 4000	G
		Toadways off this fi			÷.	30 /8	578	1 /0	0 /8	0 /8	0 /8	0	0.073	1	0.007	4000	u
60 25th St	From: City of Newport	News (	<u>к</u> ).51	oanoke Ave 1700	G	95%	3%	1%	0%	0%	0%	С	0.103	F	0.560	1800	G
	Combined Traffic Estimates for 2 Parallel I			2900	G	94%	3%	2%	0%	0%	0%	C	0.095	F	0.607	3100	G
	та			26th St			• / •				.,.	-		-			
60 25th St	From:L City of Newport	News 0	0.53	<b>4300</b>	G	95%	2%	2%	0%	0%	0%	F	0.088	F	0.581	4700	G
00 11 11	Τα			CL Hampto													
	From:		US 60 2	25th; 26th S	St Split												
60 Ramp	City of Newport News	(Maint: 99) 0	0.10	4100	G								0.298	F		4100	G
$\checkmark$	Τα:			I-664-E													
~	From:			000B FRO										_			_
60 Ramp	City of Newport News		0.18	5200	G	DEETO							0.156	F		5200	G
_	r.	I-664-W		23RD & 2		REETS											
East 60 Ramp	City of Newport News	(Maint: 99) (	0.20	S 60 25th S 3600	G								NA			3900	G
60) Hamp				JS 60-P000		M HUN							11/1			0000	u
	From:		,	US 60													
(60) Warwick Blvd	City of Newport	News 1	1.21	13000	G	98%	1%	0%	0%	0%	0%	С	0.201	F		14000	G
(P)	Combined Traffic Estimates for 2 Parallel I	Roadways on this R	oute:	22000	G	98%	1%	0%	0%	0%	0%	F	0.131	F	0.874	24000	G
	To			50Th St													
(60) Warwick Blvd	City of Newport	News 0	0.59	13000	G	98%	1%	1%	0%	0%	0%	F	0.177	F		14000	G
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this R	oute:	24000	G	98%	1%	1%	0%	0%	0%	F	0.139	F	0.652	26000	G
	Tee From			38Th St													
60 Warwick Blvd	City of Newport		).77	3400	G	98%	1%	1%	0%	0%	0%	С	0.219	F		3700	G
(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute:		G	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	15000	G
	Τœ			25Th St													
	From:			US 60		050/	<b></b>			<b></b>	221			-		1000	
60 26th St	City of Newport		1.39	1500	G	95%	2%	2%	1%	0%	0%	C	0.083	F	0.507	1600	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this R	oute:	3700	G	96%	3%	1%	0%	0%	0%	С	0.079	F	0.587	4000	G
C Octh Ct		News		hestnut Ave		000/	00/		00/	00/	00/	0	0.005	г		1400	
60 26th St	City of Newport Combined Traffic Estimates for 2 Parallel I		).49	1300	G	93% 04%	3% 2%	3% 2%	0% 0%	0% %	0% 0%	C C	0.085	F F	0.606	1400	G G
		nuauways on inis R	oute:	<b>2900</b> 25th St	G	94%	3%	2%	0%	0%	0%	U	0.095	Г	0.606	3100	G
	From:		TIC	60 26th Str	eet												
(60) Ramp	City of Newport News	(Maint: 99) 0	).29	780	G								NA			850	G
	та			st Exit 267													-

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:		L Newport N													
64	City of Newport News	· · ·	40000	G	96%	0%	0%	0%	2%	0%	F	0.079	F		41000	G
$\checkmark$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	78000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.516	80000	G
East	T <sub>20</sub> From:	SR 2	38 Yorktown	n Rd												
64	City of Newport News	(Maint: 99) 2.04	40000	G	96%	0%	0%	0%	2%	0%	F	0.080	F		41000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	82000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.507	84000	G
	To	SR 1	05 Ft Eustis	Blvd												
East (64)	City of Newport News		49000	G	96%	0%	0%	0%	2%	0%	F	0.076	F		50000	G
64	Combined Traffic Estimates for 2 Parallel F	, ,		G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.511	97000	G
		-			0070	170	. /0	0,0	270	070	•	0.07 1	•	0.011	0,000	ŭ
East (64)	From:		43 Jefferson								_		_			-
64	City of Newport News		62000	G	96%	0%	0%	0%	2%	0%	F	0.077	F		63000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	125000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.514	127000	G
East	To: From:	SR 17	1 Oyster Poi	int Rd												
64)	City of Newport News	(Maint: 99) 1.81	69000	Α	96%	0%	0%	0%	2%	0%	С	0.09	А		71000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	137000	Α	96%	1%	1%	0%	2%	0%	С	0.089	А	0.517	141000	Α
	To From	US 17.	J Clyde Morr	ris Blvd												
East (64)	City of Newport News	(Maint: 99) 1.06	79000	G	96%	0%	0%	0%	2%	0%	F	0.074	F		80000	G
04	Combined Traffic Estimates for 2 Parallel F	· · ·		G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.528	165000	G
	To:		VCL Hampto													-
East	From:		I-64 East													
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99) 0.29	4100	G								0.114	F		4100	G
$\smile$	To:	SR 10:	5 W, Ft Eusti	is Blvd												
East	From:		I-64 East										-		1000	
64 Ramp	City of Newport News		4800	G								0.088	F		4800	G
			5 E, Ft Eusti													
$(\overline{64})$ Ramp	City of Newport News		East Collecto 6800	or Rd G								0.077	F		6800	G
64) Hamp		, ,	3 S, Jefferso									0.077	•		0000	u
East	From:		East Collecto				İ									
$(\overline{64})$ Ramp	L City of Newport News		2500	G								0.085	F		2500	G
	Τα	, ,	3 N, Jefferso	on Ave												
East	From:		I-64 East													
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99) 0.27	9700	G								0.075	F		9700	G
$\bigcirc$	Teo From	I-64 East Ex	it 255A to Sl	R 143 S	outh											
East (64) Collector Rd	City of Newport News	(Maint: 99) 0.07	2800	G								0.079	F		2800	G
			from SR 143									0.070	•		_000	~

