

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
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT
 ALT - Alternate Route
-  Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|----------------------|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: Isle of Wight County Line | | | | | | | | | | | | | | | | |
| 17 258 32 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: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| From: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| 17 258 32 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, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: US 258 Mercury Blvd | | | | | | | | | | | | | | | | |
| 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: SR 152 Main St | | | | | | | | | | | | | | | | |
| From: SR 152 Main St | | | | | | | | | | | | | | | | |
| 17 143 Jefferson Ave | City of Newport News | 1.69 | 50000 | A | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.101 | A | 0.598 | 54000 | A |
| To: SR 306 Harpersville Rd | | | | | | | | | | | | | | | | |
| From: SR 306 Harpersville Rd | | | | | | | | | | | | | | | | |
| 17 143 Jefferson Ave | City of Newport News | 1.12 | 58000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.520 | 63000 | G |
| To: SR 312 J Clyde Morris Blvd | | | | | | | | | | | | | | | | |
| From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| 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 |
| To: I-64 | | | | | | | | | | | | | | | | |
| From: I-64 | | | | | | | | | | | | | | | | |
| 17 J Clyde Morris Blvd | City of Newport News | 0.80 | 37000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.076 | F | 0.569 | 39000 | G |
| To: 121-7034 Harpersville Rd | | | | | | | | | | | | | | | | |
| From: 121-7034 Harpersville Rd | | | | | | | | | | | | | | | | |
| 17 J Clyde Morris Blvd | City of Newport News | 0.25 | 34000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.083 | F | 0.535 | 37000 | G |
| To: NCL Newport News | | | | | | | | | | | | | | | | |
| From: NCL Newport News | | | | | | | | | | | | | | | | |
| From: Isle of Wight 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: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| 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, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: US 258, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: James 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 |
| To: Yorktown Rd | | | | | | | | | | | | | | | | |
| From: Yorktown Rd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.61 | 15000 | G | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.080 | F | 0.508 | 17000 | G |
| To: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | | |
| From: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.68 | 36000 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.082 | F | 0.621 | 39000 | G |
| To: Snidow Blvd | | | | | | | | | | | | | | | | |
| From: Snidow Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.66 | 43000 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.083 | F | 0.502 | 47000 | G |
| To: Denbigh Blvd | | | | | | | | | | | | | | | | |
| From: Denbigh Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 0.78 | 38000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.083 | F | 0.536 | 42000 | G |
| To: Bland Blvd | | | | | | | | | | | | | | | | |
| From: 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 |
| To: Oyster Point Rd | | | | | | | | | | | | | | | | |
| From: Oyster Point Rd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 2.39 | 32000 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.087 | F | 0.525 | 36000 | G |
| To: Deep Creek Road | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | From: Deep Creek Road | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 0.89 | 38000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.087 | F | 0.553 | 42000 | G |
| | To: J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.07 | 33000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.092 | F | 0.511 | 36000 | G |
| | To: Harpersville Rd | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 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 News | 1.08 | 27000 | G | 96% | 1% | 3% | 0% | 1% | 0% | C | 0.102 | F | 0.66 | 30000 | G |
| | To: Mercury Blvd | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 0.61 | 27000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.120 | F | 0.839 | 30000 | G |
| | To: Huntington Ave | | | | | | | | | | | | | | | |
| 60 Huntington Ave | City of Newport News | 1.24 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.179 | F | | 15000 | G |
| | From: Warwick Blvd | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 28000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.12 | F | 0.851 | 31000 | G |
| | To: 50th St | | | | | | | | | | | | | | | |
| 60 Huntington Ave | City of Newport News | 0.55 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.158 | F | | 13000 | G |
| | From: 50th St | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 25000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | 27000 | G | |
