2005

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 Peak Hour 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 Peak Hour 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 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	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

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

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

		WalWick	Operational A	I <del>C</del> a			T	-1.			14		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	Isla of W	Vight County Line			ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
17 (258) (32) Mercury Blvd	City of Newport News		30000 G	97%	0%	0%	1%	2%	0%	F	0.106	F	0.568	32000	G
(17) (258) (32) Wichouty Blvd	a City of Newport News			01 70	070		170	270	070	•	0.100	•	0.000	02000	Ŭ
Moreum Phys	City of Newport News	0.56	39000 G	97%	0%	0%	1%	2%	0%	F	0.085	F	0.626	42000	G
17 (258) (32) Mercury Blvd	City of Newport News		R 143 Jefferson A		U70	0%	170	270	0%	Г	0.065	Г	0.020	42000	G
	From:		8 Mercury Blvd	.ve											
17 143 Jefferson Ave	City of Newport News	1.31	49000 G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.571	53000	G
	To	CD	152 Main St												
17 (143) Jefferson Ave	City of Newport News	1.69	50000 A	97%	1%	1%	1%	1%	0%	С	0.101	Α	0.598	54000	Α
17) (143) consistent to				0.70	.,,		.,0	.,0	0,0	Ū	01.01	•	0.000	0.000	
	From:		Harpersville Rd	97%	40/	40/	40/	40/	00/	_	0.005		0.500	02000	_
17 143 Jefferson Ave	City of Newport News		58000 G Clyde Morris Bly		1%	1%	1%	1%	0%	F	0.085	F	0.520	63000	G
	From:		3 Jefferson Ave	u											
17 J Clyde Morris Blvd	City of Newport News	1.28	48000 G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.508	53000	G
	Tec														
17 J Clyde Morris Blvd	City of Newport News	0.80	I-64 <b>37000 G</b>	98%	0%	0%	0%	1%	0%	F	0.076	F	0.569	39000	G
17 J Clyde Morris Blvd	City of Newport News				076	0 /6	0 /6	1 /0	0 /6		0.076		0.509	39000	٠
~	To- From:		4 Harpersville Rd												_
17 J Clyde Morris Blvd	City of Newport News		34000 G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.535	37000	G
~	To:	NCL	Newport News												
	From:		Vight County Line												
32) (17) (258) Mercury Blvd	City of Newport News	0.22	30000 G	97%	0%	0%	1%	2%	0%	F	0.106	F	0.568	32000	G
	To: From:	US 60	) Warwick Blvd												
32) (17) (258) Mercury Blvd	City of Newport News	0.56	39000 G	97%	0%	0%	1%	2%	0%	F	0.085	F	0.626	42000	G
	To:	US 258, SI	R 143 Jefferson A	ve											
	From:	James 0	City County Line												
60 Warwick Blvd	City of Newport News	1.70	11000 G	93%	1%	1%	1%	3%	0%	F	0.089	F	0.555	13000	G
$\searrow$	To:	Y	orktown Rd												
60 Warwick Blvd	City of Newport News		15000 G	96%	0%	1%	1%	2%	0%	С	0.080	F	0.508	17000	G
00)	-						.,.					-			_
Manufals Dhad	From:		5 Ft Eustis Blvd 36000 G	97%	40/	10/	00/	00/	00/	С	0.000	F	0.604	20000	G
(60) Warwick Blvd	City of Newport News	1.68	36000 G	97%	1%	1%	0%	0%	0%	C	0.082	Г	0.621	39000	G
~~~	To: From:		nidow Blvd												
60 Warwick Blvd	City of Newport News	1.66	43000 G	97%	1%	1%	0%	0%	0%	С	0.083	F	0.502	47000	G
	To: From:	De	enbigh Blvd			\neg \vdash									
60 Warwick Blvd	City of Newport News	0.78	38000 G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	42000	G
	To:	F	Bland Blvd												
60 Warwick Blvd	City of Newport News	1.45	39000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.501	42000	G
00)	- In the state of			5070	370	. 70	570	0 / 0	J / 0		0.000	•	0.001	000	J
Marcial Blad	From:		ster Point Rd	000/	001		461	001	001		0.00=		0.505	00000	
60) Warwick Blvd	City of Newport News		32000 G	98%	0%	1%	1%	0%	0%	С	0.087	F	0.525	36000	G
~	To:	Dee	p Creek Road												

2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

		v a wick	Operationa	ai Aic	-a			т				IZ.		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. QV
	- 1						2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Wanviole Dlvd	City of Novement N		ep Creek Road 38000	G G	98%	0%	10/	40/	007	00/	_	0.007	F	0.550	42000	_
60 Warwick Blvd	City of Newport N	lews 0.89	30000	G	96%	0%	1%	1%	0%	0%	Г	0.087	Г	0.553	42000	G
~~	To: From:		de Morris Bly													
60 Warwick Blvd	City of Newport N	lews 1.07	33000	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.511	36000	G
~	To- From:	На	arpersville Rd				—									
60 Warwick Blvd	City of Newport N	lews 1.49	33000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.611	36000	G
	To-		Main Street													
60 Warwick Blvd	City of Newport N		27000	G	96%	1%	3%	0%	1%	0%	С	0.102	F	0.66	30000	G
60) Warmon Biva	ony or resupering				0070	170		070	170	070	Ū	0.102	•	0.00	00000	
Manufal Blad	From:		Mercury Blvd		000/	00/		00/	00/	00/	_	0.400	F	0.000	00000	
60 Warwick Blvd	City of Newport N		27000	G	98%	0%	1%	0%	0%	0%	С	0.120	г	0.839	30000	G
	From:		antington Ave Varwick Blvd													
60 Huntington Ave	City of Newport N		14000	G	98%	0%	1%	0%	0%	0%	F	0.179	F		15000	G
00)	Combined Traffic Estimates for 2 Parallel F			G	98%	0%	1%	0%	1%	0%	F	0.12	F	0.851	31000	
	To The state of th	Todamayo on the reduct.			0070	070		070	170	070	•	0.12	•	0.001	01000	`
60 Huntington Ave	City of Newport N	lews 0.55	50th St 12000	G	98%	0%	1%	0%	0%	0%	С	0.158	F		13000	(
60 Huntington Ave	, ,										F		Г			
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	25000	G	98%	0%	1%	0%	0%	0%	F	NA			27000	C
~~~	To- From:		39th St													
60 Huntington Ave	City of Newport N		12000	G	98%	0%	1%	0%	0%	0%	F	0.154	F		13000	C