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
(64) Collector Rd	From: City of Newport News (		from SR 143 <b>19000</b>	3 South <b>G</b>								0.084	F		19000	G
East	True From: City of Newport News (	I-64 East Ex (Maint: 99) 0.07			lorth		<b>—</b> -					0.084	F		17000	G
64 Collector Rd			17000 from SR 143	<b>G</b> 3 North								0.084	Г		17000	G
East 64 Ramp	From: City of Newport News ( تتو		I-64 East 2100 71 W, Victor	<b>G</b> y Blvd								0.108	F		2100	G
East 64 Ramp	From: City of Newport News (		I-64 East <b>4600</b> 71 E, Victor	<b>G</b>								0.110	F		4600	G
East 64 Ramp	From City of Newport News	(Maint: 99) 0.30	I-64 East 6200	G								0.097	F		6200	G
East (64) Ramp	City of Newport News		, J Clyde Mo I-64 East <b>2000</b>	G G	d							0.111	F		2000	G
	Tα		, J Clyde Mo L Newport N		d											
West (64)	City of Newport News ( Combined Traffic Estimates for 2 Parallel R	(Maint: 99) 0.06	46000	G G	96% 96%	1% 1%	1% 1%		3% 2%	0% 0%	F F	0.082 NA	F		46000 89000	G G
West			143 Jeffersor		000/	10/	10/	10/	00/	00/	-	0.074			00000	
64	City of Newport News ( Combined Traffic Estimates for 2 Parallel R	, ,	38000 78000	G G	96% 96%	1% 1%	1% 1%	1% 0%	3% 2%	0% 0%	F	0.074 0.070	F	0.516	39000 80000	G G
West			238 Yorktow		000/	10/		40/	00/	00/	-	0.077	-		40000	
64	City of Newport News ( Combined Traffic Estimates for 2 Parallel R	. ,	42000 82000	G G	96% 96%	1% 1%	1% 1%		3% 2%	0% 0%	F	0.077 0.070	F	0.507	43000 84000	G G
West	Too From:		)5 Fort Eusti		000/	10/		40/	00/	00/	-	0.077	-		47000	
64	City of Newport News ( Combined Traffic Estimates for 2 Parallel R 	, ,	46000 95000	G G	96% 96%	1% 1%	1% 1%		3% 2%	0% 0%	F F	0.077 0.074	F F	0.511	47000 97000	G G
West	To: From:		143 Jeffersor								_		_			
64	City of Newport News ( Combined Traffic Estimates for 2 Parallel R	. ,	63000 125000	G G	96% 96%	1% 1%	1% 1%	1% 0%	3% 2%	0% 0%	F F	0.077 0.076	F F	0.514	64000 127000	G G
West	To From		71 Oyster Po	int Rd												
64	City of Newport News ( Combined Traffic Estimates for 2 Parallel	oadways on this Route:		A A	96% 96%	1% 1%	1% 1%		3% 2%	0% 0%	C C	0.097 0.089	A A	0.517	70000 141000	A A
	To:	US 17.	J Clyde Mor	ris Blvd												

									Tru	ck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		US 17 J	Clyde Mor	ris Blvd												
64	City of Newport News	s (Maint: 99)	0.78	83000	G	96%	1%	1%	1%	3%	0%	F	0.083	F		85000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this	Route:	162000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.528	165000	G
	Τα		W	/CL Hampto	on												
West	From:			I-64 West													
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99)	0.14	3900	G								0.1	F		3900	G
$\bigcirc$	Τα		SR 2	38 Yorktow	n Rd												
West	From:			I-64 West													
$\overline{(64)}$ Ramp	City of Newport News	s (Maint: 99)	0.19	4500	G								0.205	F		4500	G
$\bigcirc$	Τα		SR 105	5 E, Ft Eusti	s Blvd												
West	From:			I-64 West													
$\left(\overline{64}\right)$ Ramp	City of Newport News	s (Maint: 99)	0.21	4800	G								0.105	F		4800	G
$\bigcirc$	Τα		SR 1	43 Jefferson	Ave												
West	From:			West Collect	or Rd												
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99)	0.12	3400	G								0.121	F		3400	G
$\smile$	Τα:		SR 14	3 S, Jefferso	n Ave												
West	From:		I-64 V	Vest Collect	or Rd												
$\overline{(64)}$ Ramp	City of Newport News	s (Maint: 99)	0.33	18000	G								0.082	F		18000	G
$\smile$	To:		SR 143	3 N, Jefferso	on Ave												
West	From:			I-64 West													
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99)	0.21	22000	G								0.088	F		22000	G
West	Ta- From:	I-64 Wes	st Exit 255	5B to SR 143	3 N, Jeff	erson Ave											
(64) Ramp	City of Newport News	(Maint: 99)	0.07	3500	G								0.129	F		3500	G
04		(												-			
West	From:		Ramp 1	from SR 143	North												
$\overline{64}$ Ramp	City of Newport News	s (Maint: 99)	0.17	9600	G								0.096	F		9600	G
	Ta	I-64 Wes	st Exit 255	5A to SR 14	3 S, Jeff	erson Ave											
(64) Ramp	City of Newport News	(Maint: 00)	0.08	6200	G								0.089	F		6200	G
64 Hamp				SR 143 S, Je		Ave							0.000	•		0200	u
\A/+	From	i u	imp nom (		inerson .	ive											
(64) Ramp	City of Newport News	(Maint: 99)	0.30	I-64 West 8400	G								0.102	F		8400	G
64 Hamp				1 W, Victor									0.102	•		0400	u
West	From:		SIC 17	I-64 West	y Diva												
$\underbrace{64}^{\text{West}}$ Ramp	City of Newport News	(Maint: 99)	0.39	<b>5400</b>	G								0.142	F		5400	G
04 Manip				1 E, Victory									J.172	•		0-00	G
West	Franc		51(1)	I-64 West	5.74												
(64) Ramp	City of Newport News	(Maint: 99)	0.15	1-64 West	G								0.107	F		13000	G
				J Clyde Mo		1							0.107	•		10000	u
West	Franc		20170,			-											
(64) Ramp	City of Newport News	(Maint: 00)	0.30	I-64 West 8200	G								0.099	F		8200	G
04 manip		( )		J Clyde Mc		1							0.000			0200	u
			001/14,	5 Ciyac Mit	1113 DIW												

								Tru	ck			К		Dir		
Route	Jurisdictio	n Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
105)Ft Eustis Blvd	City of Newport	News 0.04	Ft Eustis 19000	G	96%	1%	1%	1%	1%	0%	F	0.1	F	0.845	21000	G
105 I T Eddis Bive		0.04		G	30 /8	1 /0	1 /0	1 /0	1 /0	0 /8	1	0.1	1	0.045	21000	u
105)Ft Eustis Blvd	City of Newport	News 1.01	US 60 38000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.698	42000	G
103	<b>7</b>		I-64													
105)Ft Eustis Blvd	City of Newport	News 0.23	23000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.602	25000	G
$\bigcirc$	Ter	SR	43 Jefferso	n Ave												
105) Ft Eustis Blvd	City of Newport		17000	Α	96%	1%	1%	1%	1%	0%	С	0.111	Α	0.668	18000	А
$\bigcirc$	То:	NC	L Newport 1	News												
East	From:		05 Ft Eustis										-			
105 Ramp	City of Newport News	s (Maint: 99) 0.28	<b>9300</b> I-64 East	G			_					0.111	F		9300	G
East	From:	SR 105 I-64-V		& FRON	1 15 64											
(105)Ramp	City of Newport News		3800	G	115 04							0.084	F		3800	G
	To:	I-64-W FROM RT	105-FORT	EUSTIS	BOULEV	γA										
West	From:	SR 105 I-64-I			IS 64											
105 Ramp	City of Newport News		5200	G								0.091	F		5200	G
~	From:	I-64-E FROM RT			BOULEV	A										
(143)27th St	City of Newport		VCL Hampt 6100	on G	98%	1%	1%	1%	0%	0%	F	0.088	F	0.561	6600	G
143	Combined Traffic Estimates for Parallel			•	00/0	. /0	. /0	. /0	070	0,0	•	NA	•	01001	NA	0.
	To:	SR	143 Par, 28													
and a star	City of Newport		143 Par, 27 1500	th St G	98%	1%	1%	0%	0%	0%	F	0.105	F		1600	G
143)28th St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0% 0%	0%	F	0.105	F	0.587	4500	G
		-	Chestnut Av		0070	170	170	070	070	070	•	0.007	•	0.007	4000	ŭ
(143)28th St	City of Newport		1700	G	98%	1%	1%	0%	0%	0%	С	0.077	F	0.592	1900	G
143	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.775	4100	G
	- Ta	SR	143 Par, 27	th St												
143 Jefferson Ave	City of Newport		9000	G	97%	1%	1%	1%	0%	0%	С	0.078	F	0.504	9800	G
$\bigcirc$	Tav Forme		I-664													
(143) Jefferson Ave	City of Newport	News 0.61	20000	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.554	21000	G
	To" From:		50th St													
143 Jefferson Ave	City of Newport		24000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.572	25000	G
$\checkmark$	To: From:		258 Mercury Mercury Blv													
143 $17$ Jefferson Ave	City of Newport		40000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.592	44000	G
		S	R 152 Main	St												
143 17 Jefferson Ave	City of Newport		39000	G	97%	0%	0%	1%	1%	0%	F	0.087	F	0.582	42000	G
$\bigcirc \bigcirc$	Τα	SR30	6 Harpersvi	ille Rd												

Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tir	e Bus		Tru	-		QC	К	QK	Dir	AAWDT	OM
	From:	6	6 Harpersville R			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(143) $(17)$ Jefferson Ave	City of Newport News	1.12		<b>G</b> 97%	6 0%	0%	1%	1%	0%	F	0.083	F	0.537	54000	G
	To:	2	de Morris Blvd												
(143) Jefferson Ave	City of Newport News	<u>US 17; J</u> 1.11	Clyde Morris I 48000	Blvd <b>G 98</b> %	% 1%	1%	0%	0%	0%	F	0.08	F	0.505	51000	G
143 Jefferson Ave	City of Newport News				o I/o	1 /0	0 /8	0 /0	0 /8	1	0.00	1	0.505	51000	G
			lle Ground Blvd		%   1%	10/	0.9/	00/	00/	F	0.078	F	0 505	E0000	G
143 Jefferson Ave	City of Newport News	1.29	50000 C		o 1%	1%	0%	0%	0%	Г	0.078	Г	0.565	52000	G
			1 Oyster Point R		/ 10/	10/	00/	00/	00/	F	0.004	F	0 507	57000	~
143 Jefferson Ave	City of Newport News	0.73	54000 0	<b>G</b> 98%	% 1%	1%	0%	0%	0%	F	0.084	г	0.537	57000	G
	To: From:	4.40	I-64				00/	0.01	0.01	-		_	0.54	05000	
143 Jefferson Ave	City of Newport News	1.13		<b>G</b> 98%	<i>ы</i> 1%	1%	0%	0%	0%	F	0.083	F	0.54	85000	G
	Tor From:		Bland Blvd				<b></b>		<b></b>	_		_			
143 Jefferson Ave	City of Newport News	0.86	58000 C	<b>G</b> 98%	ы́ 1%	1%	0%	0%	0%	F	0.077	F		61000	G
	To: From:		73 Denbigh Blvo												
143 Jefferson Ave	City of Newport News	0.84	33000 F	98%	5 <b>1</b> %	1%	0%	0%	0%	С	0.094	A	0.562	35000	F
<u> </u>	T <sub>oc</sub> From:		Richneck Rd												
(143) Jefferson Ave	City of Newport News	2.19	31000 C	<b>G</b> 98%	ы́ 1%	1%	0%	0%	0%	F	0.096	F	0.56	33000	G
<u> </u>	Teo From:	SR 10	)5 Ft Eustis Blv												
(143)Jefferson Ave	City of Newport News	2.55	16000 C	<b>G</b> 98%	6 0%	1%	1%	0%	0%	С	0.151	F	0.728	18000	G
<u> </u>	- Tor From:	Y	orktown Rd												
(143) Jefferson Ave	City of Newport News	1.12	21000 0		6 0%	1%	1%	0%	0%	F	0.126	F	0.656	23000	G
$\smile$	To:	James	City County Lin	ne											
	From:		Jefferson Ave; 3												
(143)Ramp	City of Newport News (Maint	1		3							0.117	F		5400	G
<u> </u>	10:		I-664 East												
	From:		A TO 35TH ST								0.007	-		5000	~
143 Ramp	City of Newport News (Maint	: 99) 0.16 I-664-E005A FRO			TE						0.097	F		5200	G
	From				E										
(143)Ramp	City of Newport News (Maint		43 TO I-64 Wes 5400								0.1	F		5400	G
143) hanp		I-64-W FROM RT			UE						0.1	•		5400	u
	From:		3 TO I-64 WES												
(143)Ramp	City of Newport News (Maint			3							0.121	F		3100	G
143 · · · · · · ·	To:	I-64-W RAMP FI			0-						••••				•
	From:		3 TO I-64 EAS												
(143)Ramp	City of Newport News (Maint			3							0.112	F		2200	G
	To	I-64-E FROM RT 1			JUE										
North	From:	SR 143	N, Jefferson A	ve											
(143)Ramp	City of Newport News (Maint			G							0.1	F		3000	G
$\smile$	To:		I-64 East												

Route	Jurisdictic		n <b>AADT</b>		4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 143 Ramp	City of Newport New		143 TO I-64 5500	G	EDSON AN	Æ						0.085	F		5500	G
0	From		143 NOR 11		EKSUN AV	/E										
South 143 Ramp	City of Newport New		16000	G	RSON AV	Ē						0.090	F		16000	G
South	From:		43 S, Jeffers		ROOM	L										
143 Ramp	City of Newport New		2300 I-64 West	G								0.083	F		2300	G
	From:		SR 143; 28th													
(143)27th St	City of Newpor		<b>2700</b>	G	98%	1%	0%	0%	0%	0%	С	0.094	F		2900	G
	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4500	G
	To:		Chestnut Av				—									
143)27th St	City of Newpor	t News 0.90		G	98%	1%	1%	0%	0%	0%	С	0.09	F		2200	G
·······································	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 3800	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.775	4100	G
	Το		Jefferson Av	ve												
	From: City of Newpor	t News 0.05	27th St 2000	N	98%	1%	1%	0%	0%	0%	Ν	0.09	F		2200	N
Jefferson Ave	Combined Traffic Estimates for Parallel			IN	90%	1 70	170	0%	0%	0%	IN	0.09 NA	Г		2200 NA	IN
		-	SR 143; 28th	St								INA.			IN-A	
	From:		60 Warwick													
152 Main St	City of Newpor		11000	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.558	12000	G
	To: From:		SR 143 Jeffe													
152 Main St	City of Newpor			G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.54	10000	G
<u> </u>			WCL Hampt													
(171)Oyster Point Rd	From: City of Newpor		143 Jefferso 42000	n Ave G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.505	46000	G
1/1 Oysier Follit Ru	City of Newpor				90 /0	1 /0	1 /0	0 /8	0 /0	0 /8		0.001	1	0.505	40000	a
Oveter Deint Dd			21-12 Canon	Blvd G	98%	1%	10/	0.9/	00/	0%	F	0.000	F	0.503	50000	G
171 Oyster Point Rd	City of Newpor	t News 0.17		G	98%	1%	1%	0%	0%	0%	Г	0.092	Г	0.503	53000	G
		Naura 0.74	I-64		000/	00/	10/	10/	10/	00/	~	0.007	<b>_</b>	0.010	50000	
171 Victory Blvd			46000 ork County I	G	96%	0%	1%	1%	1%	0%	С	0.087	F	0.616	50000	G
	From															
(171)Ramp	City of Newport New		71 Oyster Po 9200	oint Ra								0.092	F		9200	G
			I-64-E	ŭ								0.002	•		0200	G
East	From:	SR	71 Oyster Po	oint Rd												
$\binom{Last}{171}$ Ramp	City of Newport New		2100	G								0.133	F		2100	G
	To:	•	I-64-W													
West	From	SR	71 Oyster Po	oint Rd												
(171)Ramp	City of Newport New		5400	G								0.134	F		5400	G
$\smile$	To		I-64-E													