| | To: 39th St | | | | | | | | | | | | | | | |
| 60 Huntington Ave | City of Newport News | 0.50 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.154 | F | | 13000 | G |
| | From: 39th St | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel 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 News | 0.28 | 6100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.145 | F | | 6700 | G |
| | From: 29th St | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.145 | F | | 12000 | G |
| | To: 25th St | | | | | | | | | | | | | | | |
| 60 25th St | City of Newport News | 0.42 | 1800 | G | 93% | 5% | 2% | 0% | 0% | 0% | C | 0.114 | F | | 2000 | G |
| | From: Huntington Ave | | | | | | | | | | | | | | | |
| | To: Jefferson Ave | | | | | | | | | | | | | | | |
| 60 25th Street | City of Newport News | 0.82 | 3000 | G | 93% | 5% | 2% | 0% | 0% | 0% | F | 0.093 | F | | 3300 | G |
| | From: Jefferson Ave | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5800 | G | 95% | 3% | 2% | 0% | 0% | 0% | F | 0.078 | F | 0.838 | 6300 | G |
| | To: Roanoke Ave | | | | | | | | | | | | | | | |
| 60 25th Street | City of Newport News | 0.51 | 3000 | G | 93% | 5% | 2% | 0% | 0% | 0% | F | 0.082 | F | | 3200 | G |
| | From: Roanoke Ave | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4400 | G | 94% | 4% | 1% | 0% | 0% | 0% | F | NA | | 4800 | G | |
| | To: 26th St | | | | | | | | | | | | | | | |
| 60 25th Street | City of Newport News | 0.53 | 6600 | G | 93% | 5% | 2% | 0% | 0% | 0% | F | 0.089 | F | 0.563 | 7200 | G |
| | From: 26th St | | | | | | | | | | | | | | | |
| | To: WCL Hampton | | | | | | | | | | | | | | | |
| | From: US 60 | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.21 | 14000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.204 | F | | 15000 | G |
| | From: 50th St | | | | | | | | | | | | | | | |
| | Combined Traffic Estimates for 2 Parallel 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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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 60 Warwick Blvd | From: 50Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 0.59 | 13000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.143 | F | 14000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 25000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | 27000 | G | |
| 60 Warwick Blvd | From: 38Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 0.77 | 5100 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.2 | F | 5600 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.155 | F | 19000 | G | |
| 60 26th Street | From: 25Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 1.39 | 2800 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.071 | F | 0.632 | 3000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5800 | G | 95% | 3% | 2% | 0% | 0% | 0% | F | 0.078 | F | 0.838 | 6300 | G |
| 60 26th Street | From: Chestnut Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 0.49 | 1400 | G | 94% | 4% | 1% | 0% | 0% | 0% | C | 0.082 | F | 0.552 | 1500 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4400 | G | 94% | 4% | 1% | 0% | 0% | 0% | F | NA | | 4800 | G | |
| East 64 | From: WCL Newport News | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.32 | 42000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.079 | F | | 43000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 80000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.073 | F | 0.534 | 81000 | G |
| East 64 | From: SR 238 Yorktown Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.04 | 45000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.079 | F | | 46000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 86000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 0.508 | 88000 | G |
| East 64 | From: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 5.03 | 51000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.078 | F | | 51000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 96000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 0.516 | 99000 | G |
| East 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.41 | 57000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.069 | F | | 58000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 113000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.072 | F | 0.55 | 116000 | G |
| East 64 | From: SR 171 Oyster Point Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.81 | 62000 | A | 95% | 1% | 1% | 1% | 3% | 0% | C | 0.089 | A | | 63000 | A |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 124000 | A | 95% | 1% | 1% | 1% | 3% | 0% | C | 0.085 | A | 0.563 | 127000 | A |
| East 64 | From: US 17 J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.06 | 62000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.066 | F | | 63000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 131000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | NA | | 134000 | G | |