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	17000	G	98%	0%	1%	0%	0%	0%	F	0.155	F		19000	G
	To		29th St													
60 Huntington Ave	City of Newport N	lews 0.28	6100	G	98%	0%	1%	0%	0%	0%	F	0.145	F		6700	G
	Combined Traffic Estimates for 2 Parallel F		11000	G	98%	0%	1%	0%	0%	0%	F	0.145	F		12000	G
	To:	,	25th St													
~~~	From:	Hu	ıntington Ave													
60 25th St	City of Newport N	lews 0.42	1800	G	93%	5%	2%	0%	0%	0%	С	0.114	F		2000	G
~	To-	Je	efferson Ave				—									
60 25th Street	City of Newport N	lews 0.82	3000	G	93%	5%	2%	0%	0%	0%	F	0.093	F		3300	G
30)	Combined Traffic Estimates for 2 Parallel F	Roadwavs on this Route:	5800	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.838	6300	(
	Tac	<u> </u>	Roanoke Ave													
60 25th Street	City of Newport N		3000	G	93%	5%	2%	0%	0%	0%	F	0.082	F		3200	(
25th Street	, ,		4400	G	94%	4%		0%	0%		F	NA	'			
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route.		<u> </u>	94%	4%	1%	0%	0%	0%	Г	INA			4800	(
	To: From:		26th St													
60 25th Street	City of Newport N		6600	G	93%	5%	2%	0%	0%	0%	F	0.089	F	0.563	7200	(
~	To:	W	CL Hampton													
	From:		US 60													
60 Warwick Blvd	City of Newport N	lews 1.21	14000	G	98%	0%	1%	0%	1%	0%	С	0.204	F		15000	C
Ţ.	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	28000	G	98%	0%	1%	0%	1%	0%	F	0.12	F	0.851	31000	G
	To:		50Th St													

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

		vv ai wion	Operation	71017110	-u			Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:		50Th St				ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Facioi		
60 Warwick Blvd	City of Newport News	s 0.59	13000	G	98%	0%	1%	0%	1%	0%	F	0.143	F		14000	C
<u> </u>	Combined Traffic Estimates for 2 Parallel Roa			G	98%	0%	1%	0%	0%	0%	F	NA	•		27000	(
	To:	awayo on the reduct.			0070	070		070	070	070	·				2,000	
60 Warwick Blvd	City of Newport News	s 0.77	38Th St 5100	G	98%	0%	1%	0%	1%	0%	С	0.2	F		5600	
Warwick Blvd	Combined Traffic Estimates for 2 Parallel Roa			G	98%	0%	1%	0%	0%	0%	F	0.155	F		19000	
	To:	laways on this route.	25Th St		3070	070		070	070	070	•	0.100	'		13000	
	From:		US 60				i									_
60 26th Street	City of Newport News	s 1.39	2800	G	96%	1%	2%	0%	0%	0%	С	0.071	F	0.632	3000	
\$0)	Combined Traffic Estimates for 2 Parallel Roa		5800	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.838	6300	
	To:		hestnut Av													
26th Street	City of Newport News		1400	G	94%	4%	1%	0%	0%	0%	С	0.082	F	0.552	1500	
90) ==:: =::==:	Combined Traffic Estimates for 2 Parallel Roa		4400	G	94%	4%	1%	0%	0%	0%	F	NA	•	0.002	4800	
	To:	arrayo on timo recutor	25Th St		0.70	.,,	Ť	0,0	0,0	0,0	•				.000	
ast	From:	WCI	Newport N	News												=
64)	City of Newport News (Mai		42000	G	95%	1%	1%	1%	3%	0%	F	0.079	F		43000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	80000	G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.534	81000	
	To:	SR 2	38 Yorktow	n Rd												
ast	From: (Na-				050/	40/	40/	40/	20/	00/	_	0.070	F		40000	
64)	City of Newport News (Mai	*	45000	G	95%	1%	1%	1%	3%	0%	F	0.079	•	0.500	46000	
	Combined Traffic Estimates for 2 Parallel Roa			G	95%	1%	1%	1%	3%	0%	Г	0.076	F	0.508	88000	
ast	To: From:	SR 10	5 Ft Eustis	Blvd												_
East 64)	City of Newport News (Mai	int: 99) 5.03	51000	G	95%	1%	1%	1%	3%	0%	F	0.078	F		51000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	96000	G	95%	1%	1%	1%	3%	0%	F	0.076	F	0.516	99000	
	To- From:	SR 14	13 Jefferson	Ave			\neg \vdash									
east 64)	City of Newport News (Mai	int: 99) 1.41	57000	G	95%	1%	1%	1%	3%	0%	F	0.069	F		58000	
64)	Combined Traffic Estimates for 2 Parallel Roa	•		G	95%	1%	1%	1%	3%	0%	F	0.003	F	0.55	116000	
	Combined Traine Estimates for 21 arailet Noa				9576	1 70	1 70	1 70	370	070	'	0.072	'	0.55	110000	
ast	From:	SR 17	1 Oyster Po	ınt Rd												
64)	City of Newport News (Mai	,	62000	Α	95%	1%	1%	1%	3%	0%	С	0.089	Α		63000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	124000	Α	95%	1%	1%	1%	3%	0%	С	0.085	Α	0.563	127000	
act	To: From:	US 17 J	Clyde Mor	ris Blvd												_
ast 64)	City of Newport News (Mai	int: 99) 1.06	62000	G	95%	1%	1%	1%	3%	0%	F	0.066	F		63000	
04)	Combined Traffic Estimates for 2 Parallel Roa	,		G	95%	1%	1%	1%	3%	0%	F	NA	•		134000	
	To:		CL Hampto		3370	. 70		. , ,								
/est	From:	WCI	Newport N	News												_
64)	City of Newport News (Mai		37000	G	95%	1%	1%	1%	3%	0%	F	0.078	F		38000	
	Combined Traffic Estimates for 2 Parallel Roa	•	80000	G	95%	1%	1%	1%	3%	0%	F	NA			81000	
	To:	•	13 Jefferson	Ave												

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

			ck Operali					Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR	143 Jefferso	n Ave												
64	City of Newport News	s (Maint: 99) 1.28	38000	G	95%	1%	1%	1%	3%	0%	F	0.075	F		39000	G
\bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: 80000	G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.534	81000	G
West	To- From:	SF	238 Yorktov	wn Rd												
64	City of Newport News	s (Maint: 99) 2.32	41000	G	95%	1%	1%	1%	3%	0%	F	0.076	F		42000	G
04)	Combined Traffic Estimates for 2 Paralle	,		G	95%	1%	1%	1%	3%	0%	F	0.076	F	0.508	88000	G
	To	SR	105 Fort Eust	is Blvd												
West 64	City of Newport News	s (Maint: 99) 5.22	46000	G	95%	1%	1%	1%	3%	0%	F	0.076	F		47000	G
04)	Combined Traffic Estimates for 2 Paralle	,		G	95%	1%	1%	1%	3%	0%	F	0.076	F	0.516	99000	G