Davita	luvia di stisus	L a ra artic	4 4 D T	~	4	Dura		Trι	ıck		00	К		Dir		0.14
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		71 Victory I									0.110	-		5000	0
171 Ramp	City of Newport News (Maint: 99	9) 0.36	5300	G								0.113	F		5300	G
	10.		I-64-W													
	From:		Moyer Drive		070/	00/		00/	00/	00/	~	0.000	_	0 550	4000	~
173 Denbigh Blvd	City of Newport News	0.53	3700	G	97%	2%	1%	0%	0%	0%	С	0.088	F	0.550	4000	G
	From:		atalina Driv Catalina Dr													
173)Denbigh Blvd	City of Newport News	0.74	8000	G	97%	2%	1%	0%	0%	0%	F	0.088	F	0.542	8700	G
113 1 3	Tail	- -														
173)Denbigh Blvd	City of Newport News	 0.55	icas Creek R 16000	G	97%	2%	1%	0%	0%	0%	F	0.087	F	0.637	17000	G
1/3 Denbigh bivd					97 /0	2 /0	1 /0	0 /0	0 /0	0 /8	1	0.007	'	0.037	17000	a
	From:		0 Warwick										_			_
173 Denbigh Blvd	City of Newport News	1.14	24000	G	98%	1%	0%	0%	0%	0%	С	0.079	F	0.514	25000	G
$\checkmark$	To: From:	SR 14	43 Jefferson	n Ave												
173 Denbigh Blvd	City of Newport News	1.32	25000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.612	27000	G
$\bigcirc$	To:	Yo	rk County L	ine												
	From:	US 6	0 Warwick	Blvd												
238)Yorktown Rd	City of Newport News	0.94	5600	G	92%	1%	1%	3%	3%	0%	С	0.131	F	0.763	6100	G
	Ta		I-64													
238)Yorktown Rd	City of Newport News	0.18	9700	G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.704	11000	G
230)					0.70	. /0	. / 0	. /0	. , •	0,0	•	01101	•			0.
Varistaura Dal			43 Jefferson		97%	10/	10/	10/	10/	00/	F	0.000	F	0 71 0	11000	~
238 Yorktown Rd	City of Newport News	1.06	9500 rk County Li	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.713	11000	G
	From:		38 TO I-64									0.400	F		0700	~
238 Ramp	City of Newport News (Maint: 99		3700	G	NIDOAD							0.128	F		3700	G
<u> </u>		I-64-E FROM RT			'N ROAD	)										
	From:		Wight Count		070/	00/		10/	10/	0.01	_		_	0 75 4		~
258 17 (32) Mercury Blvd	City of Newport News	0.22	29000	G	97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	32000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 6	0 Warwick	Blvd												
258 17 32 Mercury Blvd	City of Newport News	0.56	37000	G	97%	0%	0%	1%	1%	0%	F	0.099	F	0.6	40000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	Ta	J	efferson Ave	e			<u> </u>									
258 Mercury Blvd	City of Newport News	0.29	39000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.583	40000	G
	Τα		CL Hampto													
	From:	US 6	0 Warwick	Blvd												
(306)Harpersville Rd	City of Newport News	0.88	8800	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.568	9600	G
300)	то:		R 143 Jeffer			. /0		0,0	0,0	0,0	•	0.002	•	0.000		0.
	From		0 Warwick													
(312)J Clyde Morris Blvd	City of Newport News	1.11	37000	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.526	40000	G
STZ S GIJUG MOMO BIVU			S 17; SR14		0070	. /0		070	0 /0	070	U	0.000	•	0.020		9
	From:															
(351) 39th St	City of Newport News	<u> </u>	) Huntingtor 4100	n Ave G	96%	1%	1%	1%	0%	0%	F	0.120	F	0.737	4500	G
351 3511 31					90 /0	I /0	1 /0	1 /0	U /0	U /0	I	0.120	I	0.737	4000	G
		N	Aarshall Ave	c												

								-				14		D.		
Route	Jurisdictio	on Lengtl	n AADT		4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
(351)39th St	City of Newport		Marshall Ave	G	96%	1%	1%	1%	0%	0%	С	0.120	F	0.737	9300	G
$\smile$	To:		WCL Hampto	on												
	From:	EB and	WB I-664 Ex	it 5 ram	ps											
(664)I-664 Exit 5 Ramp (from	n both directions merge <b>đ</b> )ty of Newport News		NA									NA			NA	
$\smile$	To:	Ramp to	JS 60 WB W	arwick .	Ave											
East	From:		SCL Hampto													
(664) Hampton Roads Beltwa	y City of Newport News	s (Maint: 99) 0.12	42000	G	94%	0%	1%	1%	4%	0%	F	0.109	F		45000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>82000</b>	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.655	88000	G
		East I-664 i	s signed as	s Sout	h I-664											
	To:	Roan	oke Ave; Che	stnut St			_									
East					0.49/	00/	10/	10/	40/	00/	г	0.11	F		40000	0
664 Hampton Roads Beltwa			37000	G	94%	0%	1%	1%	4%	0%	- -	0.11		0 077	40000	G
-	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	79000	G
		East I-664 i	s signed as	s Sout	h I-664											
East	To: From:	SR 143	Jefferson Ave	e; 35th \$	St											
(664)Hampton Roads Beltwa	y City of Newport News	s (Maint: 99) 1.64	24000	G	94%	0%	1%	1%	4%	0%	F	0.081	F		25000	G
004	Combined Traffic Estimates for 2 Parallel		57000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	61000	G
		East I-664 i				0,0	. /0	. /0	.,.	0,0	•	0.000	•	0.077	0.000	0.
	-		-		111004											
East	From:		Terminal Ave	e												
664 Monitor Merrimac Memo	orial Bridge Tunnel City of Newport News	s (Maint: 99) 2.84	34000	Α	94%	0%	1%	1%	4%	0%	F	0.105	А		36000	А
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>68000</b>	Α	94%	0%	1%	1%	4%	0%	F	0.098	А	0.522	74000	А
		East I-664 i	s signed as	s Sout	h I-664											
	То:		WCL Suffoll	k												
East	From:		I-664 East													
(664)Ramp	City of Newport News	s (Maint: 99) 0.15	5200	G								0.125	F		5700	G
$\smile$	To:	121-	7019 Chestnu	it Ave												
East	From:		I-664 East													
664 Ramp	City of Newport News	s (Maint: 99) 0.32	9500	G								0.223	F		9500	G
$\bigcirc$	To:	I-664 We	st Exit 5A To	35th St	reet											
East	From:		I-664 East													
(664)Ramp	City of Newport News	s (Maint: 99) 0.15	5500	G								0.126	F		5900	G
$\bigcirc$	To:	I-664 Eas	st Exit 6B To	27th Str	reet											
East	From:		I-664 East													
664 Ramp	City of Newport News	s (Maint: 99) 0.17	590	G								NA			640	G
$\bigcirc$	To:		Terminal Ave	e												
West	From:		SCL Hampto	n												
(664) Hampton Roads Beltwa	y City of Newport News	s (Maint: 99) 0.55	40000	G	94%	0%	1%	1%	4%	0%	F	0.127	F		43000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>82000</b>	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	88000	G
		West I-664	is signed a	s Nort	h I-664											
	To:	-	te Avenue; Ch													