| West 64 | From: WCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.06 | 37000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.078 | F | | 38000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 80000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | NA | | 81000 | G | |
| | To: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |

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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.28 | 38000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.075 | F | 39000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 80000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.073 | F | 81000 | G | |
| West 64 | To: SR 238 Yorktown Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.32 | 41000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 42000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 86000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 88000 | G | |
| West 64 | To: SR 105 Fort Eustis Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 5.22 | 46000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 47000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 96000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 99000 | G | |
| West 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.55 | 57000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | F | 58000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 113000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.072 | F | 116000 | G | |
| West 64 | To: SR 171 Oyster Point Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.50 | 62000 | A | 95% | 1% | 1% | 1% | 3% | 0% | C | 0.093 | A | 64000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 124000 | A | 95% | 1% | 1% | 1% | 3% | 0% | C | 0.085 | A | 127000 | A | |
| West 64 | From: US 17 J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.78 | 70000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.080 | F | 71000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 131000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | NA | | 134000 | G | |
| | To: WCL Hampton | | | | | | | | | | | | | | | |
| 105 | From: Ft Eustis | | | | | | | | | | | | | | | |
| | City of Newport News | 0.04 | 32000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.093 | F | 35000 | G | |
| 105 | From: US 60 | | | | | | | | | | | | | | | |
| | City of Newport News | 1.01 | 40000 | G | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.093 | F | 43000 | G | |
| 105 | From: I-64 | | | | | | | | | | | | | | | |
| | City of Newport News | 0.23 | 23000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.088 | F | 24000 | G | |
| 105 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 1.26 | 15000 | A | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.11 | A | 17000 | A | |
| | To: NCL Newport News | | | | | | | | | | | | | | | |
| 143 | From: WCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News | 0.35 | 8200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 9000 | G | |
| 143 | From: SR 143 Par, 28th St | | | | | | | | | | | | | | | |
| | City of Newport News | 0.48 | 2600 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.080 | F | 2800 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5600 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | F | 6100 | G | |
| 143 | From: Chestnut Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 0.90 | 2700 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.077 | F | 3000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5100 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.08 | F | 5600 | G | |
| | To: SR 143 Par, 27th St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | From: SR 143 Par, 27th St | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.53 | 13000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.079 | F | 0.533 | 14000 | G |
| | To: I-664 | | | | | | | | | | | | | | | |
| 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 |
| | To: 50th St | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.89 | 35000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.559 | 36000 | G |
| | To: US 258 Mercury Blvd | | | | | | | | | | | | | | | |
| | From: Mercury Blvd | | | | | | | | | | | | | | | |
| 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 | G |
| | To: SR 152 Main St | | | | | | | | | | | | | | | |
| 143 17 Jefferson Ave | City of Newport News | 1.69 | 50000 | A | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.101 | A | 0.598 | 54000 | A |
| | To: SR306 Harpersville Rd | | | | | | | | | | | | | | | |
| 143 17 Jefferson Ave | City of Newport News | 1.12 | 58000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.520 | 63000 | G |
| | To: J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| | From: US 17; J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.11 | 53000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.081 | F | 0.508 | 56000 | G |
| | To: Middle Ground Blvd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.29 | 56000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | F | 0.574 | 58000 | G |
| | To: SR 171 Oyster Point Rd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.73 | 57000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.51 | 60000 | G |