	To-	<u> </u>	143 Jefferso													
West	From:				95%	40/	10/	40/	20/	00/	F	0.076	F		E0000	G
64	City of Newport News Combined Traffic Estimates for 2 Paralle	,		G G	95% 95%	1% 1%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.076 0.072	F	0.55	58000 116000	
	Combined Traine Estimates for 2 Farane				95 /6	1 /0	1 /0	1 /0	3/0	0 /6	-	0.072		0.55	110000	G
West	From:		171 Oyster P													
64	City of Newport News	,		Α	95%	1%	1%	1%	3%	0%	С	0.093	Α		64000	Α
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: 124000	Α	95%	1%	1%	1%	3%	0%	С	0.085	Α	0.563	127000	Α
West	Too From:	US 1	7 J Clyde Mo	rris Blvd												
64)	City of Newport News	s (Maint: 99) 0.78	70000	G	95%	1%	1%	1%	3%	0%	F	0.080	F		71000	G
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route			95%	1%	1%	1%	3%	0%	F	NA			134000	G
	To:		WCL Hamp	ton												
	From:	N 0.04	Ft Eustis		000/	407		00/	00/	00/	_	0.000	_	0.755	05000	_
105 Ft Eustis Blvd	City of Newport	News 0.04	32000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.755	35000	G
	To- From:		US 60		050/	40/		40/	00/	00/	_	0.000		0.500	40000	
105 Ft Eustis Blvd	City of Newport	News 1.01	40000	G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.596	43000	G
Et Evetie Dhal	To: From:	Name 0.00	I-64		050/	40/		40/	20/	00/	F	0.000	F	0.070	04000	
105 Ft Eustis Blvd	City of Newport			G	95%	1%	1%	1%	2%	0%	г	0.088	г	0.673	24000	G
	To- From:		143 Jefferso 15000	n Ave	95%	1%		40/	2%	00/	С	0.44	^	0.040	47000	^
105 Ft Eustis Blvd	City of Newport		CL Newport		95%	1%	1%	1%	2%	0%	C	0.11	Α	0.619	17000	Α
	From:		WCL Hamp													
143)27th Street	L City of Newport	News 0.35		G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.529	9000	G
140)	To:	S	R 143 Par, 28													
0011 01	From:		R 143 Par, 27		0607	601		001	001	001	_	0.655	_	0.500	0000	
28th Street	City of Newport			G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.503	2800	G
	Combined Traffic Estimates for 2 Paralle	el Koadways on this Route		G	99%	0%	1%	0%	0%	0%	F	0.079	F		6100	G
20th Ctroot	To:	Nous 0.00	Chestnut A		000/	00/	40/	00/	00/	00/		0.077		0.504	2000	
28th Street	City of Newport Combined Traffic Estimates for 2 Paralle			G G	98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.077 0.08	F	0.504 0.595	3000 5600	G
	Tarile Estimates for 2 Paralle	,	R 143 Par, 27		98%	U-70	1 70	U70	U70	U70	C	0.08	Г	0.595	3000	G

2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

_								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
Laffarra A. A.	From:		143 Par, 27t		000/	00/	40/	00/	00/	00/	_	0.070	_	0.500	4.4000	_
Jefferson Ave	City of Newport	News 0.53	13000	G	98%	0%	1%	0%	0%	0%	С	0.079	F	0.533	14000	(
Laffarra A	To- From:	Name 0.44	I-664		000/	00/		00/	00/	00/		0.000		0.500	07000	
143 Jefferson Ave	City of Newport	News 0.41	26000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.568	27000	F
143) Jefferson Ave	Tool From: City of Newport	News 1.89	50th St 35000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.559	36000	(
143 Julierson Ave	To:		58 Mercury		90 /0	076	1/0	0 /0	076	0 /0		0.001	-	0.559	30000	•
	From:		Aercury Blv													
143) (17) Jefferson Ave	City of Newport	News 1.31	49000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.571	53000	(
<u> </u>	To- From:	SI	R 152 Main	St												
143) (17) Jefferson Ave	City of Newport	News 1.69	50000	Α	97%	1%	1%	1%	1%	0%	С	0.101	Α	0.598	54000	/
<u> </u>	To- From:	SR30	6 Harpersvil	lle Rd												
143) (17) Jefferson Ave	City of Newport		58000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.520	63000	(
<u> </u>	To- From:		yde Morris l J Clyde Mo		1											
143) Jefferson Ave	City of Newport		53000	G	98%	0%	1%	0%	1%	0%	С	0.081	F	0.508	56000	(
	To-	Mid	dle Ground	Blvd												
143 Jefferson Ave	City of Newport		56000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.574	58000	(
	To		1 Oyster Po	int Rd												
143) Jefferson Ave	City of Newport		57000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.51	60000	(
	To-		I-64													
143 Jefferson Ave	City of Newport	News 1.13	79000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.570	83000	(
	Too		Bland Blvd	1												
143) Jefferson Ave	City of Newport		58000	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.569	61000	(
	To-	SR 1	73 Denbigh	Blvd												
143) Jefferson Ave	City of Newport		35000	Α	98%	0%	1%	0%	0%	0%	С	0.104	Α	0.526	36000	A
	Tou	1	Richneck Ro	d												
143 Jefferson Ave	City of Newport		35000	G	96%	1%	2%	1%	1%	0%	С	0.085	F	0.512	37000	(
	To:	SR 1	05 Ft Eustis	Blvd												
143) Jefferson Ave	City of Newport		9800	G	97%	0%	1%	1%	1%	0%	С	0.104	F	0.763	11000	(
	Tac	•	Yorktown Re	d			_									
143) Jefferson Ave	City of Newport		14000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.585	15000	(
	To:	James	City Count	y Line												
_	From:		R 143; 28th	St												
27th Street	City of Newport		3000	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.509	3300	(
\smile	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	5600	G	99%	0%	1%	0%	0%	0%	F	0.079	F		6100	(
	To- From:		Chestnut Av													
143 27th Street	City of Newport		2400	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.662	2600	(
•	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	5100	G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.595	5600	(

2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

		vv arwick Ope	cialional Aic	-a							14				