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	••••		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	Roanol	ke Ave; Che	stnut St				017.040		a.						
(664)Hampton Roads Beltway	City of Newport News (Maint: 99)	0.78	36000	G	94%	0%	1%	1%	4%	0%	F	0.129	F		39000	G
	ned Traffic Estimates for 2 Parallel Roadways or	n this Route:	73000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	79000	G
	-	West I-664 is		s Nort	h I-664											
	To:		efferson Av													
West	From:		eneison Av	e, 55m c												
(664) Hampton Roads Beltway	City of Newport News (Maint: 99)	1.41	33000	G	94%	0%	1%	1%	4%	0%	F	0.094	F		36000	G
Combir	ned Traffic Estimates for 2 Parallel Roadways or	n this Route:	57000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	61000	G
		West I-664 is	s signed a	s Nort	h I-664											
	To:	r	Ferminal Av	e												
West	Ige Tunnel City of Newport News (Maint: 99)	2.93	34000	٨	94%	0%	1%	1%	4%	0%	F	0.104	А		37000	۸
664 Monitor Merrimac Memorial Bridge				A							г г			0 500		A _
Combin	ned Traffic Estimates for 2 Parallel Roadways or			A	94%	0%	1%	1%	4%	0%	F	0.098	A	0.522	74000	A
	To:	West I-664 is	S SIGNED & WCL Suffol		h I-664											
West	From:		I-664 West										_		4400	~
664 Ramp	City of Newport News (Maint: 99)	0.13	1100	G								0.088	F		1100	G
	10.	121-7	017 Roanok													
West	From:		I-664 West										_			_
664 Ramp	City of Newport News (Maint: 99)	0.20	9800	G								0.131	F		9800	G
<u> </u>	To:	I-664 East	Exit 5A To	35th Str	eet											
West	From:		I-664 West													
(664)Ramp	City of Newport News (Maint: 99)	0.13	2300	G								0.205	F		2500	G
$\sim$	To:	I-664 West	Exit 6B To	25th Str	eet											
West	From:	Ι	-664 WB N	В												
(664)I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99)	0.26	NA									NA			NA	
$\smile$	To:	-	Ferminal Av	e												

							Tru				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW	Year
City of Newport News		From			SI	R 173; 12	1-19 Richn	eck Rd								
(F141)	0.08	0	R								NA			NA		10/21/2015
		To: From:					ead End									
1 25th St	0.12	1900	G	94%	4%	2%	hington Ave 0%	0%	0%	С	0.109	F	0.734	2000	G	2018
	0.12	To:	Ŭ.	0170	170		wick Blvd	070	070	0	0.100		0.701	2000	G	2010
		From				Hunt	tington Ave	;								
2 26th St	0.10	4400	G	94%	4%	2%	0%	0%	0%	F	0.164	F		4700	G	2018
		To: From:					wick Blvd									
3 27th St	0.14	3200	G	95%	2%	<u>121-70</u> <b>3%</b>	04 28th Str 0%	eet 0%	0%	F	0.187	F		3500	G	2018
(3) 27th St	0	<b>ULUU</b> To:	Ū	0070			143-P Jeff			•					0.	2010
		From:				US 60;	Warwick B	lvd								
$\begin{pmatrix} 4 \\ 121 \end{pmatrix}$ Oyster Point Rd	1.04	35000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.569	38000	G	2018
		To: From:					Jefferson									
5 35th St	0.24	750	G	98%	0%	Wash 0%	hington Ave 1%	0%	0%	F	0.217	F		820	G	2018
(5 121) 35th St	0.21	To:	Ŭ	0070	070		60 Parallel	070	070	•	0.217			020	G	2010
		From:			H	Iarpersvil	le Rd; Terra	ace Dr								
(6) Hampton Roads Cen	ter POLNOGO	21000	Ν	99%	0%	0%	0%	0%	0%	Ν	0.119	Α	0.573	23000	Ν	2018
		To:					L Hampton									
7 49th St	0.24	From: 2300	G	94%	4%	Wasl	hington Ave 0%	0%	0%	С	0.140	F		2500	G	2018
121 40111 01	0.24	To:	Г.	0470	470		wick Blvd	070	070	U	0.140			2000	G	2010
		From:				Wasl	nington Ave	e								
8 121 50th St	0.11	2000	G	90%	6%	4%	0%	0%	0%	С	0.18	F		2100	G	2018
		To: From					Iuntington			_						
8 50th St	0.11	930 To:	G	90%	6%	4%	0%	0%	0%	F	0.188	F		1000	G	2018
		From:			0.		llel, Warwi 25Th St	CK DIVU								
$(9)_{121}$ Washington Ave	1.24	5200	G	93%	3%	3%	0%	0%	0%	С	0.120	F	0.857	5600	G	2018
121		To:				4	50Th St									
		From:	_				loyer Rd			-		_			-	
(10) Beechmont Dr	1.16	<b>3900</b>	G	98%	1%	1%	0% is Creek Dr	0%	0%	С	0.09	F	0.616	4200	G	2018
		From:					s Creek Rd									
(10) Beechmont Dr	0.24	7700	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.568	8400	G	2018
<u> </u>		To: From:					wick Blvd									
(11) Boxley Blvd	0.81	12000	G	98%	1%	<u>Mer</u> 1%	nchville Rd 0%	0%	0%	С	0.086	F	0.607	13000	G	2018
(11) Boxley Blvd		To:	<u> </u>		.,.		Warwick B		• • •	-		-			-	
		From:					e Shoals Bl	lvd								
$\begin{pmatrix} 12\\ 121 \end{pmatrix}$ Canon Blvd	1.60	17000 To:	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.702	19000	G	2018
<u> </u>		From:					Dyster Poin									
(13) Diligence Dr	0.44	12000	G	98%	1%	1%	e Morris Bl 0%	vd 0%	0%	С	0.09	F	0.558	13000	G	2018
(13) Diligence Dr		To			.,.		e Shoals Bl		• / •	-		-			<b>.</b>	
		From:					s Creek Rd			_					_	
(14) Eastwood Dr	1.36	2700 To:	G	99%	1%	0%	0%	0%	0%	F	0.092	F	0.592	3000	G	2018
		From:					olony Dr olony Rd									
(14) Eastwood Dr	0.44	6400	G	99%	1%	0%	0%	0%	0%	С	0.094	F	0.631	6900	G	2018
		To:					wick Blvd									
(15) Maxwell Ln	0.60	From:	6	000/	10/		nandy Lane		00/	<u>_</u>	0 1	F	0 664	6700	6	2019
(15) Maxwell Ln	0.62	5200 To:	G	98%	1%	1% Wai	0% wick Blvd	0%	0%	С	0.1	Г	0.664	5700	G	2018
							5									

					vva	rwick Maintenan				К		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
City of Newport News							u	a				. uoto:			
(16) McManus Blvd	1.04	9800	G	99%	0%	Bland Blvd 0% 0%	0%	0%	С	0.097	F	0.629	11000	G	2018
(16) McManus Blvd	1.04	9000 Tor	G	99%	0%	Denbigh Blvd	0%	0%	U	0.097	Г	0.029	11000	G	2010
		From:				Jefferson Ave									
(17) Middle Ground Blvd	0.64	11000	G	99%	0%	1% 0%	0%	0%	С	0.093	F	0.556	12000	G	2018
(121)		To:				Canon Blvd									
		From				Denbigh Blvd									
(18) Moyer Rd	0.54	2500	G	98%	1%	1% 0%	0%	0%	С	0.089	F	0.643	2700	G	2018
		10:				Beechmont Dr									
(19) Richneck Rd	0.96	From:	G	98%	1%	Denbigh Blvd 0% 0%	0%	0%	С	0.099	F	0.793	4000	G	2018
(19) Richneck Rd	0.90	3700	G	90 /0	1 /0		0 /8	0 /8	U	0.099	1	0.795	4000	a	2010
Dishnaak Pd	1.54	To: From:		000/	1%	Jefferson Ave	0%	09/	F	0.092	F	0.617	4500	G	2018
(19) Richneck Rd	1.34	4100 To:	G	98%	1 70	York County Li		0%	Г	0.092	Г	0.617	4500	G	2010
		From:				Mercury Blvd									
(20) River Rd	0.74	520	G	98%	1%	1% 0%	0%	0%	С	0.136	F	0.529	560	G	2018
		To:				Huntington Ave	9								
		From:				Country Club R	d								
(21) Shoe Ln	0.78	4800	G	98%	1%	1% 0%	0%	0%	С	0.106	F	0.550	5200	G	2018
		To:				Warwick Blvd									
	0.04	From:		000/	0.01	Jefferson Ave	00/	00/			_	0.54	10000	0	0010
(22) Thimble Shoals Blvd	0.91	15000 To:	G	99%	0%	0% 0%	0%	0%	С	0.094	F	0.51	16000	G	2018
		From:				Pilot House Dr Pilot House Rd									
(22) Thimble Shoals Blvd	0.27	7500	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.728	8100	G	2018
		To:			ι	JS 17 J Clyde Morri	s Blvd								
		From				Jefferson Ave			-		_			-	
(7000) 16th St	0.90	3800	G	96%	2%	2% 0%	0%	0%	С	0.095	F	0.503	4200	G	2018
		To: From:			<b></b>	Chestnut Ave	<b></b>	221	_						
(7000) Chesapeake Ave	1.05	1400 To:	G	96%	2%	2% 0%	0%	0%	F	0.098	F	0.586	1500	G	2018
<u> </u>		From:				SCL Hampton				_					
(7002) 23rd St	0.22	2900	G	99%	0%	West Ave 0% 0%	0%	0%	С	0.19	F	0.974	3100	G	2018
(7002) 23rd St	0.22	LUUU	~ 	0070	0 /0			070	Ũ			0.071	0100	G	2010
Coop 23rd St	0.21	480	G	99%	0%	US 60 Huntington 0% 0%	Ave 0%	0%	F	0.17	F		520	G	2018
7002 121 23rd St	J.E 1	To:	<u>~</u>		570	US 60 Par 25th	-	0,0	_		_		020	~	_0.0
		From:				Huntington Ave									
(7004) 28th St	0.34	2200	G	95%	2%	3% 0%	0%	0%	С	0.092	F	0.672	2400	G	2018
121		To:				Jefferson Ave									
		From:				Washington Av									
(7006) 34th St	0.07	3500	G	95%	2%	3% 0%	0%	0%	F	0.155	F		3800	G	2018
		To: From:				US 60 Warwick B									
(7006) 34th St	0.13	1200 To:	G	95%	2%	3% 0%	0%	0%	F	0.124	F		1300	G	2018
		To				US 60 Par 34th									
East $(7006)$ Ramp to I-664 at Exit 5	0.19	From: 2700	G	95%	2%	US 60 WB; 34th 3% 0%	St 0%	0%	F	0.171	F		2900	G	2018
(7006) Ramp to I-664 at Exit 5	0.10	<b>2700</b> To:	G	30%	∠ 70	3% 0% Ramp to I-664 EB		070	Г	0.171	Г		2900	a	2010
East		From:			Ra	mp to Jefferson Ave									
(7006) Ramp to I-664 EB (NB)	at0E2x0t 5		G			_				0.259	F		7600	G	2018
$\sim$		To:				I-664 WB NB									
	1.00	From:		070/	001	Menchville Rd		001	<u> </u>	0.005	_	0.550	4000	~	0010
(7007) Lucas Creek Rd	1.39	3900	G	97%	2%	1% 0%	0%	0%	С	0.095	F	0.556	4200	G	2018
	1 10	To: From:		070/	00/	Colony Rd	001	00/	-		-	0.54	<b>F7</b> 00	~	0010
(7007) Lucas Creek Rd	1.13	5300 To:	G	97%	2%	1% 0% Denbigh Blvd	0%	0%	F	0.104	F	0.54	5700	G	2018
		10.	L			Denoign Bivd									

					Wa		aintenand									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•••		QC	K Facto	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From														
(7008) 39th St	0.23	2300	G	98%	0%	Wash	ington Ave 1%	0%	0%	F	0.12	F	0.684	2500	G	2018
(7008) 39th St	0.20	Tor	<u> </u>	0070	070		wick Blvd	070	070	•			0.001	2000	ŭ	2010
		From:				Jeffe	erson Ave				Î					
(7010) 48th St	0.16	2400	G	92%	3%	3%	2%	1%	0%	F	0.081	F	0.699	2600	G	2018
		To: From:				Mac	lison Ave									
(7010) 48th St	0.16	3000	G	92%	3%	3%	2%	1%	0%	С	0.091	F	0.585	3200	G	2018
(121)		To				Mar	shall Ave									
7010 121 48th St	0.59	3200	G	93%	2%	1%	3%	1%	0%	С	0.086	F	0.505	3500	G	2018
		To:				Che	stnut Ave									
<u> </u>		From:					rfield Rd									
(7011) Orcutt Ave	0.37	1300	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.5	1500	G	2018
<u> </u>		To: From:				F	aul St									
(7011) Orcutt Ave	0.56	1600	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.616	1700	G	2018
		To:				SWC	LHampton									
	4 4 7	From:		070/	10/		erson Ave	10/	00/	0		_	0 500	7000	~	0010
(7012) Briarfield Rd	1.17	7200 To:	G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.563	7800	G	2018
		From:					L Hampton									
Jefferson Ave	0.05	11000	G	98%	1%	121-3;	27Th Stree 0%	et 0%	0%	F	0.105	F	0.674	11000	G	2018
(7013) Jefferson Ave	0.00		ŭ	0070	170			070	070				0.074	11000	u	2010
(7013) Jefferson Ave	0.55	From: 8800	G	96%	2%	1%	0, 25th St 1%	0%	0%	С	0.134	F	0.749	9600	G	2018
(7013) Jefferson Ave	0.00	Tor	ŭ	30 /8	2 /0		6th St	0 /8	0 /8	0	0.134	'	0.743	3000	u	2010
· · · · · · · · · · · · · · · · · · ·		From:					5th St									
(7015) Marshall Ave	0.69	4100	G	96%	2%	2%	0%	0%	0%	F	0.092	F	0.628	4400	G	2018
(7015) Marshall Ave		To	-				9th St									
(7015) Marshall Ave	1.08	From: 6400	G	96%	2%	2%	0%	0%	0%	С	0.094	F	0.512	7000	G	2018
(7015) Marshall Ave		To	-							_	_				-	
(7015) Marshall Ave	1.03	From: 4900	G	96%	2%	2%	chard Ct 0%	0%	0%	F	0.088	F	0.53	5300	G	2018
(7015) Marshall Ave		To:	-		_/•		L Hampton		• / •			-			•.	
		From:				1	6Th St									
(7017) Roanoke Ave	1.21	2000	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.524	2200	G	2018
121		To					I-664				_					
(7017) Roanoke Ave	1.16	2300	G	97%	1%	1%	0%	0%	0%	С	0.110	F	0.526	2500	G	2018
121		To				Bria	rfield Rd									
(7017) Roanoke Ave	0.93	From: 2700	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.544	3000	G	2018
(121)		To:				SWC	L Hampton	l								
		From:				121-7017	Roanoke	Ave								
(7017) Ramp	0.12	1000	G								0.095	F		1000	G	2018
		To:				I-6	64 East									
		From:		0.000			50 25th St		<u></u>	~		_		<b>P</b> 0 4 -	-	0015
(7019) Chestnut Ave	0.80	5100	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.584	5600	G	2018
		To: From:					I-664									
(7019) Chestnut Ave	1.08	6300	G	97%	2%	1%	0%	0%	0%	F	0.082	F	0.56	6800	G	2018
		To: From:					rfield Rd									
(7019) Chestnut Ave	0.95	5600	G	97%	2%	1%	0%	0%	0%	С	0.089	F	0.503	6100	G	2018
<u> </u>		To					L Hampton									
	0 10	From:				121-7019	Chestnut	Ave			0 1 1 0	-		5000	G	2018
(7019) Ramp	0.12	5000 To:	G			T	664-W				0.118	F		5000	G	2010
		From:														
(7027) Harpersville Rd	1.00	22000	G	98%	1%	<u>јепе</u> 0%	erson Ave 0%	0%	0%	F	0.092	F	0.509	24000	G	2018
(7027) Harpersville Rd		To:			. ,0		Expressway		5,0						<u> </u>	_0.0
			-													