| | To: I-64 | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.13 | 79000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.083 | F | 0.570 | 83000 | G |
| | To: Bland Blvd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.86 | 58000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.082 | F | 0.569 | 61000 | G |
| | To: SR 173 Denbigh Blvd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.84 | 35000 | A | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.104 | A | 0.526 | 36000 | A |
| | To: Richneck Rd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 2.19 | 35000 | G | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.085 | F | 0.512 | 37000 | G |
| | To: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 2.55 | 9800 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.104 | F | 0.763 | 11000 | G |
| | To: Yorktown Rd | | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.12 | 14000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.585 | 15000 | G |
| | To: James City County Line | | | | | | | | | | | | | | | |
| | From: SR 143; 28th St | | | | | | | | | | | | | | | |
| 143 27th Street | City of Newport News | 0.48 | 3000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.088 | F | 0.509 | 3300 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5600 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | F | | 6100 | G |
| | To: Chestnut Ave | | | | | | | | | | | | | | | |
| 143 27th Street | City of Newport News | 0.90 | 2400 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.662 | 2600 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5100 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.08 | F | 0.595 | 5600 | G |
| | To: Jefferson Ave | | | | | | | | | | | | | | | |

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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------|----------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 152 Main St | City of Newport News | 0.41 | 12000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.088 | F | 0.509 | 14000 | G |
| 152 Main St | City of Newport News | 0.56 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.093 | F | 0.558 | 12000 | G |
| 171 Oyster Point Rd | City of Newport News | 0.70 | 45000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.084 | F | 0.528 | 50000 | G |
| 171 Oyster Point Rd | City of Newport News | 0.17 | 49000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.544 | 54000 | G |
| 171 Victory Blvd | City of Newport News | 0.74 | 44000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.685 | 48000 | G |
| 173 Denbigh Blvd | City of Newport News | 0.53 | 3900 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.087 | F | 0.637 | 4200 | G |
| 173 Denbigh Blvd | City of Newport News | 0.74 | 10000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.639 | 11000 | G |
| 173 Denbigh Blvd | City of Newport News | 0.55 | 19000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.596 | 20000 | G |
| 173 Denbigh Blvd | City of Newport News | 1.14 | 32000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.078 | F | 0.617 | 35000 | G |
| 173 Denbigh Blvd | City of Newport News | 1.32 | 28000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.088 | F | 0.594 | 31000 | G |
| 238 Yorktown Rd | City of Newport News | 0.94 | 5300 | G | 95% | 0% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.528 | 5800 | G |
| 238 Yorktown Rd | City of Newport News | 0.18 | 9000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.614 | 10000 | G |
| 238 Yorktown Rd | City of Newport News | 1.06 | 9600 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.662 | 11000 | G |
| 258 17 32 Mercury Blvd | City of Newport News | 0.22 | 30000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.106 | F | 0.568 | 32000 | G |
| 258 17 32 Mercury Blvd | City of Newport News | 0.56 | 39000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.085 | F | 0.626 | 42000 | G |
| 258 Mercury Blvd | City of Newport News | 0.29 | 45000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.083 | F | 0.535 | 47000 | G |

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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 306 Harpersville Rd | From: US 60 Warwick Blvd | | | | | | | | | | | | | | | |
| | City of Newport News | 0.88 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.554 | 13000 | G |
| | To: US 17, SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| 312 J Clyde Morris Blvd | From: US 60 Warwick Blvd | | | | | | | | | | | | | | | |
| | City of Newport News | 1.11 | 34000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.077 | F | 0.509 | 38000 | G |
| | To: US 17; SR 143 | | | | | | | | | | | | | | | |
| 351 39th Street | From: Huntington Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 1.51 | 8500 | G | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.113 | F | 0.714 | 9300 | G |
| | To: WCL Hampton | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: SCL Hampton | | | | | | | | | | | | | | | |