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	US 60 War	rwick Blvd			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
(152) Main St	City of Newport News	0.41 120		99%	0%	1%	0%	0%	0%	С	0.088	F	0.509	14000	G
$\overline{}$	To:	US 17, SR 143	R Tefferson Ave												
152 Main St	City of Newport News	0.56 110		99%	0%	1%	0%	0%	0%	С	0.093	F	0.558	12000	G
132)	To:	WCLH		0070	070		070	070	070	Ŭ	0.000	·	0.000	12000	Ū
	From:	SR 143 Jeff	ferson Ave												
(171) Oyster Point Rd	City of Newport News	0.70 450		99%	0%	1%	0%	0%	0%	С	0.084	F	0.528	50000	G
	To:	121-12 Ca	anon Blvd			— —									
(171) Oyster Point Rd	City of Newport News	0.17 490		99%	0%	1%	0%	0%	0%	F	0.083	F	0.544	54000	G
\bigcirc	Tou	I-6	64												
(171) Victory Blvd	City of Newport News	0.74 440		98%	0%	1%	0%	0%	0%	F	0.088	F	0.685	48000	G
	To:	York Cou	unty Line												
	From:	Moyer	r Drive												
(173) Denbigh Blvd	City of Newport News	0.53 390		99%	0%	1%	0%	0%	0%	С	0.087	F	0.637	4200	G
	To:	Catalina	a Drive												
	From:	Catalii													
173 Denbigh Blvd	City of Newport News	0.74 100	000 G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.639	11000	G
	To: From:	Lucas Cı	reek Rd												
173 Denbigh Blvd	City of Newport News	0.55 190	000 G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.596	20000	G
<u> </u>	To- From:	US 60 War	rwick Blvd												
173 Denbigh Blvd	City of Newport News	1.14 320	000 G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.617	35000	G
<u> </u>	To- From:	SR 143 Jeff	fferson Ave												
(173) Denbigh Blvd	City of Newport News	1.32 280	000 G	98%	0%	0%	1%	0%	0%	F	0.088	F	0.594	31000	G
	To	York Cou	unty Line												
	From:	US 60 War	rwick Blvd												
238 Yorktown Rd	City of Newport News	0.94 53 0	00 G	95%	0%	1%	1%	2%	0%	С	0.087	F	0.528	5800	G
<u> </u>	To: From:	I-6	64												
(238) Yorktown Rd	City of Newport News	0.18 90 0	00 G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.614	10000	G
\bigcirc	To	SR 143 Jeff	ferson Ave												
238 Yorktown Rd	City of Newport News	1.06 96 0		97%	1%	1%	1%	1%	0%	F	0.089	F	0.662	11000	G
2509	To:	York Cou	unty Line												
	From:	Isle of Wight	t County Line			- i-									
258 17 32 Mercury Blvd	City of Newport News	0.22 300		97%	0%	0%	1%	2%	0%	F	0.106	F	0.568	32000	G
	Tay	US 60 War	enrials D1vs4												
(258) (17) (32) Mercury Blvd	City of Newport News	0.56 390		97%	0%	0%	1%	2%	0%	F	0.085	F	0.626	42000	G
(230) (17) (32)										-		-			-
Maraum Dhad	City of Novement Name	Jefferso		000/	00/		00/	40/	00/	_	0.000	г	0.525	47000	
258 Mercury Blvd	City of Newport News		000 G	99%	0%	0%	0%	1%	0%	F	0.083	F	0.535	47000	G
	10.	WCL H	iampton												

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		60 Warwick I								_		_			_
Harpersville Rd	City of Newport		12000 SR 143 Jeffer	G Son Ave	98%	0%	1%	0%	0%	0%	С	0.09	F	0.554	13000	G
	From	·														
312) J Clyde Morris Blvd	City of Newport		50 Warwick I 34000	G BIVG	98%	1%	1%	0%	0%	0%	С	0.077	F	0.509	38000	G
312 0 Olyac World Biva	To:		JS 17; SR14		3070	170	170	070	070	070	O	0.077	•	0.505	30000	0
	From		untington Av													
351)39th Street	City of Newport		8500	G	97%	0%	1%	1%	0%	0%	С	0.113	F	0.714	9300	G
30)	To:	Ţ	VCL Hampto	n												
East	From:	;	SCL Hampton	n												
Hampton Roads Beltway	City of Newport News	(Maint: 99) 0.12	29000	G	94%	0%	1%	1%	4%	0%	F	0.104	F		31000	G
	Combined Traffic Estimates for 2 Parallel			G	93%	0%	1%	1%	4%	0%	F	NA			67000	G
		East I-664 is	signed as	South	ı I-664											
East	To: From:	Roano	ke Ave; Ches	stnut St												
Hampton Roads Beltway	City of Newport News	(Maint: 99) 1.02	23000	G	94%	0%	1%	1%	4%	0%	F	0.097	F		25000	G
,	Combined Traffic Estimates for 2 Parallel	,	49000	G	93%	0%	1%	1%	4%	0%	F	NA			54000	G
		East I-664 is		South	ı I-664											
	To:	SR 143.	efferson Ave	e; 35th S	t											
East 664) Hampton Roads Beltway	City of Newport News	(Maint: 99) 1.64	22000	G	94%	0%	1%	1%	4%	0%	_	0.099	_		24000	G
664 Hampton Roads Beitway	Combined Traffic Estimates for 2 Parallel	,		G	93%	0%	1%	1%	4% 4%	0%	-	0.099	F	0.524	49000	G
	Combined Trainic Estimates for 21 araner	East I-664 is		_		070	1 70	1 /0	470	070	'	0.031	'	0.324	43000	G
	To:		Ferminal Ave													
East	From:															
664 Monitor Merrimac Memorial		` '	26000	В	94%	0%	1%	1%	4%	0%	F	0.114	Α		27000	В
	Combined Traffic Estimates for 2 Parallel	•		В	93%	0%	1%	1%	4%	0%	F	NA			55000	В
	To:	East I-664 is	WCL Suffolk		1 1-004											
Al+	From		SCL Hampton													
Nest 664 Hampton Roads Beltway	City of Newport News		31000	G	93%	0%	1%	1%	5%	0%	F	0.115	F		36000	G
004)	Combined Traffic Estimates for 2 Parallel	,		G	93%	0%	1%	1%	4%	0%	F	NA	•		67000	G
		West I-664 i		_		0,0	. , 0	. , 0	.,,	0,0	-				0.000	•
	То:		Avenue; Ch													
Vest	From:		ke Ave; Ches		2021	001		461	=6:	001	_	0.45=	_		00000	_
Hampton Roads Beltway	City of Newport News	` '	25000	G	93%	0%	1%	1%	5%	0%	F	0.107	F		29000	G
_	Combined Traffic Estimates for 2 Parallel	•		G	93%	0%	1%	1%	4%	0%	F	NA			54000	G
	To-	West I-664 i	s signed as lefferson Ave													
	100	SR 143 .	enerson Ave	; 55th S	ι											

2005 Annual Average Daily Traffic Volume Estimates By Section of Route Warwick Operational Area

Route	Jurisdiction	n Longth	1 AA I	DT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	0\\\
Noute	Julisaiction	ıı Lerigii	ı AAI	וט	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