					war	WICK Ma	Intenance	e Area	1							
Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News						27 1/10		man	Zirai		1 40101		1 40101			
		From				E-W E	xpressway									
(7027) Harpersville Rd	1.77	9400	G	98%	1%	0%		0%	0%	С	0.101	F	0.578	10000	G	2018
		To	<u> </u>				nders Rd									
	o o <del>.</del>	From:		070/	10/		Canon Blvd	0.01	0.01			_	0 507	0400	~	0010
(7034) Old Oyster Point Rd	0.67	5600	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.527	6100	G	2018
		To From:					ven Drive									
(7034) Old Oyster Point Rd	0.64	5700	G	97%	1%	1%	0%	0%	0%	С	0.090	F	0.515	6200	G	2018
		To				At	kins Ln									
(7034) Old Oyster Point Rd	0.18	9300	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.511	10000	G	2018
		To			T	IS 17 L Ch	de Morris E	Blvd								
(7034) Harpersville Rd	0.53	11000	G	97%	1%	1%		0%	0%	F	0.09	F	0.517	12000	G	2018
(7034) Harpersville Rd		To	<b></b>													
(7034) Saunders Rd	0.76	From: 8600	G	97%	1%	1%	rsville Rd 1%	0%	0%	С	0.098	F	0.587	9400	G	2018
(7034) Saunders Rd	0.70	To:	<u> </u>	0170	170		Hampton	070	070	0	0.000	•	0.007	0400	u	2010
		From	•								1					
(7036) Blount Point Rd	0.68	1900	G	99%	1%	1%	/ Hills Blvd 0%	0%	0%	С	0.096	F	0.591	2000	G	2018
(7036) Blount Point Rd	0.00	To:	<u> </u>	0070	1 /0		n Ave North	570	575	5	0.000	•	0.001	2000	G	2010
		From					Lane North	1								
(7036) Hiden Blvd	0.85	7200	G	99%	1%	1%	0%	0%	0%	F	0.096	F	0.653	7900	G	2018
121		To				Warv	vick Blvd									
		From				Norm	andy Lane									
(7038) Deep Creek Rd	1.09	4400	G	97%	1%	1%		0%	0%	С	0.097	F	0.661	4800	G	2018
121		To				Warv	vick Blvd									
		From				Her	tzler Rd									
(7040) Colony Rd	0.50	1700	G	98%	1%	1%		0%	0%	С	0.106	F	0.643	1800	G	2018
(7040) (7040) (121) Colony Rd		To				Lucas	Crook Dd									
(7040) Colony Rd	1.52	6700	G	98%	1%	1%	Creek Rd 0%	0%	0%	F	0.097	F	0.631	7200	G	2018
(7040) Colony Rd	1.02	To:	<u> </u>	0070	170		arwick Blvo		070	•		•	0.001	1200	ŭ	2010
		From					oigh Blvd				1					
(7042) Old Denbigh Blvd	0.61	8400	G	97%	2%	1%		0%	0%	С	0.105	F	0.565	9100	G	2018
(7042) Old Denbigh Blvd	0.01	To:	<u> </u>	0.70	270		County Line	0 / 0	0,0	•		•	0.000	0.00	0.	2010
		From	·				arwick Blv	4			1					
(7104) Bland Blvd	0.93	31000	G	99%	0%	0%		0%	0%	С	0.092	F	0.553	34000	G	2018
(7104) Bland Blvd	0.00		<u> </u>	0070	070				0,0	•		•	0.000	0.000	0.	2010
	0.40	From: 13000		000/	0.9/		efferson Av		00/	F	0.09	F	0 500	14000	G	0010
(7104) Bland Blvd	0.49	13000 To:	G	99%	0%	0%	0% anus Blvd	0%	0%	Г	0.09	Г	0.508	14000	G	2018
North	Δ.ν.α0+ລາຍ ດ	۲۰۰۳: ۲۰۱۱ המתמארה	B)		00/		ninal Ave	00/	00/	F	0 1 2 9	F		1300	G	2018
Ramp From Terminal	UNANG PO	עדשעמטו+יט (IN) ™	D June (	LX31137/0	0%	0% L664	0% WB NB	0%	0%	Г	0.128	F		1300	G	2010
			I						ama c	-	1					
South	0.00	From:	L	TERM	IINAL A'	VENUE T	O ROUTE 6	64 EA	STSOUTH	1	0.402	г		1000	C	2019
99020 121 Ramp	0.22	1300 To:	G		1664 5	EDOMT	EDMINIAT	A 1/17N1			0.403	F		1300	G	2018
			1		1-004-E		ERMINAL .	AVEN	UE							
OFth Ct		From:	L	050/	10/		noke Ave	00/	00/	С		F	0 5 4 4	1000	0	0010
35th St		1500 To:	G	95%	1%	3%		0%	0%	C	0.094	F	0.544	1600	G	2018
			I				utt Ave									
Zoth Ct		From:	L			Ches	tnut Ave					F	0 500	1000	0	0010
79th St		1700 Tor	G			Nor-1	Markat Dr				0.098	F	0.533	1800	G	2018
			<u> </u>				Market Dr									
Aulian D.:		From:	Ļ			Gı	ant Dr					-	0.50	00	~	0010
Arline Dr		<b>60</b>	G			<b>Y</b> 1	the set				0.174	F	0.56	60	G	2018
		10	L				shore Dr									
A.I.: 1		From:	Ļ			Fav	vn Lane					-	0 5 / 0		~	0010
Atkins Ln		350	G			~	<b>N</b> 1 <b>F</b> 1				0.116	F	0.548	380	G	2018
		To:	1			Oyste	r Point Rd									

				warv	MICK Maintenance Area							
Route	Length AADT	QA 4	4Tire E	Bus	Truck 2Axle 3+Axle 1Trail 2Trai	CO	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Newport News	From				Deep Creek		1					
Barclay Rd	1900	G			Deep Cleek		0.099	F	0.675	2100	G	2018
	Tor	•			Steffi Pl			•	0.070	2.00	0.	2010
	From:				Henry Clay Rd		Ì					
Beech Dr	5000	G					0.102	F	0.514	5500	G	2018
	To:				Teakwood Dr							
	From:				Siemens Way							
Bland Blvd	1500	G					0.095	F	0.770	1500	G	2018
	To:		Newpo	ort New	vs Williamsburg International Airport							
	From:				Burns Ave							
Bruton Ave	2400	G					0.129	F	0.528	2600	G	2018
	To:				Courtney Ave							
	From:				25th St			_				
Buxton Ave	5600	G					0.076	F	0.508	6100	G	2018
	10:				SWCL Hampton							
O and an Aug	From:				Swann Ave			_	0 500	400	~	0040
Center Ave	<b>440</b>	G			LIC 17. Lefferman Area		0.101	F	0.536	480	G	2018
	10.				US 17; Jefferson Ave							
Oh a taura ath Da	From:				Olive Dr			_	0.007	4 400	~	0010
Chatsworth Dr	1300	G					0.095	F	0.607	1400	G	2018
	10.				Eubank Cir							
Dreeder Dr	From:	<u>^</u>			Tanbark Dr		0.100	-	0.504	1000	~	0010
Dresden Dr	1600 <sub>то:</sub>	G			Almond Dr		0.109	F	0.524	1800	G	2018
					Almond Dr							
Etra Dr	From:	<u>^</u>			Shellby Dr		0.100	-	0 511	440	~	0010
Etna Dr	<b>440</b>	G			Beechment Dr		0.100	F	0.511	440	G	2018
	From:											
Garrow Rd	1200	G			Denbigh Blvd		0.095	F	0.583	1200	G	2018
Ganowing	1200 To:	G			Virginia Dr		0.000		0.000	1200	u	2010
	From:											
Glendale Rd	570	G			W. Carolyn Rd		0.117	F	0.573	620	G	2018
	To:	<u> </u>			E. Carolyn Rd			•	0.07.0	020	0.	2010
	From:				Tabbs Lane							
Gwynn Cir	1600	G			Tablos Lanc		0.094	F	0.576	1600	G	2018
,	To:				Fischer Dr						<b>.</b>	
	From:				Roanoke St							
Hampton Ave	1200	G		,	Rounoke St		0.085	F	0.528	1300	G	2018
,	To:				Orcutt Ave							
	From:				Crestwood Dr							
King wood Dr	360	G					0.115	F	0.6	390	G	2018
-	To:				Ross Dr							
	From:				Warren Dr							
Lakeshore Dr	1600	G					0.090	F	0.607	1700	G	2018
	To				Sandra Dr							
	From:				Bayberry Dr							
Louise Dr	1900	G			· ·		0.098	F	0.534	2100	G	2018
	To:				Cloverleaf Lane							
	From				48th St							
Madison Ave	880	G					0.084	F	0.53	960	G	2018
	To				49th ST							
	From:				Hampton Ave			-	0 5 40	4000	~	0010
Madison Ave	1500 <sub>To</sub>	G			21.04.04		0.094	F	0.543	1600	G	2018
	To: From:				21St Street 30Th Street		_					
Madison Ave	1500	G			50 m Sdoot		0.113	F	0.692	1600	G	2018

				wa	rwick Maintenan	ce Area	a							
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News									ĩ					
Madison Ln	From 2200	G	100%	0%	Walnut Grove 0% 0%	0%	0%	С	0.111	F		2400	G	2018
	<b>2200</b>	G	100 /8	0 /8	Crittenden St	0 /8	0 /0	U	0.111	1		2400	a	2010
	From:				River Rd				1					
Main St	1900	G	98%	0%	1% 1%	0%	0%	С	0.112	F	0.562	2100	G	2018
	To:				Palen Ave									
	From				Ronald Dr									
Menchville Rd	2400	G							0.083	F	0.625	2600	G	2018
	To:				Bernard Dr Nicewood Dr									
Menchville Rd	9100	G			The wood Di				0.091	F	0.618	9900	G	2018
	To				Youngs Rd									
	From				Lakeside Dr									
Museum Dr	1800	G							0.108	F	0.557	1800	G	2018
	To:				US 60 Warwick B	lvd								
	From:				Anderson Cir					_			_	
N Madison Lane	1600	G			<i>a b</i>				0.094	F	0.550	1700	G	2018
	10.				Cameron Dr									
Oak Ave	From:				30th St				0.095	F	0.563	990	G	2018
Oak Ave	910 To:	G			31st St				0.095	Г	0.565	990	G	2010
	From				Hampton Ave									
Oak Ave	1700	G							0.085	F	0.665	1800	G	2018
	To				31st St									
	From				Warwick Blvd									
Old Courthouse Way	7700	G							0.077	F	0.609	8500	G	2018
	To				Hustings Lane									
Orcutt Ave	From	G			30Th Street				0.085	F	0.566	980	G	2018
Orcult Ave	<b>900</b>	G			31St Street				0.085	Г	0.566	900	G	2010
	From				Warwick Blvd									
Oriana Rd	9200	G			Warwick Bivu				0.093	F	0.609	10000	G	2018
	To:				Denbigh Blvd					-			•	
	From				Denbigh Blvd									
Ridgewood Pkwy	2400	G							0.093	F	0.515	2600	G	2018
	To				Balthorpe Rd									
	From:				Warwick Blvd									
Snidow Blvd	5200	G	99%	0%	1% 0%	0%	0%	С	0.083	F	0.598	5700	G	2018
	To:				Barron Dr									
Chaudding Du	From:				Denbigh Blvd				0.005	-	0.500	400	~	0010
Spaulding Dr	<b>420</b>	G			Keswick Cir				0.085	F	0.562	420	G	2018
	From	I												
Stanley Dr	930	G			Marvin Dr				0.092	F	0.654	1000	G	2018
	To:	<u> </u>			Mckinley Dr				0.002		0.004	1000	ŭ	2010
	From:				Wendfield Cir									
Traverse Rd	1000	G			Wendheid Ch				0.1	F	0.595	1100	G	2018
	To				Bayberry Dr									
	From				Warwick Blvd									
W Lucas Creek Rd	2700	G							0.092	F	0.556	2900	G	2018
	To:				Hughes St									
	From				Lakeshore Dr					_			_	
Warren Dr	<b>60</b>	G			¥				0.141	F	0.611	60	G	2018
	To:	<u>i                                    </u>			Linda Dr									
	From:	L			Mac Neil Dr				0.157	<b>–</b>	0 510	100	~	0010
Wells Rd	<b>120</b>	G			Deep Spring Dr				0.157	F	0.512	130	G	2018
	10.	1			Deep Spring Dr									

Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News																
		From				Ha	mpton Ave									
Wickham Ave		2400	G								0.093	F	0.526	2600	G	2018
		To					21st St									
		From				3	0th Street									
Wickham Ave		1600	G								0.091	F	0.567	1700	G	2018
		To	·			3	1St Street									
		From	:			Н	emlock Rd									
Willow Dr		1200	G								0.092	F	0.529	1300	G	2018
		To	:			Ι	atham Dr									
		From				D	chneck Rd									
Woodside Ln		2300	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.713	2500	G	2018
Woodside En		2300		3378	0 /8			0 /8	0 /8	0	0.105	'	0.715	2300	u	2010
		From					Aspen Dr									
							Jouett Dr					-	0.044	0500	~	0010
Woodside Ln		5900	G								0.095	F	0.644	6500	G	2018
		To				De	nbigh Blvd									