| | 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 Roadways on this Route: | | 60000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 67000 | G |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: Roanoke Ave; Chestnut St | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: Roanoke Ave; Chestnut St | | | | | | | | | | | | | | | |
| | 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 Roadways on this Route: | | 49000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 54000 | G |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.64 | 22000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | F | | 24000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 44000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.091 | F | 0.524 | 49000 | G |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: Terminal Ave | | | | | | | | | | | | | | | |
| East 664 Monitor Merrimac Memorial Bridge Tunnel | From: Terminal Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.84 | 26000 | B | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.114 | A | | 27000 | B |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 53000 | B | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 55000 | B |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: WCL Suffolk | | | | | | | | | | | | | | | |
| West 664 Hampton Roads Beltway | From: SCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.55 | 31000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.115 | F | | 36000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 60000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 67000 | G |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| | To: Roanoke Avenue; Chestnut St | | | | | | | | | | | | | | | |
| West 664 Hampton Roads Beltway | From: Roanoke Avenue; Chestnut St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.78 | 25000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.107 | F | | 29000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 49000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 54000 | G |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| | To: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |

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Warwick Operational Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 664 | From: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Newport News (Maint: 99) | 1.41 | 22000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.092 | F | 26000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 44000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.091 | F | 49000 | G | |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| West 664 | To: Terminal Ave | | | | | | | | | | | | | | | |
| Monitor Merrimac Memorial Bridge Tunnel | City of Newport News (Maint: 99) | 2.93 | 27000 | B | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.111 | A | 28000 | B | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 53000 | B | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 55000 | B | |
| | To: WCL Suffolk | | | | | | | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|---------------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (F141) | 0.08 | NA | | | | From: SR 173; 121-19 RICHNECK RD | | | | | NA | | | NA | | |
| | | | | | | To: Dead End | | | | | | | | | | |
| (121) 25th Street | 0.12 | 2200 | G | 94% | 4% | From: Washington Ave | | | | C | 0.111 | F | 0.595 | 2400 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (2121) 26th Street | 0.10 | 5500 | G | 94% | 4% | From: Huntington Ave | | | | F | 0.163 | F | | 6000 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (3121) 27th Street | 0.14 | 2400 | G | 96% | 0% | From: 121-7004 28Th Street | | | | F | 0.082 | F | 0.586 | 2600 | G | 2005 |
| | | | | | | To: 121-7013; ISR 143-P Jefferson Ave | | | | | | | | | | |
| (4121) Oyster Point Rd | 1.04 | 46000 | G | 98% | 0% | From: US 60; Warwick Blvd | | | | C | 0.081 | F | 0.597 | 50000 | G | 2005 |
| | | | | | | To: SR 143; Jefferson Ave | | | | | | | | | | |
| (5121) 35th Street | 0.24 | 3200 | G | 98% | 0% | From: Washington Ave | | | | F | 0.191 | F | | 3500 | G | 2005 |
| | | | | | | To: US 60 Parallel | | | | | | | | | | |
| (6121) Hampton Roads Center | 0.63 | 23000 | N | 99% | 0% | From: Harpersville Rd; Terrace Dr | | | | N | 0.103 | N | 0.529 | 26000 | N | 2005 |
| | | | | | | To: WCL Hampton | | | | | | | | | | |
| (7121) 49th Street | 0.24 | 2200 | G | 94% | 4% | From: Washington Ave | | | | C | 0.165 | F | | 2500 | G | 2005 |
| | | | | | | To: Huntington Ave | | | | | | | | | | |
| (8121) 50th Street | 0.11 | 1600 | G | 92% | 6% | From: Washington Ave | | | | C | 0.164 | F | 0.624 | 1800 | G | 2005 |
| | | | | | | To: US 60, Huntington Ave | | | | | | | | | | |
| (8121) 50th Street | 0.11 | 640 | G | 92% | 6% | From: US 60 Parallel, Warwick Blvd | | | | F | 0.144 | F | | 700 | G | 2005 |
| | | | | | | To: US 60 Parallel, Warwick Blvd | | | | | | | | | | |
| (9121) Washington Ave | 1.24 | 5500 | G | 95% | 3% | From: 25Th St | | | | C | 0.104 | F | 0.764 | 6100 | G | 2005 |
| | | | | | | To: 50Th St | | | | | | | | | | |