West	From:	SR 143	Jefferso	n Ave;	35th S	t											
664 Hampton Roads Beltway	City of Newport News	s (Maint: 99) 1.41	220	000	G	93%	0%	1%	1%	5%	0%	F	0.092	F		26000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 440	000	G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.524	49000	G
		West I-664	is sign	ed as	Norti	ı I-664											
West	To: From		Termina	al Ave													
West 664 Monitor Merrimac Memorial I	Bridge Tunnel City of Newport News	s (Maint: 99) 2.93	270	000	В	93%	0%	1%	1%	5%	0%	F	0.111	Α		28000	В
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 530	000	В	93%	0%	1%	1%	4%	0%	F	NA			55000	В
	To:		WCL S	uffolk													

					VV	ai wick O	perational Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From:	1		SR	173: 121-1	9 RICHNECK RD								
F141)	0.08	NA								NA			NA		
<u> </u>		To				De	ead End								
O 2511 21		From:		- 10 <i>i</i>	40.		ington Ave			<u> </u>				_	
25th Street	0.12	2200 To:	G	94%	4%	2%	0% 0%	0%	С	0.111	F	0.595	2400	G	2005
		From:	l				wick Blvd			<u> </u>					
2 26th Street	0.10	5500	G	94%	4%	2%	ngton Ave 0% 0%	0%	F	0.163	F		6000	G	2005
2 26th Street	0.10	To:	Ť	0470	770		wick Blvd	070	•	0.100	•		0000	Ü	2000
		From:					4 28Th Street								
3 27th Street	0.14	2400	G	96%	0%	3%	0% 0%	0%	F	0.082	F	0.586	2600	G	2005
121)		To:			121-	7013; 1SR	143-P Jefferson Av	ve							
$\widehat{}$		From:				US 60; V	Warwick Blvd								
Oyster Point Rd	1.04	46000	G	98%	0%	1%	0% 0%	0%	С	0.081	F	0.597	50000	G	2005
		To:	<u> </u>				Jefferson Ave								
5 35th Street	0.24	From:	G	000/	Ω0/		ington Ave	Ω0/	F	0.101	_		3500	C	2005
35th Street	0.24	3200 To:		98%	0%	1%	0% 0% 0 Parallel	0%	Г	0.191	F		3500	G	2005
		From:			ī		e Rd; Terrace Dr								
6 Hampton Roads Center	0.63	23000	N	99%	0%	0%	0% 0%	0%	N	0.103	Ν	0.529	26000	N	2005
121)		To					. Hampton								
		From:				Wash	ington Ave								
7 121 49th Street	0.24	2200	G	94%	4%	2%	0% 0%	0%	С	0.165	F		2500	G	2005
121/		To:				Hunti	ngton Ave								
		From:				Wash	ington Ave								
50th Street	0.11	1600	G	92%	6%	1%	0% 0%	0%	С	0.164	F	0.624	1800	G	2005
		To: From:				US 60, H	untington Ave								
8 50th Street	0.11	640	G	92%	6%	1%	0% 0%	0%	F	0.144	F		700	G	2005
		To:			U	S 60 Parall	el, Warwick Blvd			J					
<u> </u>		From:					5Th St				_				
g Washington Ave	1.24	5500 To:	G	95%	3%	2%	0% 0%	0%	С	0.104	F	0.764	6100	G	2005
		From:					0Th St								
10 Beechmont Dr	1.16	4100	G	98%	0%	<u>м</u> 1%	oyer Rd 0% 0%	0%	С	0.094	F	0.575	4500	G	2005
10 Beechmont Dr	1.10	4100 To:		30 76	0 70		Creek Dr	070		0.034	'	0.575	4300	O	2000
		From:				Lucas	Creek Rd								
10 Beechmont Dr	0.24	7500	G	98%	0%	1%	0% 0%	0%	F	0.090	F	0.597	8200	G	2005
		To:				War	wick Blvd								
	0.04	From:	Ļ	000/	201		chville Rd	00/			_	0.054	45000	_	0005
11 Boxley Blvd	0.81	13000 To:	G	99%	0%	1%	0% 0%	0%	С	0.093	F	0.654	15000	G	2005
		From:					Warwick Blvd			<u> </u>					
12) Canon Blvd	1.60	14000	G	98%	0%	Thimble 1%	Shoals Blvd 0% 1%	0%	С	0.100	F	0.675	16000	G	2005
12) Canon Blvd	1.00	To-	Ü	30 76	0 70		R 171	070	C	0.100	'	0.073	10000	O	2000
		From:	 I				Morris Blvd			i					
13) Diligence Dr	0.44	11000	G	99%	0%	1%	0% 0%	0%	С	0.090	F	0.543	12000	G	2005
13) Diligence Dr		To:					Shoals Blvd								
		From:				Lucas	Creek Rd								
14 Eastwood Dr	1.36	3400	G	99%	0%	0%	0% 0%	0%	F	0.100	F	0.634	3700	G	2005
		To:					lony Dr								
121)						Co	lony Rd								
O =	0.44	7100		QQ0/.	00/			Nº/:	\sim	0.004	⊏	0 666	7800	G	2005
O =	0.44	7100	G	99%	0%	0%	0% 0%	0%	С	0.094	F	0.666	7800	G	2005
<u> </u>	0.44	7100	G	99%	0%	0% War	0% 0% wick Blvd	0%	С	0.094	F	0.666	7800	G	2005
<u> </u>	0.44	7100	G	99%	0%	0% War	0% 0%	0%	С	0.094	F F	0.666	7800 5200	G G	2005

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From:	1							- 1					
16) McManus Blvd	1.04	10000	G	99%	0%	Bland Blvd 1% 0%	0%	0%	С	0.098	F	0.614	11000	G	2005
(16) McManus Blvd	1.04	To-		99 /0	0 /0	Denbigh Blvd	0 /6	076		0.090	-	0.014	11000	G	2003
		From:	1			Jefferson Ave				i					
17 Middle Ground Blvd	0.64	8600	G	92%	1%	6% 0%	1%	0%	С	0.094	F	0.582	9400	G	2005
(21)		To:				Canon Blvd									
		From:				Denbigh Blvd									
18 Moyer Rd	0.54	2800	G	99%	0%	0% 0%	0%	0%	С	0.096	F	0.601	3100	G	2005
<u> </u>		To:				Beechmont Dr									
O Distance Dat	0.00	From:	<u> </u>	000/	00/	Denbigh Blvd	00/	00/			_	0.047	0700	_	0005
19 Richneck Rd	0.96	3300	G	98%	0%	1% 0%	0%	0%	С	0.101	F	0.847	3700	G	2005
0.00	4.54	From:	<u> </u>	000/	201	Jefferson Ave	201	00/			_	0.044	4700		2225
19 Richneck Rd	1.54	4300 To:	G	98%	0%	1% 0%	0%	0%	F	0.106	F	0.614	4700	G	2005
		From:	1			York County Lir	e			+-					
20 River Rd	0.74	480	G	99%	0%	Mercury Blvd 0% 0%	0%	0%	С	0.095	F	0.84	530	G	2005
River Rd	5.74	400 To:	Ĕ	JJ /0	J /0	Huntington Ave		J /U		0.030	'	5.04	550	J	2000
_		From:				Country Club R				i					
21 Shoe Ln	0.78	5300	G	99%	0%	1% 0%	0%	0%	С	0.087	F	0.621	5800	G	2005
T21/		To:				Warwick Blvd									
		From:				Jefferson Ave									
22 Thimble Shoals Blvd	0.91	14000	G	99%	1%	1% 0%	0%	0%	С	0.099	F	0.556	15000	G	2005
(2)		To: From:				Pilot House Dr									
72) Thimble Shoals Blvd	0.27	9100	G	98%	1%	Pilot House Rd	0%	0%	С	0.103	F	0.736	10000	G	2005
Thimble Shoals Blvd	0.21	To:	Ť	0070		JS 17 J Clyde Morri		070	<u> </u>		•	0.700	10000	Ü	2000
		From:	1			Jefferson Ave				i					
7000 121 16th Street	0.90	4300	G	97%	1%	1% 0%	0%	0%	С	0.078	F	0.544	4800	G	2005
121)		To				Chestnut Ave									