| (10121) Beechmont Dr | 1.16 | 4100 | G | 98% | 0% | From: Moyer Rd | | | | C | 0.094 | F | 0.575 | 4500 | G | 2005 |
| | | | | | | To: Lucas Creek Dr | | | | | | | | | | |
| (10121) Beechmont Dr | 0.24 | 7500 | G | 98% | 0% | From: Lucas Creek Rd | | | | F | 0.090 | F | 0.597 | 8200 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (11121) Boxley Blvd | 0.81 | 13000 | G | 99% | 0% | From: Menchville Rd | | | | C | 0.093 | F | 0.654 | 15000 | G | 2005 |
| | | | | | | To: US 60; Warwick Blvd | | | | | | | | | | |
| (12121) Canon Blvd | 1.60 | 14000 | G | 98% | 0% | From: Thimble Shoals Blvd | | | | C | 0.100 | F | 0.675 | 16000 | G | 2005 |
| | | | | | | To: SR 171 | | | | | | | | | | |
| (13121) Diligence Dr | 0.44 | 11000 | G | 99% | 0% | From: J.Clyde Morris Blvd | | | | C | 0.090 | F | 0.543 | 12000 | G | 2005 |
| | | | | | | To: Thimble Shoals Blvd | | | | | | | | | | |
| (14121) Eastwood Dr | 1.36 | 3400 | G | 99% | 0% | From: Lucas Creek Rd | | | | F | 0.100 | F | 0.634 | 3700 | G | 2005 |
| | | | | | | To: Colony Dr | | | | | | | | | | |
| (14121) Eastwood Dr | 0.44 | 7100 | G | 99% | 0% | From: Colony Rd | | | | C | 0.094 | F | 0.666 | 7800 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (15121) Maxwell Ln | 0.62 | 4800 | G | 99% | 0% | From: Normandy Lane | | | | C | 0.092 | F | 0.621 | 5200 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------------|--------|-------|----|-------|-----|-------------------------------|--------|--------|--------|----|----------|----|------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| 16 121 McManus Blvd | 1.04 | 10000 | G | 99% | 0% | From: Bland Blvd | | | | C | 0.098 | F | 0.614 | 11000 | G | 2005 |
| | | | | | | To: Denbigh Blvd | | | | | | | | | | |
| 17 121 Middle Ground Blvd | 0.64 | 8600 | G | 92% | 1% | From: Jefferson Ave | | | | C | 0.094 | F | 0.582 | 9400 | G | 2005 |
| | | | | | | To: Canon Blvd | | | | | | | | | | |
| 18 121 Moyer Rd | 0.54 | 2800 | G | 99% | 0% | From: Denbigh Blvd | | | | C | 0.096 | F | 0.601 | 3100 | G | 2005 |
| | | | | | | To: Beechmont Dr | | | | | | | | | | |
| 19 121 Richneck Rd | 0.96 | 3300 | G | 98% | 0% | From: Denbigh Blvd | | | | C | 0.101 | F | 0.847 | 3700 | G | 2005 |
| | | | | | | To: Jefferson Ave | | | | | | | | | | |
| 19 121 Richneck Rd | 1.54 | 4300 | G | 98% | 0% | From: York County Line | | | | F | 0.106 | F | 0.614 | 4700 | G | 2005 |
| | | | | | | To: York County Line | | | | | | | | | | |
| 20 121 River Rd | 0.74 | 480 | G | 99% | 0% | From: Mercury Blvd | | | | C | 0.095 | F | 0.84 | 530 | G | 2005 |
| | | | | | | To: Huntington Ave | | | | | | | | | | |
| 21 121 Shoe Ln | 0.78 | 5300 | G | 99% | 0% | From: Country Club Rd | | | | C | 0.087 | F | 0.621 | 5800 | G | 2005 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| 22 121 Thimble Shoals Blvd | 0.91 | 14000 | G | 99% | 1% | From: Jefferson Ave | | | | C | 0.099 | F | 0.556 | 15000 | G | 2005 |
| | | | | | | To: Pilot House Dr | | | | | | | | | | |
| 22 121 Thimble Shoals Blvd | 0.27 | 9100 | G | 98% | 1% | From: Pilot House Rd | | | | C | 0.103 | F | 0.736 | 10000 | G | 2005 |
| | | | | | | To: US 17 J Clyde Morris Blvd | | | | | | | | | | |
| 7000 121 16th Street | 0.90 | 4300 | G | 97% | 1% | From: Jefferson Ave | | | | C | 0.078 | F | 0.544 | 4800 | G | 2005 |
| | | | | | | To: Chestnut Ave | | | | | | | | | | |
| 7000 121 Chesapeake Ave | 1.05 | 2100 | G | 97% | 1% | From: Chestnut Ave | | | | F | NA | | 2200 | G | 2005 | |
| | | | | | | To: SCL Hampton | | | | | | | | | | |
| 7002 121 23rd Street | 0.22 | 2800 | G | 99% | 0% | From: West Ave | | | | C | 0.161 | F | 0.953 | 3000 | G | 2005 |
| | | | | | | To: US 60 Huntington Ave | | | | | | | | | | |
| 7002 121 23rd Street | 0.21 | 7900 | G | 99% | 0% | From: US 60 Huntington Ave | | | | F | 0.199 | F | | 8600 | G | 2005 |
| | | | | | | To: US 60 Par 25th St | | | | | | | | | | |
| 7004 121 28th Street | 0.34 | 3400 | G | 96% | 0% | From: Huntington Ave | | | | C | 0.095 | F | 0.691 | 3800 | G | 2005 |
| | | | | | | To: Jefferson Ave | | | | | | | | | | |
| 7006 121 34th Street | 0.07 | 770 | G | 96% | 0% | From: Washington Ave | | | | F | 0.117 | F | | 850 | G | 2005 |
| | | | | | | To: US 60 Warwick Blvd | | | | | | | | | | |
| 7006 121 34th Street | 0.13 | 770 | G | 96% | 0% | From: US 60 Warwick Blvd | | | | F | 0.121 | F | | 840 | G | 2005 |
| | | | | | | To: US 60 Par 34th St | | | | | | | | | | |
| 7007 121 Lucas Creek Rd | 1.39 | 3800 | G | 99% | 0% | From: Colony Rd | | | | C | 0.09 | F | 0.541 | 4100 | G | 2005 |
| | | | | | | To: Youngs Rd | | | | | | | | | | |
| 7007 121 Lucas Creek Rd | 1.13 | 6000 | G | 99% | 0% | From: Denbigh Blvd | | | | F | 0.095 | F | 0.584 | 6600 | G | 2005 |
| | | | | | | To: Colony Rd | | | | | | | | | | |
| 7008 121 39th Street | 0.23 | 2300 | G | | | From: Washington Ave | | | | | 0.143 | F | 0.642 | 2500 | G | 2005 |
| | | | | | | To: Huntington Ave | | | | | | | | | | |
| 7010 121 48th Street | 0.16 | 3400 | G | 96% | 1% | From: Jefferson Ave | | | | F | 0.076 | F | 0.63 | 3700 | G | 2005 |
| | | | | | | To: Madison Ave | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| 7010 121 48th Street | 0.16 | 4400 | G | 96% | 1% | From: Madison Ave To: 2% | | | | C | 0.078 | F | 0.509 | 4900 | G | 2005 |
| 7010 121 48th Street | 0.59 | 3600 | G | 96% | 0% | From: Marshall Ave To: Chestnut Ave | | | | C | 0.088 | F | 0.58 | 3900 | G | 2005 |
| 7011 121 Orcutt Ave | 0.37 | 1600 | G | 99% | 0% | From: Briarfield Rd To: 1% | | | | F | 0.109 | F | 0.507 | 1800 | G | 2005 |
| 7011 121 Orcutt Ave | 0.56 | 2000 | G | 99% | 0% | From: Paul St To: SWCL Hampton | | | | C | 0.105 | F | 0.502 | 2200 | G | 2005 |
| 7012 121 Briarfield Rd | 1.17 | 9500 | G | 97% | 1% | From: Jefferson Ave To: SWCL Hampton | | | | C | 0.088 | F | 0.522 | 10000 | G | 2005 |
| 7013 121 Jefferson Ave | 0.05 | 14000 | G | 98% | 0% | From: 121-3; 27Th Street To: 1% | | | | F | 0.077 | F | 0.624 | 15000 | G | 2005 |
| 7013 121 Jefferson Ave | 0.55 | 12000 | G | 97% | 1% | From: US 60, 25th St To: 16th St | | | | C | 0.072 | F | 0.511 | 13000 | G | 2005 |
| 7015 121 Marshall Ave | 0.69 | 5200 | G | 98% | 1% | From: 25th St To: 1% | | | | F | 0.077 | F | 0.592 | 5700 | G | 2005 |
| 7015 121 Marshall Ave | 1.08 | 5900 | G | 98% | 1% | From: 39th St To: 1% | | | | C | 0.088 | F | 0.531 | 6500 | G | 2005 |
| 7015 121 Marshall Ave | 1.03 | 5400 | G | 98% | 1% | From: Richard Ct To: SWCL Hampton | | | | F | 0.097 | F | 0.55 | 5900 | G | 2005 |
| 7017 121 Roanoke Ave | 1.21 | 3500 | G | 98% | 0% | From: 16Th St To: 1% | | | | F | 0.078 | F | 0.505 | 3800 | G | 2005 |
| 7017 121 Roanoke Ave | 1.16 | 2600 | G | 98% | 0% | From: I-664 To: 1% | | | | C | 0.115 | F | 0.661 | 2800 | G | 2005 |
| 7017 121 Roanoke Ave | 0.93 | 3300 | G | 98% | 0% | From: Briarfield Rd To: SWCL Hampton | | | | F | 0.113 | F | 0.607 | 3600 | G | 2005 |
| 7019 121 Chestnut Ave | 0.70 | 5300 | G | 97% | 1% | From: US 60 25Th St To: 2% | | | | C | 0.078 | F | 0.6 | 5800 | G | 2005 |
| 7019 121 Chestnut Ave | 0.10 | 8700 | G | 97% | 1% | From: 39Th St To: 2% | | | | F | 0.082 | F | 0.7 | 9500 | G | 2005 |
| 7019 121 Chestnut Ave | 1.08 | 7700 | G | 97% | 1% | From: 41St Street To: 2% | | | | F | 0.089 | F | 0.562 | 8500 | G | 2005 |
| 7019 121 Chestnut Ave | 0.95 | 7800 | G | 99% | 0% | From: Briarfield Rd To: SWCL Hampton | | | | C | 0.088 | F | 0.538 | 8600 | G | 2005 |
| 7027 121 Harpersville Rd | 1.00 | 23000 | G | 98% | 0% | From: Jefferson Ave To: 1% | | | | F | 0.090 | F | 0.532 | 25000 | G | 2005 |
| 7027 121 Harpersville Rd | 1.77 | 12000 | G | 98% | 0% | From: E-W Expressway To: Saunders Rd | | | | C | 0.118 | F | 0.569 | 13000 | G | 2005 |
| 7034 121 Old Oyster Point Rd | 0.67 | 6100 | G | | | From: 121-12; Canon Blvd To: 0% | | | | | 0.091 | F | 0.615 | 6700 | G | 2005 |
| 7034 121 Old Oyster Point Rd | 0.64 | 6300 | G | 99% | 0% | From: Lochaven Drive To: Brighton Lane | | | | C | 0.097 | F | 0.569 | 6900 | G | 2005 |
| 7034 121 Old Oyster Point Rd | 0.18 | 8800 | G | 99% | 0% | From: Brighton Lane To: US 17; J Clyde Morris Blvd | | | | F | 0.089 | F | 0.533 | 9600 | G | 2005 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (7034/121) Harpersville Rd | 0.53 | 12000 | G | 99% | 0% | From: US 17; J Clyde Morris Blvd To: Harpersville Rd | | | | F | 0.083 | F | 0.644 | 13000 | G | 2005 |
| (7034/121) Saunders Rd | 0.76 | 11000 | G | 99% | 0% | From: Harpersville Rd To: NWCL Hampton | | | | C | 0.106 | F | 0.700 | 12000 | G | 2005 |
| (7036/121) Blount Point Rd | 0.68 | 2800 | G | 95% | 0% | From: Beverly Hills Blvd To: Madison Ave North | | | | C | 0.088 | F | 0.593 | 3000 | G | 2005 |
| (7036/121) Hiden Blvd | 0.85 | 7700 | G | 95% | 0% | From: Madison Lane North To: Warwick Blvd | | | | F | 0.084 | F | 0.577 | 8500 | G | 2005 |
| (7038/121) Deep Creek Rd | 1.09 | 5900 | G | 99% | 0% | From: Normandy Lane To: Warwick Blvd | | | | C | 0.090 | F | 0.635 | 6500 | G | 2005 |
| (7040/121) Colony Rd | 0.50 | 1800 | G | 98% | 0% | From: Hertzler Rd To: Lucas Creek Rd | | | | C | 0.088 | F | 0.605 | 2000 | G | 2005 |
| (7040/121) Colony Rd | 1.52 | 7200 | G | 98% | 0% | From: Lucas Creek Rd To: US 60 Warwick Blvd | | | | F | 0.099 | F | 0.629 | 7900 | G | 2005 |
| (7042/121) Old Denbigh Blvd | 0.61 | 8100 | G | 99% | 1% | From: Denbigh Blvd To: York County Line | | | | C | 0.098 | F | 0.603 | 8900 | G | 2005 |
| (7104/121) Bland Blvd | 0.93 | 29000 | G | 99% | 0% | From: US 60 Warwick Blvd To: SR 143 Jefferson Ave | | | | C | 0.087 | F | 0.583 | 32000 | G | 2005 |
| (7104/121) Bland Blvd | 0.49 | 15000 | G | 99% | 0% | From: SR 143 Jefferson Ave To: McManus Blvd | | | | F | 0.086 | F | 0.521 | 17000 | G | 2005 |
| 35th Street | | 1900 | G | 95% | 1% | From: Roanoke Ave To: Orcutt Ave | | | | C | 0.088 | F | 0.531 | 2100 | G | 2005 |
| 79th Street | | 2000 | G | | | From: Chestnut Ave To: New Market Dr | | | | | 0.095 | F | 0.511 | 2200 | G | 2005 |
| Arline Dr | | 70 | G | | | From: Grant Dr To: Lakeshore Dr | | | | | 0.148 | F | 0.636 | 70 | G | 2005 |
| Atkins Ln | | 340 | G | | | From: Fawn Lane To: Oyster Point Rd | | | | | 0.084 | F | 0.656 | 370 | G | 2005 |