7000 Chesapeake Ave	1.05	2100 From:	G	97%	1%	1% 0%	0%	0%	F	NA			2200	G	2005
121)		To:				SCL Hampton									
		From:													
7002 23rd Street	0.22	2800	G			West Ave									
(121)			G	99%	0%	1% 0%	0%	0%	С	0.161	F	0.953	3000	G	2005
		To:		99%	0%			0%	С	0.161	F	0.953	3000	G	2005
	0.21	7900	G	99%	0%	1% 0% US 60 Huntington 1% 0%	Ave 0%	0%	C F	0.161	F F	0.953	3000 8600	G G	
	0.21					1% 0% US 60 Huntington	Ave 0%					0.953			
7002 23rd Street		7900 To:	G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave	Ave 0%	0%	F	0.199	F		8600	G	2005
	0.21	7900 From:				1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0%	Ave 0%					0.953			2005
7002 23rd Street		7900 To:	G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th \$ Huntington Ave 3% 0% Jefferson Ave	Ave 0% 5t 0%	0%	F	0.199	F		8600	G	2005
7002 23rd Street 7004 28th Street	0.34	7900 From: 3400 From:	G G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th \$ Huntington Ave 3% 0% Jefferson Ave Washington Ave	Ave 0% St 0%	0%	F C	0.199	F		8600 3800	G G	2005
7 ₀₀₂ 23rd Street 7 ₀₀₄ 28th Street		7900 To:	G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th \$ Huntington Ave 3% 0% Jefferson Ave	Ave 0% 5t 0%	0%	F	0.199	F		8600	G	2005
23rd Street 7002 28th Street 7006 34th Street	0.34	7900 To: From: 3400 To: From: 770	G G G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 9 Huntington Ave 3% 0% Jefferson Ave Washington Ave 3% 0% US 60 Warwick B	Ave 0% St 0%	0%	F C	0.199 0.095 0.117	F F		8600 3800 850	G G G	2005
23rd Street 7002 28th Street 7006 34th Street	0.34	7900 To: 3400 To: 770 To: 770	G G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 9 Huntington Ave 3% 0% Jefferson Ave Washington Ave 3% 0% US 60 Warwick B 3% 0%	Ave 0% 5t	0%	F C	0.199	F		8600 3800	G G	2005
23rd Street 7002 28th Street 7006 34th Street	0.34	7900 To: From: 3400 To: From: 770 To: To: To: To:	G G G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th S Huntington Ave 3% 0% Jefferson Ave Washington Av. 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th S	Ave 0% 5t	0%	F C	0.199 0.095 0.117	F F		8600 3800 850	G G G	2005
23rd Street 7002 28th Street 7006 34th Street 7006 34th Street	0.34 0.07 0.13	7900 To: From: 3400 To: From: 770 To: From: 770 To: From: From:	G G G G	99% 96% 96%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0% Jefferson Ave Washington Av 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 5 Colony Rd	Ave	0%	F C F	0.199 0.095 0.117 0.121	F F F	0.691	8600 3800 850 840	G G G	2005 2005 2005 2005
23rd Street 7002 28th Street 7006 34th Street 7006 34th Street	0.34	7900 To: From: 3400 To: From: 770 To: To: To: To:	G G G	99%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th S Huntington Ave 3% 0% Jefferson Ave Washington Av. 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th S	Ave 0% 5t	0%	F C	0.199 0.095 0.117	F F		8600 3800 850	G G G	2005 2005 2005 2005
7002 23rd Street 7004 28th Street 7006 34th Street 7006 34th Street 7007 Lucas Creek Rd	0.34 0.07 0.13	7900 To: From: 3400 To: From: 770 To: From: 3800 To: From: 770	G G G G	99% 96% 96% 96%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0% Jefferson Ave Washington Av 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 5 Colony Rd 1% 0% Youngs Rd Denbigh Blvd	Ave 0% 5t 5 0% 1vd 0% 5t 5 0%	0%	F C C	0.199 0.095 0.117 0.121	F F F	0.691	8600 3800 850 840	G G G G	2005 2005 2005 2005 2005
23rd Street 7002 28th Street 7006 34th Street 7006 34th Street 7007 Lucas Creek Rd	0.34 0.07 0.13	7900 To: From: 3400 To: From: 770 To: From: 3800 To: From: 6000	G G G G	99% 96% 96%	0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0% Jefferson Ave Washington Av 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 5 Colony Rd 1% 0% Youngs Rd Denbigh Blvd 1% 0%	Ave	0%	F C F	0.199 0.095 0.117 0.121	F F F	0.691	8600 3800 850 840	G G G	2005 2005 2005 2005
7002 23rd Street 7004 28th Street 7006 34th Street 7006 34th Street 7007 Lucas Creek Rd	0.34 0.07 0.13	7900 To: From: 770 To: From: 3800 To: From: 60000 To:	G G G G	99% 96% 96% 96%	0% 0% 0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0% Jefferson Ave Washington Av 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 5 Colony Rd 1% 0% Youngs Rd Denbigh Blvd	Ave 0% 5t 5 0% 1vd 0% 5t 5 0%	0%	F C C	0.199 0.095 0.117 0.121	F F F	0.691	8600 3800 850 840 4100	G G G G	2005 2005 2005 2005
23rd Street 7004 28th Street 7006 34th Street 7007 Lucas Creek Rd 7007 Lucas Creek Rd	0.34 0.07 0.13 1.39	7900 To: From: 770 From: 770 From: 3800 To: From: F	G G G G	99% 96% 96% 96%	0% 0% 0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 5 Huntington Ave 3% 0% Jefferson Ave Washington Av 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 5 Colony Rd 1% 0% Youngs Rd Denbigh Blvd 1% 0%	Ave 0% st	0%	F C C	0.199 0.095 0.117 0.121 0.099	F F F	0.691 0.541 0.584	8600 3800 850 840 4100 6600	G G G G G	2005 2005 2005 2005 2005
23rd Street 7004 28th Street 7006 34th Street 7007 Lucas Creek Rd 7007 Lucas Creek Rd	0.34 0.07 0.13	7900 To: From: 770 From: 770 From: 770 From: 6000 To: 2300	G G G G	99% 96% 96% 96%	0% 0% 0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 9 Huntington Ave 3% 0% Jefferson Ave Washington Ave 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 9 Colony Rd 1% 0% Youngs Rd Denbigh Blvd 1% 0% Colony Rd Washington Ave	Ave 0% of t	0%	F C C	0.199 0.095 0.117 0.121	F F F	0.691	8600 3800 850 840 4100	G G G G	2005 2005 2005 2005 2005
23rd Street 7002 28th Street 7006 34th Street 7007 Lucas Creek Rd 7007 Lucas Creek Rd	0.34 0.07 0.13 1.39	7900 To: From: 770 To: 770 To: From: 770 To:	G G G G	99% 96% 96% 96%	0% 0% 0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 9 Huntington Ave 3% 0% Jefferson Ave Washington Ave 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 9 Colony Rd 1% 0% Youngs Rd Denbigh Blvd 1% 0% Colony Rd Huntington Ave	Ave 0% of t	0%	F C C	0.199 0.095 0.117 0.121 0.099	F F F	0.691 0.541 0.584	8600 3800 850 840 4100 6600	G G G G G	2005 2005 2005 2005 2005
7002 23rd Street 7004 28th Street 7006 34th Street 7007 Lucas Creek Rd 7007 Lucas Creek Rd	0.34 0.07 0.13 1.39	7900 To: From: 770 From: 770 From: 770 From: 6000 To: 2300	G G G G	99% 96% 96% 96%	0% 0% 0%	1% 0% US 60 Huntington 1% 0% US 60 Par 25th 9 Huntington Ave 3% 0% Jefferson Ave Washington Ave 3% 0% US 60 Warwick B 3% 0% US 60 Par 34th 9 Colony Rd 1% 0% Youngs Rd Denbigh Blvd 1% 0% Colony Rd Washington Ave	Ave 0% of t	0%	F C C	0.199 0.095 0.117 0.121 0.099	F F F	0.691 0.541 0.584	8600 3800 850 840 4100 6600	G G G G G	2005 2005 2005 2005 2005 2005 2005 2005

					W	arwick O	perationa	al Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From:	1				1. 4									
7010 48th Street	0.16	4400	G	96%	1%	2%	1%	1%	0%	С	0.078	F	0.509	4900	G	2005
7010 121 48th Street	0.59	7600 From:	G	96%	0%	1%	shall Ave 1% stnut Ave	1%	0%	С	0.088	F	0.58	3900	G	2005
		From:					rfield Rd									
7011 Orcutt Ave	0.37	1600	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.507	1800	G	2005
(7011) Orcutt Ave	0.56	2000 From:	G	99%	0%	1%	Paul St 0% LHampton	0%	0%	С	0.105	F	0.502	2200	G	2005
		From:	1								l					
7012 Briarfield Rd	1.17	9500 _{To:}	G	97%	1%	1%	erson Ave 0% L Hampton	1%	0%	С	0.088	F	0.522	10000	G	2005
		From:					27Th Stree									
7013 Jefferson Ave	0.05	14000	G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.624	15000	G	2005
7013 121 Jefferson Ave	0.55	12000 From:	G	97%	1%	1%	0% 0% .6th St	0%	0%	С	0.072	F	0.511	13000	G	2005
		From:	1				25th St									
7015 Marshall Ave	0.69	5200	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.592	5700	G	2005
(7015) Marshall Ave	1.08	5900 From:	G	98%	1%	1%	99th St 0%	0%	0%	С	0.088	F	0.531	6500	G	2005
(7015) Marshall Ave	1.03	5400 From:	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.55	5900	G	2005
-		From:					L Hampton									
7017 Roanoke Ave	1.21	3500	G	98%	0%	1%	6Th St 0%	0%	0%	F	0.078	F	0.505	3800	G	2005
7017 Roanoke Ave	1.16	2600	G	98%	0%	1%	I-664 0%	0%	0%	С	0.115	F	0.661	2800	G	2005
<u> </u>		From:		2221			rfield Rd	201	201		\supset					
Roanoke Ave	0.93	3300 To:	G	98%	0%	1%	0% L Hampton	0%	0%	F	0.113	F	0.607	3600	G	2005
		From:					0 25Th St				l					
(7019) Chestnut Ave	0.70	5300	G	97%	1%	2%	0%	0%	0%	С	0.078	F	0.6	5800	G	2005
(7019) Chestnut Ave	0.10	8700	G	97%	1%	2%	9Th St 0%	0%	0%	F	0.082	F	0.7	9500	G	2005
Chastaut Ava	1.00	From:	<u> </u>	070/	10/		St Street	00/	00/				0.560	0500		2005
(7019) Chestnut Ave	1.08	7700	G	97%	1%	2%	0%	0%	0%	F	0.089	F	0.562	8500	G	2005
(7019) Chestnut Ave	0.95	7800	G	99%	0%	1%	orfield Rd 0%	0%	0%	С	0.088	F	0.538	8600	G	2005
		From:	l				L Hampton erson Ave				1					
(7027) Harpersville Rd	1.00	23000	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.532	25000	G	2005
(7027) Harpersville Rd	1.77	From: 12000	G	98%	0%	1%	Expressway 0%	0%	0%	С	0.118	F	0.569	13000	G	2005
		From:	<u> </u>				nders Rd	v4								
7034 Old Oyster Point Rd	0.67	6100	G				Canon Blv	/U			0.091	F	0.615	6700	G	2005
(7034) Old Oyster Point Rd	0.64	6300	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.569	6900	G	2005
		To: From:	-				ton Lane ton Lane									
7034 Old Oyster Point Rd	0.18	8800 To:	G	99%	0% I	1%	0% yde Morris	0% Blvd	0%	F	0.089	F	0.533	9600	G	2005
											•					

					V V	ai wick C	peration	ai Ai ea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News		From:	i								- 1					
7034 Harpersville Rd	0.53	12000	G	99%	0%	US 17; J C 1%	O%	0%	0%	F	0.083	F	0.644	13000	G	2005
7034 Saunders Rd	0.76	From:	G	99%	0%	1%	oersville Rd 0%	0%	0%	С	0.106	F	0.700	12000	G	2005
		From:	<u> </u>				CL Hamptor									
7036 Blount Point Rd	0.68	2800 To:	G	95%	0%	1%	1y Hills Blv 3% on Ave Nor	0%	0%	С	0.088	F	0.593	3000	G	2005
7036 Hiden Blvd	0.85	7700 To:	G	95%	0%	Madiso 1%	on Lane Nor 3% rwick Blvd		0%	F	0.084	F	0.577	8500	G	2005
7038 Deep Creek Rd	1.09	From: 5900	G	99%	0%	Norr 1%	nandy Lane 0%	0%	0%	С	0.090	F	0.635	6500	G	2005
7040) Colony Rd	0.50	From:	G	98%	0%		ertzler Rd 0%	0%	0%	С	0.088	F	0.605	2000	G	2005
7040 Colony Rd	0.50	To		30 /0	070			0 70	070		0.000	•	0.003	2000	G	2003
7040 Colony Rd	1.52	7200 From:	G	98%	0%	1%	os Creek Rd 0% Warwick Bl	0% vd	0%	F	0.099	F	0.629	7900	G	2005
		From:	<u> </u>				nbigh Blvd				l					
Old Denbigh Blvd	0.61	8100	G	99%	1%	1% York	0% County Lin	0% e	0%	С	0.098	F	0.603	8900	G	2005
O		From:					Warwick B1								_	
Bland Blvd	0.93	29000	G	99%	0%	1% SR 143	0% Jefferson A	0% .ve	0%	С	0.087	F	0.583	32000	G	2005
Bland Blvd	0.49	15000 To:	G	99%	0%	1% McN	0% Manus Blvd	0%	0%	F	0.086	F	0.521	17000	G	2005
35th Street		From: 1900	G	95%	1%	3%	0% rcutt Ave	0%	0%	С	0.088	F	0.531	2100	G	2005
79th Street		From: 2000	G				estnut Ave				0.095	F	0.511	2200	G	2005
		To:				New	Market Dr					·	0.0			
Arline Dr		70	G				Grant Dr				0.148	F	0.636	70	G	2005
		To: From:	<u> </u>				reshore Dr									
Atkins Ln		340	G				wn Lane ter Point Rd				0.084	F	0.656	370	G	2005
		From:					ep Creek									
Barclay Rd		1700 _{To-}	G				Steffi Pl				0.102	F	0.588	1900	G	2005
Beech Dr		From:	G				ry Clay Rd				0.102		0.514	F200		2005
Beech Di		4900 To:	G			Tea	akwood Dr				0.102	F	0.514	5300	G	2005
Bruton Ave		From: 2400	G			В	urns Ave				0.110	F	0.765	2600	G	2005
		To:				Соц	artney Ave									
Buxton Ave		5400 To:	G				25th St				0.076	F	0.508	5900	G	2005
		From:	l				CL Hampton wann Ave				<u> </u>					
Center Ave		590	G				Jefferson A	ve			0.096	F	0.52	650	G	2005
		From:					Olive Dr				İ					
Chatsworth Dr		1500	G								0.102	F	0.594	1700	G	2005
		To:				Ει	ıbank Cir									

						peranona									
Route	Length AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Newbort News	From	1			To	nbark Dr				-1					
Dresden Dr	2500	G			Tai	ibark Di				0.101	F	0.535	2700	G	200
2.00002.	To	Ť			Alr	nond Dr					•	0.000	2.00		
	From	1			Sh	ellby Dr									
Etna Dr	440	G								0.100	F	0.511	440	G	200
	To				Beec	chment Dr									
	From				Den	bigh Blvd									
Garrow Rd	1200 _{то:}	G								0.095	F	0.583	1200	G	200
						ginia Dr									
Glendale Rd	From: 640	G			W. C	Carolyn Rd				0.108	F	0.52	700	G	200
Gleridale Ru	040 To:	٣			E C	arolyn Rd				0.106	Г	0.52	700	G	200
	From	1				obs Lane									
Gwynn Cir	1600	G			1 at	JUS Lane				0.094	F	0.576	1600	G	200
	To:				Fis	scher Dr									
	From				Ros	anoke St				T					
Hampton Ave	1700	G								0.081	F	0.51	1900	G	200
	To				Ore	cutt Ave									
	From				Cres	twood Dr									
King wood Dr	310	G								0.117	F	0.617	340	G	200
	To					oss Dr									
Lakeshore Dr	From:	Ļ			Wa	arren Dr					_	0.040	4000	_	000
	1700 _{To:}	G			Ç.	ndra Dr				0.093	F	0.646	1800	G	200
	From														
Louise Dr	3100	G			Вау	berry Dr				NA			3200	G	200
Lodioc Di	To	Ť			Clove	erleaf Lane				– "`			0200	Ü	200
_	From:					8th St									
Madison Ave	1500	G								0.081	F	0.520	1700	G	200
	To					9th ST									
Madia an Aus	From: 2400	<u></u>			Ham	npton Ave				0.079	F	0.534	2700	G	200
Madison Ave	2400 To:	G			219	St Street				0.079	Г	0.554	2700	G	200
	From:					Th Street									
Madison Ave	2000	G								80.0	F	0.527	2200	G	200
	To					St Street									
	From					nut Grove									
Madison Ln	2600	G	100%	0%	0%	0%	0%	0%	С	0.1	F		2800	G	200
	10.					tenden St									
Main St	1500	G	98%	0%	1%	iver Rd 1%	0%	0%	С	0.095	F	0.515	1600	G	200
Main St	To	Ü	30 /0	070		len Ave	0 70	070		0.033	'	0.515	1000	G	200
	From					nald Dr									
Menchville Rd	2300	G			100	nuid Di				0.083	F	0.625	2500	G	200
	To				Be	rnard Dr									
	From:	Ļ			Nice	ewood Dr					_	0.040	0000	_	000
Menchville Rd	8800 _{To:}	G			Vo	um oo D.d				0.091	F	0.618	9600	G	200
	From	1				ungs Rd									
Museum Drive	1800	G			Lak	eside Dr				0.108	F	0.557	1800	G	200
MINOGRILI DIIVE	To:	Ť			US 60 V	Varwick Blv	⁄d				•	0.001	1000	J	200
	From					erson Cir				i					
N Madison Lane	2100	G								0.102	F	0.506	2300	G	200
	To				Car	neron Dr									
	From:				3	30th St									
Oak Ave	1200	G								0.074	F	0.602	1300	G	200
	To				3	31st St									

						Jperation.									
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
of Newport News	From														
Oak Ave	2300	G			Har	mpton Ave				0.082	F	0.689	2500	G	2005
Oak Ave	2300					31st St				0.062	Г	0.009	2300	G	2000
	From					rwick Blvd				1					
Old Courthouse Way	7500	G			wa	IWICK DIVU				0.077	F	0.609	8200	G	2005
old Courtiloddo Way	To:	Ť			Hus	stings Lane				<u> </u>	·	0.000	0200	Ū	2000
	From:					Th Street				i					
Orcutt Ave	920	G				TH Bulcot				0.101	F	0.546	1000	G	2005
	To				31	1St Street									
	From				Wa	rwick Blvd									
Oriana Rd	8900	G								0.093	F		9800	G	2005
	To:				Der	nbigh Blvd									
	From:				De	nbigh Blvd									
Ridgewood Pkwy	2900	G								0.083	F	0.584	3200	G	2005
	To				Ba	lthorpe Rd									
	From					SR 143									
Rt 143 Airport Lot	NA									NA			NA		
	To		Ne	wport Ne	ws Willia	amsburg Inte	ernational	Airport							
	From				Wa	rwick Blvd									
Snidow Blvd	5000	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.598	5500	G	2005
	To	<u> </u>			В	Barron Dr									
	From				Der	nbigh Blvd									
Spaulding Dr	420	G								0.085	F	0.562	420	G	2005
	To	<u> </u>			Ke	eswick Cir									
Stanley Dr	From				M	1arvin Dr									
	1000	G								0.084	F	0.545	1100	G	2005
	To	<u></u>				ckinley Dr									
Traverse Rd	From:	<u> </u>			We	endfield Cir					_			_	
	1700 _{то:}	G								0.108	F		1900	G	2005
		<u> </u>				ayberry Dr									
	From:	ب			Wa	rwick Blvd					_	0.000	0400	_	000
W Lucas Creek Rd	1900 _{то:}	G			T1	Hughes St				0.079	F	0.602	2100	G	200
		<u> </u>								<u> </u>					
Warren Dr	From:	G			Lak	keshore Dr				0.141	F	0.611	60	G	2001
Wallen Di	To:					Linda Dr				0.141	Г	0.011	60	G	200
	From														
Wells Rd	130	G			IVI	ac Neil Dr				0.15	F	0.512	140	G	2005
W Clis I (d	To:	Ť			Dee	p Spring Dr					•	0.512	140	J	2000
	From	一				mpton Ave									
Wickham Ave	3300	G			Tiai	inpton Ave				0.081	F	0.526	3600	G	2005
Wiokiami	To:	Ť				21st St					·	0.020	0000	Ū	2000
	From:				30	0th Street									
Wickham Ave	2100	G									F	0.578	2300	G	200
	To:	<u> </u>			31	1St Street									
	From				Не	emlock Rd									
Willow Dr	1500	G								0.085	F	0.538	1700	G	200
	To:	<u> </u>			La	atham Dr									
	From				Ric	chneck Rd									
						_									
Woodside Ln	2500	G	99%	0%	0%	0%	0%	0%	С	0.098	F		2700	G	2005
Woodside Ln		G	99%	0%	A	Aspen Dr	0%	0%	С	0.098	F		2700	G	2005
Woodside Ln Woodside Ln	2500	G	99%	0%	A		0%	0%	С	0.098	F 		6300	G G	2005