| Barclay Rd | | 1700 | G | | | From: Deep Creek To: Steffi Pl | | | | | 0.102 | F | 0.588 | 1900 | G | 2005 |
| Beech Dr | | 4900 | G | | | From: Henry Clay Rd To: Teakwood Dr | | | | | 0.102 | F | 0.514 | 5300 | G | 2005 |
| Bruton Ave | | 2400 | G | | | From: Burns Ave To: Courtney Ave | | | | | 0.110 | F | 0.765 | 2600 | G | 2005 |
| Buxton Ave | | 5400 | G | | | From: 25th St To: SWCL Hampton | | | | | 0.076 | F | 0.508 | 5900 | G | 2005 |
| Center Ave | | 590 | G | | | From: Swann Ave To: US 17; Jefferson Ave | | | | | 0.096 | F | 0.52 | 650 | G | 2005 |
| Chatsworth Dr | | 1500 | G | | | From: Olive Dr To: Eubank Cir | | | | | 0.102 | F | 0.594 | 1700 | G | 2005 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| Dresden Dr | | 2500 | G | | | | | | | | 0.101 | F | 0.535 | 2700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Etna Dr | | 440 | G | | | | | | | | 0.100 | F | 0.511 | 440 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Garrow Rd | | 1200 | G | | | | | | | | 0.095 | F | 0.583 | 1200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Glendale Rd | | 640 | G | | | | | | | | 0.108 | F | 0.52 | 700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Gwynn Cir | | 1600 | G | | | | | | | | 0.094 | F | 0.576 | 1600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hampton Ave | | 1700 | G | | | | | | | | 0.081 | F | 0.51 | 1900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| King wood Dr | | 310 | G | | | | | | | | 0.117 | F | 0.617 | 340 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Lakeshore Dr | | 1700 | G | | | | | | | | 0.093 | F | 0.646 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Louise Dr | | 3100 | G | | | | | | | | NA | | | 3200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Madison Ave | | 1500 | G | | | | | | | | 0.081 | F | 0.520 | 1700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Madison Ave | | 2400 | G | | | | | | | | 0.079 | F | 0.534 | 2700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Madison Ave | | 2000 | G | | | | | | | | 0.08 | F | 0.527 | 2200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Madison Ln | | 2600 | G | 100% | 0% | 0% | 0% | 0% | 0% | C | 0.1 | F | | 2800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Main St | | 1500 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.095 | F | 0.515 | 1600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Menchville Rd | | 2300 | G | | | | | | | | 0.083 | F | 0.625 | 2500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Menchville Rd | | 8800 | G | | | | | | | | 0.091 | F | 0.618 | 9600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Museum Drive | | 1800 | G | | | | | | | | 0.108 | F | 0.557 | 1800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| N Madison Lane | | 2100 | G | | | | | | | | 0.102 | F | 0.506 | 2300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Oak Ave | | 1200 | G | | | | | | | | 0.074 | F | 0.602 | 1300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| Oak Ave | | 2300 | G | | | | | | | | 0.082 | F | 0.689 | 2500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Old Courthouse Way | | 7500 | G | | | | | | | | 0.077 | F | 0.609 | 8200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Orcutt Ave | | 920 | G | | | | | | | | 0.101 | F | 0.546 | 1000 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Oriana Rd | | 8900 | G | | | | | | | | 0.093 | F | | 9800 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Ridgewood Pkwy | | 2900 | G | | | | | | | | 0.083 | F | 0.584 | 3200 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Rt 143 Airport Lot | | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Snidow Blvd | | 5000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.083 | F | 0.598 | 5500 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Spaulding Dr | | 420 | G | | | | | | | | 0.085 | F | 0.562 | 420 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Stanley Dr | | 1000 | G | | | | | | | | 0.084 | F | 0.545 | 1100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Traverse Rd | | 1700 | G | | | | | | | | 0.108 | F | | 1900 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| W Lucas Creek Rd | | 1900 | G | | | | | | | | 0.079 | F | 0.602 | 2100 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Warren Dr | | 60 | G | | | | | | | | 0.141 | F | 0.611 | 60 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Wells Rd | | 130 | G | | | | | | | | 0.15 | F | 0.512 | 140 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Wickham Ave | | 3300 | G | | | | | | | | 0.081 | F | 0.526 | 3600 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Wickham Ave | | 2100 | G | | | | | | | | 0.108 | F | 0.578 | 2300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Willow Dr | | 1500 | G | | | | | | | | 0.085 | F | 0.538 | 1700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Woodside Ln | | 2500 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.098 | F | | 2700 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Woodside Ln | | 5700 | G | | | | | | | | 0.095 | F | | 6300 | G | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |