

**2002**

**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  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management 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 at VDOT Mobility Management’s 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.

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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’s Mobility Management 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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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



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



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warwick Maintenance Area

| Route                       | Length              | AADT         | QA    | 4Tire | Bus | Truck                            |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW    | Year  |      |      |
|-----------------------------|---------------------|--------------|-------|-------|-----|----------------------------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|-------|------|------|
|                             |                     |              |       |       |     | 2Axle                            | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |       |       |      |      |
| <b>City of Newport News</b> |                     |              |       |       |     |                                  |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | Mercury Blvd        | 0.22         | 26000 | G     | 94% | 0%                               | 2%     | 2%     | 2%     | 0% | F         | 0.083 | F          | 0.616 | 27000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Isle of Wight County Line  |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | Mercury Blvd        | 0.56         | 38000 | G     | 94% | 0%                               | 2%     | 2%     | 2%     | 0% | F         | 0.090 | F          | 0.634 | 39000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: US 60 Warwick Blvd         |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To: US 258, SR 143 Jefferson Ave |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | Jefferson Ave       | 1.31         | 45000 | G     | 97% | 0%                               | 2%     | 1%     | 1%     | 0% | F         | 0.081 | F          | 0.547 | 48000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: US 258 Mercury Blvd        |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | Jefferson Ave       | 1.69         | 48000 | B     | 97% | 0%                               | 2%     | 1%     | 1%     | 0% | B         | 0.099 | A          | 0.589 | 50000 | B     | 2002 |      |
|                             |                     |              |       |       |     | From: SR 152 Main St             |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | Jefferson Ave       | 1.12         | 49000 | G     | 97% | 0%                               | 2%     | 1%     | 1%     | 0% | F         | 0.081 | F          | 0.53  | 52000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: SR 306 Harpersville Rd     |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To: SR 312, J Clyde Morris Blvd  |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | J Clyde Morris Blvd | 1.28         | 44000 | G     | 97% | 0%                               | 2%     | 1%     | 1%     | 0% | F         | 0.078 | F          | 0.507 | 47000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: SR 143 Jefferson Ave       |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | J Clyde Morris Blvd | 0.80         | 35000 | G     | 97% | 0%                               | 1%     | 0%     | 1%     | 0% | F         | 0.077 | F          | 0.565 | 36000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: I-64                       |        |        |        |    |           |       |            |       |       |       |      |      |
| 17                          | J Clyde Morris Blvd | 0.25         | 31000 | G     | 97% | 0%                               | 1%     | 0%     | 1%     | 0% | F         | 0.08  | F          | 0.557 | 32000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: 121-7034 Harpersville Rd   |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To: NCL Newport News             |        |        |        |    |           |       |            |       |       |       |      |      |
| 32                          | 17                  | Mercury Blvd | 0.22  | 26000 | G   | 94%                              | 0%     | 2%     | 2%     | 2% | 0%        | F     | 0.083      | F     | 0.616 | 27000 | G    | 2002 |
|                             |                     |              |       |       |     | From: Isle of Wight County Line  |        |        |        |    |           |       |            |       |       |       |      |      |
| 32                          | 17                  | Mercury Blvd | 0.56  | 38000 | G   | 94%                              | 0%     | 2%     | 2%     | 2% | 0%        | F     | 0.090      | F     | 0.634 | 39000 | G    | 2002 |
|                             |                     |              |       |       |     | From: US 60 Warwick Blvd         |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To: US 258, SR 143 Jefferson Ave |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.70         | 12000 | G     | 94% | 1%                               | 2%     | 1%     | 3%     | 0% | F         | 0.083 | F          | 0.592 | 13000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: James City County Line     |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.61         | 16000 | G     | 92% | 1%                               | 3%     | 2%     | 2%     | 0% | C         | 0.081 | F          | 0.555 | 16000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Yorktown Rd                |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.68         | 37000 | G     | 92% | 1%                               | 3%     | 2%     | 2%     | 0% | F         | 0.083 | F          | 0.637 | 38000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: SR 105 Ft Eustis Blvd      |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.66         | 43000 | G     | 97% | 1%                               | 2%     | 0%     | 1%     | 0% | C         | 0.075 | F          | 0.511 | 44000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Snidow Blvd                |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 0.78         | 41000 | G     | 97% | 0%                               | 1%     | 0%     | 1%     | 0% | C         | 0.077 | F          | 0.509 | 43000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Denbigh Blvd               |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.45         | 40000 | G     | 97% | 0%                               | 1%     | 0%     | 1%     | 0% | F         | 0.082 | F          | 0.540 | 41000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Bland Blvd                 |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 2.39         | 33000 | G     | 96% | 0%                               | 2%     | 0%     | 1%     | 0% | C         | 0.085 | F          | 0.513 | 34000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Oyster Point Rd            |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 0.89         | 37000 | G     | 96% | 0%                               | 2%     | 0%     | 1%     | 0% | F         | 0.087 | F          | 0.576 | 38000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Deep Creek Road            |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.07         | 31000 | G     | 96% | 1%                               | 2%     | 1%     | 1%     | 0% | C         | 0.091 | F          | 0.601 | 32000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: J Clyde Morris Blvd        |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.49         | 32000 | G     | 96% | 1%                               | 2%     | 1%     | 1%     | 0% | F         | 0.093 | F          | 0.59  | 34000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Harpersville Rd            |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 1.08         | 26000 | G     | 96% | 0%                               | 1%     | 1%     | 1%     | 0% | C         | 0.089 | F          | 0.621 | 27000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Main Street                |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Warwick Blvd        | 0.61         | 26000 | G     | 96% | 1%                               | 2%     | 0%     | 1%     | 0% | C         | 0.116 | F          | 0.842 | 27000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Mercury Blvd               |        |        |        |    |           |       |            |       |       |       |      |      |
| 60                          | Huntington Ave      | 1.24         | 11000 | G     | 96% | 1%                               | 2%     | 0%     | 1%     | 0% | F         | 0.211 | F          |       | 12000 | G     | 2002 |      |
|                             |                     |              |       |       |     | From: Huntington Ave             |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To: Warwick Blvd                 |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | Combined Traffic: 25000          |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | From: 50th St                    |        |        |        |    |           |       |            |       |       |       |      |      |
|                             |                     |              |       |       |     | To:                              |        |        |        |    |           |       |            |       |       |       |      |      |

Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warwick Maintenance Area

| Route                       | Length | AADT   | QA | 4Tire | Bus | Truck                       |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|--------|----|-------|-----|-----------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |        |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b> |        |        |    |       |     |                             |        |        |        |    |           |    |            |       |    |      |
| 60 Huntington Ave           | 0.55   | 11000  | G  | 96%   | 1%  | From: 50th St               |        |        |        | C  | 0.131     | F  |            |       |    | 2002 |
|                             |        | 23000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | 0.131     | F  | 11000      | G     |    |      |
| 60 Huntington Ave           | 0.50   | 6100   | G  | 96%   | 1%  | From: 39th St               |        |        |        | F  | 0.155     | F  |            |       |    | 2002 |
|                             |        | 10000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | 0.155     | F  | 6400       | G     |    |      |
| 60 Huntington Ave           | 0.19   | 5800   | G  | 96%   | 1%  | From: 29th St               |        |        |        | F  | 0.144     | F  |            |       |    | 2002 |
|                             |        | 9900   | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | 0.144     | F  | 6000       | G     |    |      |
| 60 25th St                  | 0.38   | 2000   | G  | 90%   | 5%  | From: 25th St               |        |        |        | C  | 0.120     | F  |            |       |    | 2002 |
|                             |        | 0      | G  |       |     | 4%                          | 0%     | 1%     | 0%     |    | 0.120     | F  | 2100       | G     |    |      |
| 60 25th St                  | 0.95   | 2900   | G  | 90%   | 5%  | From: Huntington Ave        |        |        |        | F  | 0.095     | F  |            |       |    | 2002 |
|                             |        | 5500   | G  | 92%   | 3%  | 4%                          | 0%     | 1%     | 0%     | F  | 0.084     | F  | 3100       | G     |    |      |
| 60 25th St                  | 0.51   | 2500   | G  | 90%   | 5%  | From: Jefferson Ave         |        |        |        | F  | 0.089     | F  |            |       |    | 2002 |
|                             |        | 3500   | G  | 91%   | 5%  | 3%                          | 0%     | 1%     | 0%     | F  | 0.089     | F  | 2600       | G     |    |      |
| 60 25th St                  | 0.53   | 5800   | G  | 90%   | 5%  | From: Roanoke Ave           |        |        |        | F  | 0.090     | F  | 0.521      |       |    | 2002 |
|                             |        |        |    |       |     | 4%                          | 0%     | 1%     | 0%     |    |           |    | 6000       | G     |    |      |
| 60 Warwick Blvd             | 1.21   | 13000  | G  | 96%   | 1%  | From: 26th St               |        |        |        | C  | 0.144     | F  |            |       |    | 2002 |
|                             |        | 25000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | NA        |    | 14000      | G     |    |      |
| 60 Warwick Blvd             | 0.59   | 13000  | G  | 96%   | 0%  | From: WCL Hampton           |        |        |        | F  | 0.117     | F  |            |       |    | 2002 |
|                             |        | 23000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | NA        |    | 26000      | G     |    |      |
| 60 Warwick Blvd             | 0.77   | 4100   | G  | 96%   | 0%  | From: 50th St               |        |        |        | C  | 0.175     | F  |            |       |    | 2002 |
|                             |        | 10000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | NA        |    | 4300       | G     |    |      |
| 60 Warwick Blvd             | 0.77   | 4100   | G  | 96%   | 0%  | From: 38th St               |        |        |        | C  | 0.175     | F  |            |       |    | 2002 |
|                             |        | 10000  | G  | 96%   | 1%  | 2%                          | 0%     | 1%     | 0%     | F  | NA        |    | 11000      | G     |    |      |
| 60 26th St                  | 1.39   | 2600   | G  | 94%   | 2%  | From: 25th St               |        |        |        | C  | 0.08      | F  |            |       |    | 2002 |
|                             |        | 5500   | G  | 92%   | 3%  | 4%                          | 0%     | 1%     | 0%     | F  | NA        |    | 2700       | G     |    |      |
| 60 26th St                  | 0.49   | 1000   | G  | 94%   | 3%  | From: US 60                 |        |        |        | C  | 0.079     | F  |            |       |    | 2002 |
|                             |        | 3500   | G  | 91%   | 5%  | 3%                          | 0%     | 1%     | 0%     | F  | NA        |    | 1100       | G     |    |      |
| East 64                     | 1.32   | 38000  | G  | 96%   | 0%  | From: Chestnut Ave          |        |        |        | F  | 0.086     | F  |            |       |    | 2002 |
|                             |        | 77000  | G  | 95%   | 0%  | 2%                          | 1%     | 2%     | 0%     | F  | 0.086     | F  | 38000      | G     |    |      |
| East 64                     | 2.04   | 39000  | G  | 96%   | 0%  | From: 25th St               |        |        |        | F  | 0.086     | F  |            |       |    | 2002 |
|                             |        | 80000  | G  | 95%   | 0%  | 2%                          | 1%     | 2%     | 0%     | F  | 0.086     | F  | 78000      | G     |    |      |
| East 64                     | 5.03   | 47000  | G  | 96%   | 0%  | From: SR 238                |        |        |        | F  | 0.088     | F  |            |       |    | 2002 |
|                             |        | 90000  | G  | 95%   | 0%  | 2%                          | 0%     | 2%     | 0%     | F  | 0.088     | F  | 39000      | G     |    |      |
| East 64                     | 5.03   | 47000  | G  | 96%   | 0%  | From: SR 105 Ft Eustis Blvd |        |        |        | F  | 0.088     | F  |            |       |    | 2002 |
|                             |        | 90000  | G  | 95%   | 0%  | 2%                          | 0%     | 2%     | 0%     | F  | 0.088     | F  | 92000      | G     |    |      |
| East 64                     | 1.41   | 49000  | G  | 94%   | 0%  | From: SR 143 Jefferson Ave  |        |        |        | F  | 0.084     | F  |            |       |    | 2002 |
|                             |        | 108000 | G  | 94%   | 0%  | 2%                          | 1%     | 3%     | 0%     | F  | 0.084     | F  | 49000      | G     |    |      |
|                             |        |        |    |       |     | To: SR 171 Oyster Point Rd  |        |        |        |    |           |    |            |       |    |      |



Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warwick Maintenance Area

| Route                         | Length         | AADT                     | QA                        | 4Tire | Bus | Truck |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT  | QW    | Year |      |
|-------------------------------|----------------|--------------------------|---------------------------|-------|-----|-------|--------|--------|--------|----|-----------|-------|------------|--------|-------|------|------|
|                               |                |                          |                           |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |       |            |        |       |      |      |
| <b>City of Newport News</b>   |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| East<br>64                    | 1.81           | 63000                    | B                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | B  | 0.088     | A     |            | 63000  | B     | 2002 |      |
|                               |                | Combined Traffic: 125000 | B                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | B  | 0.085     | A     | 0.514      | 125000 | B     |      |      |
| From: SR 171 Oyster Point Rd  |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| East<br>64                    | 1.06           | 74000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.083     | F     |            | 74000  | G     | 2002 |      |
|                               |                | Combined Traffic: 149000 | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.077     | F     | 0.501      | 149000 | G     |      |      |
| To: US 17 J Clyde Morris Blvd |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| To: WCL Hampton               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 0.06           | 41000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.082     | F     |            | 42000  | G     | 2002 |      |
|                               |                | Combined Traffic: 78000  | G                         | 95%   | 0%  | 2%    | 1%     | 2%     | 0%     | F  | NA        |       |            | 80000  | G     |      |      |
| From: WCL Newport News        |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 1.28           | 38000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.084     | F     |            | 39000  | G     | 2002 |      |
|                               |                | Combined Traffic: 77000  | G                         | 95%   | 0%  | 2%    | 1%     | 2%     | 0%     | F  | NA        |       |            | 78000  | G     |      |      |
| To: SR 143 Jefferson Ave      |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 2.32           | 41000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.082     | F     |            | 42000  | G     | 2002 |      |
|                               |                | Combined Traffic: 80000  | G                         | 95%   | 0%  | 2%    | 1%     | 2%     | 0%     | F  | NA        |       |            | 81000  | G     |      |      |
| From: SR 238                  |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 5.22           | 43000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.082     | F     |            | 44000  | G     | 2002 |      |
|                               |                | Combined Traffic: 90000  | G                         | 95%   | 0%  | 2%    | 0%     | 2%     | 0%     | F  | NA        |       |            | 92000  | G     |      |      |
| From: SR 105 Fort Eustis Blvd |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 1.55           | 59000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.078     | F     |            | 59000  | G     | 2002 |      |
|                               |                | Combined Traffic: 108000 | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | NA        |       |            | 108000 | G     |      |      |
| To: SR 143 Jefferson Ave      |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 1.50           | 62000                    | B                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | B  | 0.093     | A     |            | 62000  | B     | 2002 |      |
|                               |                | Combined Traffic: 125000 | B                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | B  | NA        |       |            | 125000 | B     |      |      |
| From: SR 171 Oyster Point Rd  |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| West<br>64                    | 0.78           | 75000                    | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.078     | F     |            | 75000  | G     | 2002 |      |
|                               |                | Combined Traffic: 149000 | G                         | 94%   | 0%  | 2%    | 1%     | 3%     | 0%     | F  | 0.077     | F     | 0.501      | 149000 | G     |      |      |
| To: US 17 J Clyde Morris Blvd |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| To: WCL Hampton               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 105                           | Ft Eustis Blvd | 0.04                     | 34000                     | N     | 94% | 1%    | 2%     | 1%     | 2%     | 0% | N         | 0.091 | N          | 0.613  | 36000 | N    | 2002 |
|                               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 105                           | Ft Eustis Blvd | 1.01                     | 34000                     | G     | 94% | 1%    | 2%     | 1%     | 2%     | 0% | C         | 0.091 | F          | 0.613  | 36000 | G    | 2002 |
|                               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 105                           | Ft Eustis Blvd | 0.23                     | 21000                     | G     | 94% | 1%    | 2%     | 1%     | 2%     | 0% | F         | 0.088 | F          | 0.621  | 23000 | G    | 2002 |
|                               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 105                           | Ft Eustis Blvd | 1.26                     | 15000                     | A     | 94% | 1%    | 2%     | 1%     | 2%     | 0% | A         | 0.11  | A          | 0.629  | 16000 | A    | 2002 |
|                               |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| To: NCL Newport News          |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 143                           | 27th St        | 0.35                     | 8900                      | G     | 96% | 1%    | 2%     | 1%     | 0%     | 0% | F         | 0.084 | F          | 0.501  | 9300  | G    | 2002 |
|                               |                |                          | Combined Traffic: 0       | G     |     |       |        |        |        |    |           |       |            |        |       | 0    | G    |
| From: WCL Hampton             |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 143                           | 28th St        | 0.48                     | 3800                      | G     | 96% | 1%    | 2%     | 1%     | 0%     | 0% | F         | 0.083 | F          |        | 4000  | G    | 2002 |
|                               |                |                          | Combined Traffic: 7400    | G     | 97% | 1%    | 2%     | 0%     | 0%     | 0% | F         | 0.082 | F          |        | 7700  | G    |      |
| To: SR 143 Par, 28th St       |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| From: SR 143 Par, 27th St     |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 143                           | 28th St        | 0.90                     | 3700                      | G     | 96% | 1%    | 2%     | 1%     | 0%     | 0% | C         | 0.078 | F          |        | 3900  | G    | 2002 |
|                               |                |                          | Combined Traffic: 6200    | G     | 97% | 1%    | 2%     | 0%     | 0%     | 0% | C         | 0.081 | F          |        | 6500  | G    |      |
| To: Chestnut Ave              |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| 143                           | Jefferson Ave  | 0.51                     | 27000                     | G     | 95% | 1%    | 3%     | 1%     | 1%     | 0% | C         | 0.079 | F          | 0.554  | 28000 | G    | 2002 |
|                               |                |                          | From: SR 143 Par, 28th St |       |     |       |        |        |        |    |           |       |            |        |       |      |      |
| To: I 664                     |                |                          |                           |       |     |       |        |        |        |    |           |       |            |        |       |      |      |

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| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck                             |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |       |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b> |        |       |    |       |     |                                   |        |        |        |    |           |    |            |       |    |      |
| 143 Jefferson Ave           | 0.41   | 27000 | N  | 95%   | 1%  | From: I 664                       |        |        |        | N  | 0.079     | N  | 0.554      | 28000 | N  | 2002 |
| 143 Jefferson Ave           | 1.89   | 34000 | G  | 97%   | 0%  | To: 50th St                       |        |        |        | F  | 0.08      | F  | 0.569      | 35000 | G  | 2002 |
| 143 17 Jefferson Ave        | 1.31   | 45000 | G  | 97%   | 0%  | From: US 258 Mercury Blvd         |        |        |        | F  | 0.081     | F  | 0.547      | 48000 | G  | 2002 |
| 143 17 Jefferson Ave        | 1.69   | 48000 | B  | 97%   | 0%  | To: Mercury Blvd                  |        |        |        | B  | 0.099     | A  | 0.589      | 50000 | B  | 2002 |
| 143 17 Jefferson Ave        | 1.12   | 49000 | G  | 97%   | 0%  | From: SR 152 Main St              |        |        |        | F  | 0.081     | F  | 0.53       | 52000 | G  | 2002 |
| 143 Jefferson Ave           | 1.11   | 49000 | G  | 97%   | 0%  | To: SR306 Harpersville Rd         |        |        |        | F  | 0.082     | F  | 0.532      | 51000 | G  | 2002 |
| 143 Jefferson Ave           | 1.29   | 53000 | G  | 97%   | 0%  | From: US 17; J Clyde Morris Blvd  |        |        |        | F  | 0.083     | F  | 0.591      | 55000 | G  | 2002 |
| 143 Jefferson Ave           | 0.73   | 52000 | G  | 97%   | 0%  | To: Middle Ground Blvd            |        |        |        | F  | 0.078     | F  | 0.524      | 54000 | G  | 2002 |
| 143 Jefferson Ave           | 1.13   | 72000 | G  | 96%   | 0%  | From: SR 171 Oyster Point Rd      |        |        |        | C  | 0.084     | F  | 0.577      | 75000 | G  | 2002 |
| 143 Jefferson Ave           | 0.86   | 52000 | G  | 96%   | 0%  | To: I-64                          |        |        |        | C  | 0.081     | F  | 0.545      | 54000 | G  | 2002 |
| 143 Jefferson Ave           | 0.84   | 34000 | A  | 97%   | 0%  | From: Bland Blvd                  |        |        |        | A  | 0.104     | A  | 0.524      | 35000 | A  | 2002 |
| 143 Jefferson Ave           | 2.19   | 26000 | G  | 97%   | 0%  | To: SR 173 Denbigh Blvd           |        |        |        | F  | 0.082     | F  | 0.583      | 27000 | G  | 2002 |
| 143 Jefferson Ave           | 2.55   | 9000  | G  | 95%   | 0%  | From: Richneck Rd                 |        |        |        | C  | 0.102     | F  | 0.636      | 9400  | G  | 2002 |
| 143 Jefferson Ave           | 1.12   | 14000 | G  | 95%   | 0%  | To: SR 105 Ft Eustis Blvd         |        |        |        | F  | 0.114     | F  | 0.822      | 14000 | G  | 2002 |
| 143 27th St                 | 0.48   | 3600  | G  | 97%   | 1%  | From: Yorktown Rd                 |        |        |        | C  | 0.085     | F  |            | 3800  | G  | 2002 |
| Combined Traffic:           |        | 7400  | G  | 97%   | 1%  | To: James City County Line        |        |        |        | F  | NA        |    |            | 7700  | G  |      |
| 143 27th St                 | 0.90   | 2500  | G  | 97%   | 1%  | From: SR 143; 28th St             |        |        |        | C  | 0.109     | F  |            | 2600  | G  | 2002 |
| Combined Traffic:           |        | 6200  | G  | 97%   | 1%  | To: Chestnut Ave                  |        |        |        | C  | NA        |    |            | 6500  | G  |      |
| 152 Main St                 | 0.41   | 15000 | G  | 97%   | 0%  | From: Jefferson Ave               |        |        |        | C  | 0.089     | F  | 0.525      | 15000 | G  | 2002 |
| 152 Main St                 | 0.56   | 13000 | G  | 98%   | 0%  | To: US 60 Warwick Blvd            |        |        |        | C  | 0.092     | F  | 0.542      | 14000 | G  | 2002 |
| 171 Oyster Point Rd         | 0.70   | 46000 | G  | 96%   | 0%  | From: US 17, SR 143 Jefferson Ave |        |        |        | C  | 0.085     | F  | 0.502      | 48000 | G  | 2002 |
| 171 Oyster Point Rd         | 0.17   | 49000 | G  | 96%   | 0%  | To: WCL Hampton                   |        |        |        | F  | 0.089     | F  | 0.575      | 51000 | G  | 2002 |
| 171 Victory Blvd            | 0.74   | 48000 | G  | 97%   | 0%  | From: SR 143 Jefferson Ave        |        |        |        | F  | 0.092     | F  | 0.636      | 50000 | G  | 2002 |
| 173 Denbigh Blvd            | 0.53   | 4500  | G  | 96%   | 1%  | To: 121-12 Canon Blvd             |        |        |        | C  | 0.095     | F  | 0.648      | 4700  | G  | 2002 |
|                             |        |       |    |       |     | From: I-64                        |        |        |        |    |           |    |            |       |    |      |
|                             |        |       |    |       |     | To: York County Line              |        |        |        |    |           |    |            |       |    |      |
|                             |        |       |    |       |     | From: Moyer Drive                 |        |        |        |    |           |    |            |       |    |      |
|                             |        |       |    |       |     | To: Catalina Drive                |        |        |        |    |           |    |            |       |    |      |

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| Route                       | Length | AADT  | QA | 4Tire                           | Bus | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|---------------------------------|-----|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |       |    |                                 |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b> |        |       |    |                                 |     |       |        |        |        |    |           |    |            |       |    |      |
| 173 Denbigh Blvd            | 0.74   | 12000 | G  | From: Catalina Dr               |     |       |        |        |        | F  | 0.094     | F  | 0.61       | 12000 | G  | 2002 |
|                             |        |       |    | 96%                             | 1%  | 2%    | 0%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 173 Denbigh Blvd            | 0.55   | 19000 | G  | From: Lucas Creek Rd            |     |       |        |        |        | F  | 0.088     | F  | 0.647      | 20000 | G  | 2002 |
|                             |        |       |    | 96%                             | 1%  | 2%    | 0%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 173 Denbigh Blvd            | 1.14   | 36000 | G  | From: US 60 Warwick Blvd        |     |       |        |        |        | C  | 0.082     | F  | 0.569      | 38000 | G  | 2002 |
|                             |        |       |    | 97%                             | 0%  | 1%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 173 Denbigh Blvd            | 1.32   | 30000 | G  | From: SR 143 Jefferson Ave      |     |       |        |        |        | F  | 0.095     | F  | 0.607      | 31000 | G  | 2002 |
|                             |        |       |    | 98%                             | 0%  | 1%    | 1%     | 0%     | 0%     |    |           |    |            |       |    |      |
| 238 Yorktown Rd             | 0.94   | 5300  | G  | From: US 60 Warwick Blvd        |     |       |        |        |        | C  | 0.093     | F  | 0.566      | 5600  | G  | 2002 |
|                             |        |       |    | 93%                             | 0%  | 3%    | 1%     | 2%     | 0%     |    |           |    |            |       |    |      |
| 238 Yorktown Rd             | 0.18   | 9000  | G  | From: I-64                      |     |       |        |        |        | F  | 0.095     | F  | 0.509      | 9900  | G  | 2002 |
|                             |        |       |    | 96%                             | 1%  | 2%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 238 Yorktown Rd             | 1.06   | 8800  | G  | From: SR 143 Jefferson Ave      |     |       |        |        |        | F  | 0.095     | F  | 0.571      | 9700  | G  | 2002 |
|                             |        |       |    | 96%                             | 1%  | 2%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 258 17 Mercury Blvd         | 0.22   | 26000 | G  | From: Isle of Wight County Line |     |       |        |        |        | F  | 0.083     | F  | 0.616      | 27000 | G  | 2002 |
|                             |        |       |    | 94%                             | 0%  | 2%    | 2%     | 2%     | 0%     |    |           |    |            |       |    |      |
| 258 17 Mercury Blvd         | 0.56   | 38000 | G  | From: US 60 Warwick Blvd        |     |       |        |        |        | F  | 0.090     | F  | 0.634      | 39000 | G  | 2002 |
|                             |        |       |    | 94%                             | 0%  | 2%    | 2%     | 2%     | 0%     |    |           |    |            |       |    |      |
| 258 Mercury Blvd            | 0.29   | 40000 | G  | From: JEFFERSON AVE             |     |       |        |        |        | F  | 0.086     | F  | 0.587      | 41000 | G  | 2002 |
|                             |        |       |    | 98%                             | 0%  | 1%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 306 Harpersville Rd         | 0.88   | 8900  | G  | From: US 60 Warwick Blvd        |     |       |        |        |        | C  | 0.091     | F  | 0.538      | 9300  | G  | 2002 |
|                             |        |       |    | 95%                             | 1%  | 3%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 312 J Clyde Morris Blvd     | 1.11   | 40000 | G  | From: US 60 Warwick Blvd        |     |       |        |        |        | C  | 0.083     | F  | 0.514      | 42000 | G  | 2002 |
|                             |        |       |    | 97%                             | 0%  | 1%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| 351 39th St                 | 1.51   | 9300  | G  | From: Huntington Ave            |     |       |        |        |        | C  | 0.12      | F  | 0.727      | 9700  | G  | 2002 |
|                             |        |       |    | 96%                             | 0%  | 2%    | 1%     | 1%     | 0%     |    |           |    |            |       |    |      |
| East 664                    | 0.12   | 35000 | G  | From: SCL Hampton               |     |       |        |        |        | F  | 0.113     | F  |            | 36000 | G  | 2002 |
|                             |        |       |    | 93%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| East 664                    | 1.02   | 27000 | G  | From: Chestnut Ave              |     |       |        |        |        | F  | 0.110     | F  |            | 29000 | G  | 2002 |
|                             |        |       |    | 93%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| East 664                    | 1.64   | 27000 | N  | From: 35th St                   |     |       |        |        |        | N  | 0.110     | N  |            | 29000 | N  | 2002 |
|                             |        |       |    | 93%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| East 664                    | 2.84   | 24000 | F  | From: Terminal Ave              |     |       |        |        |        | F  | 0.129     | F  |            | 25000 | F  | 2002 |
|                             |        |       |    | 93%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| West 664                    | 0.55   | 34000 | G  | From: SCL Hampton               |     |       |        |        |        | F  | 0.125     | F  |            | 36000 | G  | 2002 |
|                             |        |       |    | 92%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| West 664                    | 0.78   | 30000 | G  | From: Roanoke Avenue            |     |       |        |        |        | F  | 0.125     | F  |            | 31000 | G  | 2002 |
|                             |        |       |    | 92%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |
| West 664                    |        | 57000 | G  | From: Jefferson & 35th Avenue   |     |       |        |        |        | F  | NA        |    | 60000      | G     |    |      |
|                             |        |       |    | 93%                             | 0%  | 2%    | 1%     | 4%     | 0%     |    |           |    |            |       |    |      |

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 Warwick Maintenance Area

| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck                                 |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|---------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |       |    |       |     | 2Axle                                 | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b> |        |       |    |       |     |                                       |        |        |        |    |           |    |            |       |    |      |
| West<br>664                 | 1.41   | 24000 | G  | 92%   | 0%  | From: Jefferson & 35th Avenues        |        |        |        | F  | 0.102     | F  |            | 25000 | G  | 2002 |
|                             |        | 51000 | N  | 93%   | 0%  | 2%                                    | 1%     | 4%     | 0%     | N  | 0.099     | N  | 0.664      | 54000 | N  |      |
| West<br>664                 | 2.93   | 26000 | F  | 92%   | 0%  | From: Terminal Ave                    |        |        |        | F  | 0.108     | F  |            | 27000 | F  | 2002 |
|                             |        | 49000 | F  | 93%   | 0%  | 2%                                    | 1%     | 4%     | 0%     | F  | 0.101     | F  | 0.595      | 52000 | F  |      |
| 1<br>121                    | 0.12   | 2400  | G  | 92%   | 3%  | From: Washington Ave                  |        |        |        | C  | 0.109     | F  | 0.626      | 2500  | G  | 2002 |
|                             |        |       |    |       |     | To: Warwick Blvd                      |        |        |        |    |           |    |            |       |    |      |
| 2<br>121                    | 0.10   | 5900  | G  | 92%   | 3%  | From: Huntington Ave                  |        |        |        | F  | 0.17      | F  |            | 6200  | G  | 2002 |
|                             |        |       |    |       |     | To: Warwick Blvd                      |        |        |        |    |           |    |            |       |    |      |
| 3<br>121                    | 0.14   | NA    |    |       |     | From: 121-7004 28Th Street            |        |        |        |    | NA        |    | NA         |       |    |      |
|                             |        |       |    |       |     | To: 121-7013; ISR 143-P Jefferson Ave |        |        |        |    |           |    |            |       |    |      |
| 4<br>121                    | 1.04   | 45000 | G  | 95%   | 1%  | From: US 60; Warwick Blvd             |        |        |        | C  | 0.084     | F  | 0.581      | 47000 | G  | 2002 |
|                             |        |       |    |       |     | To: SR 143; Jefferson Ave             |        |        |        |    |           |    |            |       |    |      |
| 5<br>121                    | 0.24   | 3200  | G  | 95%   | 1%  | From: Washington Ave                  |        |        |        | F  | 0.202     | F  |            | 3400  | G  | 2002 |
|                             |        |       |    |       |     | To: US 60 Parallel                    |        |        |        |    |           |    |            |       |    |      |
| 7<br>121                    | 0.24   | 2400  | G  | 93%   | 3%  | From: Washington Ave                  |        |        |        | C  | 0.16      | F  |            | 2500  | G  | 2002 |
|                             |        |       |    |       |     | To: Huntington Ave                    |        |        |        |    |           |    |            |       |    |      |
| 8<br>121                    | 0.11   | 1100  | G  | 95%   | 3%  | From: Washington Ave                  |        |        |        | C  | 0.168     | F  |            | 1100  | G  | 2002 |
|                             |        |       |    |       |     | To: US 60, Huntington Ave             |        |        |        |    |           |    |            |       |    |      |
| 8<br>121                    | 0.11   | 1100  | G  | 95%   | 3%  | From: US 60, Huntington Ave           |        |        |        | F  | 0.168     | F  |            | 1100  | G  | 2002 |
|                             |        |       |    |       |     | To: US 60 Parallel, Warwick Blvd      |        |        |        |    |           |    |            |       |    |      |
| 9<br>121                    | 1.24   | 4300  | G  | 94%   | 3%  | From: 25Th St                         |        |        |        | C  | 0.163     | F  | 0.734      | 4500  | G  | 2002 |
|                             |        |       |    |       |     | To: 50Th St                           |        |        |        |    |           |    |            |       |    |      |
| 10<br>121                   | 1.16   | 4100  | G  | 96%   | 1%  | From: Moyer Rd                        |        |        |        | C  | 0.094     | F  | 0.604      | 4200  | G  | 2002 |
|                             |        |       |    |       |     | To: Lucas Creek Dr                    |        |        |        |    |           |    |            |       |    |      |
| 10<br>121                   | 0.24   | 9000  | G  | 96%   | 1%  | From: Lucas Creek Rd                  |        |        |        | F  | 0.086     | F  | 0.581      | 9400  | G  | 2002 |
|                             |        |       |    |       |     | To: Warwick Blvd                      |        |        |        |    |           |    |            |       |    |      |
| 11<br>121                   | 0.81   | 15000 | G  | 96%   | 0%  | From: Menchville Rd                   |        |        |        | C  | 0.094     | F  | 0.657      | 16000 | G  | 2002 |
|                             |        |       |    |       |     | To: US 60; Warwick Blvd               |        |        |        |    |           |    |            |       |    |      |
| 12<br>121                   | 1.60   | 13000 | G  | 96%   | 0%  | From: Thimble Shoals Blvd             |        |        |        | C  | 0.116     | F  | 0.658      | 14000 | G  | 2002 |
|                             |        |       |    |       |     | To: SR 171                            |        |        |        |    |           |    |            |       |    |      |
| 13<br>121                   | 0.44   | 12000 | G  | 97%   | 0%  | From: J.Clyde Morris Blvd             |        |        |        | C  | 0.095     | F  | 0.553      | 12000 | G  | 2002 |
|                             |        |       |    |       |     | To: Thimble Shoals Blvd               |        |        |        |    |           |    |            |       |    |      |
| 14<br>121                   | 1.36   | 4900  | G  | 97%   | 0%  | From: Lucas Creek Rd                  |        |        |        | F  | 0.094     | F  | 0.584      | 5100  | G  | 2002 |
|                             |        |       |    |       |     | To: Colony Dr                         |        |        |        |    |           |    |            |       |    |      |
| 14<br>121                   | 0.44   | 8100  | G  | 97%   | 0%  | From: Colony Rd                       |        |        |        | C  | 0.088     | F  | 0.602      | 8500  | G  | 2002 |
|                             |        |       |    |       |     | To: Warwick Blvd                      |        |        |        |    |           |    |            |       |    |      |
| 15<br>121                   | 0.62   | 4800  | G  | 97%   | 0%  | From: Normandy Ln                     |        |        |        | C  | 0.098     | F  | 0.582      | 5000  | G  | 2002 |
|                             |        |       |    |       |     | To: Warwick Blvd                      |        |        |        |    |           |    |            |       |    |      |

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| Route                              | Length | AADT  | QA | 4Tire | Bus                       | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |  |
|------------------------------------|--------|-------|----|-------|---------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|--|
|                                    |        |       |    |       |                           | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |  |
| <b>City of Newport News</b>        |        |       |    |       |                           |       |        |        |        |    |           |    |            |       |    |      |  |
| (16)<br>121<br>McManus Blvd        | 1.04   | 12000 | G  | 97%   | 0%                        | 2%    | 0%     | 1%     | 0%     | C  | 0.091     | F  | 0.587      | 12000 | G  | 2002 |  |
|                                    |        |       |    | From: | Bland Blvd                |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Denbigh Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
| (17)<br>121<br>Middle Ground Blvd  | 0.64   | 7300  | G  | 95%   | 1%                        | 3%    | 0%     | 1%     | 0%     | C  | 0.099     | F  | 0.567      | 7600  | G  | 2002 |  |
|                                    |        |       |    | From: | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Canon Blvd                |       |        |        |        |    |           |    |            |       |    |      |  |
| (18)<br>121<br>Moyer Rd            | 0.54   | 3400  | G  | 97%   | 1%                        | 2%    | 0%     | 0%     | 0%     | C  | 0.111     | F  | 0.654      | 3500  | G  | 2002 |  |
|                                    |        |       |    | From: | Denbigh Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Beechmont Dr              |       |        |        |        |    |           |    |            |       |    |      |  |
| (19)<br>121<br>Richneck Rd         | 0.96   | 4000  | G  | 97%   | 0%                        | 2%    | 0%     | 0%     | 0%     | C  | 0.102     | F  | 0.808      | 4200  | G  | 2002 |  |
|                                    |        |       |    | From: | Denbigh Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
| (19)<br>121<br>Richneck Rd         | 1.54   | 6000  | G  | 97%   | 0%                        | 2%    | 0%     | 0%     | 0%     | F  | 0.095     | F  | 0.566      | 6300  | G  | 2002 |  |
|                                    |        |       |    | From: | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | York County Line          |       |        |        |        |    |           |    |            |       |    |      |  |
| (20)<br>121<br>River Rd            | 0.74   | 760   | G  | 98%   | 0%                        | 1%    | 0%     | 0%     | 0%     | C  | 0.191     | F  | 0.671      | 800   | G  | 2002 |  |
|                                    |        |       |    | From: | Mercury Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Huntington Ave            |       |        |        |        |    |           |    |            |       |    |      |  |
| (21)<br>121<br>Shoe Ln             | 0.78   | 6800  | G  | 96%   | 1%                        | 2%    | 1%     | 1%     | 0%     | C  | 0.084     | F  | 0.513      | 7100  | G  | 2002 |  |
|                                    |        |       |    | From: | Country Club Rd           |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Warwick Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
| (22)<br>121<br>Thimble Shoals Blvd | 0.91   | 12000 | G  | 97%   | 1%                        | 2%    | 0%     | 0%     | 0%     | C  | 0.094     | F  | 0.514      | 13000 | G  | 2002 |  |
|                                    |        |       |    | From: | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Pilot House Dr            |       |        |        |        |    |           |    |            |       |    |      |  |
| (22)<br>121<br>Thimble Shoals Blvd | 0.27   | NA    |    |       |                           |       |        |        |        |    | NA        |    | NA         |       |    |      |  |
|                                    |        |       |    | From: | Pilot House Rd            |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | US 17 J Clyde Morris Blvd |       |        |        |        |    |           |    |            |       |    |      |  |
| (7000)<br>121<br>16th St           | 0.90   | 5500  | G  | 96%   | 1%                        | 2%    | 1%     | 1%     | 0%     | C  | 0.087     | F  | 0.52       | 5700  | G  | 2002 |  |
|                                    |        |       |    | From: | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Chestnut Ave              |       |        |        |        |    |           |    |            |       |    |      |  |
| (7000)<br>121<br>Chesapeake Ave    | 1.05   | 2000  | G  | 96%   | 1%                        | 2%    | 1%     | 1%     | 0%     | F  | 0.097     | F  | 0.522      | 2100  | G  | 2002 |  |
|                                    |        |       |    | From: | Chestnut Ave              |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | SCL Hampton               |       |        |        |        |    |           |    |            |       |    |      |  |
| (7002)<br>121<br>23 Rd St          | 0.22   | 2900  | G  |       |                           |       |        |        |        |    | 0.145     | F  | 0.973      | 3000  | G  | 2002 |  |
|                                    |        |       |    | From: | West Ave                  |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | US 60 Warwick Blvd        |       |        |        |        |    |           |    |            |       |    |      |  |
| (7002)<br>121<br>23Th Street       | 0.21   | NA    |    |       |                           |       |        |        |        |    | NA        |    | NA         |       |    |      |  |
|                                    |        |       |    | From: | US 60                     |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | US 60 Par 25TH ST         |       |        |        |        |    |           |    |            |       |    |      |  |
| (7004)<br>121<br>28Th St           | 0.34   | 3600  | G  | 95%   | 1%                        | 3%    | 0%     | 0%     | 0%     | C  | 0.111     | F  | 0.658      | 3700  | G  | 2002 |  |
|                                    |        |       |    | From: | Huntington Ave            |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
| (7006)<br>121<br>34th St           | 0.07   | 860   | G  | 95%   | 1%                        | 3%    | 0%     | 0%     | 0%     | F  | 0.219     | F  |            | 900   | G  | 2002 |  |
|                                    |        |       |    | From: | Washington Ave            |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | US 60 Warwick Blvd        |       |        |        |        |    |           |    |            |       |    |      |  |
| (7006)<br>121<br>34Th Street       | 0.13   | NA    |    |       |                           |       |        |        |        |    | NA        |    | NA         |       |    |      |  |
|                                    |        |       |    | From: | US 60 Warwick Blvd        |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | US 60 Par 34th St         |       |        |        |        |    |           |    |            |       |    |      |  |
| (7007)<br>121<br>Lucas Creek Rd    | 1.39   | 4100  | G  | 96%   | 0%                        | 3%    | 0%     | 1%     | 0%     | C  | 0.093     | F  | 0.529      | 4300  | G  | 2002 |  |
|                                    |        |       |    | From: | Colony Rd                 |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Youngs Rd                 |       |        |        |        |    |           |    |            |       |    |      |  |
| (7007)<br>121<br>Lucas Creek Rd    | 1.13   | 5200  | G  | 96%   | 0%                        | 3%    | 0%     | 1%     | 0%     | F  | 0.098     | F  | 0.619      | 5400  | G  | 2002 |  |
|                                    |        |       |    | From: | Denbigh Blvd              |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Colony Rd                 |       |        |        |        |    |           |    |            |       |    |      |  |
| (7008)<br>121<br>39th St           | 0.23   | 2200  | G  |       |                           |       |        |        |        |    | 0.161     | F  | 0.775      | 2300  | G  | 2002 |  |
|                                    |        |       |    | From: | Washington Ave            |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Huntington Ave            |       |        |        |        |    |           |    |            |       |    |      |  |
| (7010)<br>121<br>48th St           | 0.16   | 3400  | G  | 90%   | 2%                        | 6%    | 1%     | 1%     | 0%     | F  | 0.094     | F  | 0.562      | 3600  | G  | 2002 |  |
|                                    |        |       |    | From: | Jefferson Ave             |       |        |        |        |    |           |    |            |       |    |      |  |
|                                    |        |       |    | To:   | Madison Ave               |       |        |        |        |    |           |    |            |       |    |      |  |

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| Route                              | Length | AADT  | QA | 4Tire | Bus | Truck   |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                                    |        |       |    |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b>        |        |       |    |       |     |   |        |        |        |    |           |    |            |       |    |      |
| 7010<br>121<br>48th St             | 0.16   | 5000  | G  | 90%   | 2%  | From: Madison Ave<br>To: 0%                           |        |        |        | C  | 0.085     | F  | 0.558      | 5200  | G  | 2002 |
| 7010<br>121<br>48th St             | 0.59   | 4100  | G  | 92%   | 1%  | From: Marshall Ave<br>To: Chestnut Ave                |        |        |        | C  | 0.092     | F  | 0.552      | 4300  | G  | 2002 |
| 7011<br>121<br>Orcutt Ave          | 0.37   | 1700  | G  | 97%   | 0%  | From: Briarfield Rd<br>To: 0%                         |        |        |        | F  | 0.094     | F  | 0.572      | 1800  | G  | 2002 |
| 7011<br>121<br>Orcutt Ave          | 0.56   | 2100  | G  | 97%   | 0%  | From: Paul St<br>To: SWCL Hampton                     |        |        |        | C  | 0.102     | F  | 0.509      | 2200  | G  | 2002 |
| 7012<br>121<br>Briarfield Rd       | 1.17   | 10000 | G  | 96%   | 1%  | From: Jefferson Ave<br>To: SWCL Hampton               |        |        |        | C  | 0.089     | F  | 0.52       | 11000 | G  | 2002 |
| 7013<br>121<br>Jefferson Ave       | 0.05   | NA    |    |       |     | From: 121-3; 27Th Street<br>To: NA                    |        |        |        |    | NA        |    |            | NA    |    |      |
| 7013<br>121<br>Jefferson Ave       | 0.55   | 9300  | G  | 94%   | 1%  | From: US 60, 25th St<br>To: 16th St                   |        |        |        | C  | 0.079     | F  | 0.519      | 9700  | G  | 2002 |
| 7015<br>121<br>Marshall Ave        | 0.69   | 5100  | G  | 94%   | 1%  | From: 25Th St<br>To: 0%                               |        |        |        | F  | 0.082     | F  | 0.581      | 5300  | G  | 2002 |
| 7015<br>121<br>Marshall Ave        | 1.08   | 6900  | G  | 94%   | 1%  | From: 39Th St<br>To: 0%                               |        |        |        | C  | 0.096     | F  | 0.525      | 7200  | G  | 2002 |
| 7015<br>121<br>Marshall Ave        | 1.03   | 5400  | G  | 94%   | 1%  | From: Richard Ct<br>To: SWCL Hampton                  |        |        |        | F  | 0.089     | F  | 0.511      | 5700  | G  | 2002 |
| 7017<br>121<br>Roanoke Ave         | 1.21   | 3700  | G  | 98%   | 0%  | From: 16Th St<br>To: 0%                               |        |        |        | F  | 0.075     | F  | 0.516      | 3900  | G  | 2002 |
| 7017<br>121<br>Roanoke Ave         | 1.16   | 2200  | G  | 98%   | 0%  | From: I-664<br>To: 0%                                 |        |        |        | C  | 0.107     | F  | 0.651      | 2300  | G  | 2002 |
| 7017<br>121<br>Roanoke Ave         | 0.93   | 3000  | G  | 98%   | 0%  | From: Briarfield Rd<br>To: SWCL Hampton               |        |        |        | F  | 0.1       | F  | 0.587      | 3100  | G  | 2002 |
| 7019<br>121<br>Chestnut Ave        | 0.70   | 6200  | G  | 94%   | 1%  | From: US 60 25Th St<br>To: 0%                         |        |        |        | C  | 0.079     | F  | 0.501      | 6500  | G  | 2002 |
| 7019<br>121<br>Chestnut Ave        | 0.10   | 9900  | G  | 94%   | 1%  | From: 39Th St<br>To: 0%                               |        |        |        | F  | 0.085     | F  | 0.685      | 10000 | G  | 2002 |
| 7019<br>121<br>Chestnut Ave        | 1.08   | 8200  | G  | 94%   | 1%  | From: 41St Street<br>To: 0%                           |        |        |        | F  | 0.084     | F  | 0.594      | 8600  | G  | 2002 |
| 7019<br>121<br>Chestnut Ave        | 0.95   | 8400  | G  | 98%   | 0%  | From: Briarfield Rd<br>To: SWCL Hampton               |        |        |        | C  | 0.082     | F  | 0.511      | 8800  | G  | 2002 |
| 7027<br>121<br>Harpersville Rd     | 1.00   | 11000 | G  | 96%   | 0%  | From: Jefferson Ave<br>To: 0%                         |        |        |        | F  | 0.099     | F  | 0.507      | 12000 | G  | 2002 |
| 7027<br>121<br>Harpersville Rd     | 1.77   | 8400  | G  | 96%   | 0%  | From: E-W Expressway<br>To: Saunders Rd               |        |        |        | C  | 0.101     | F  | 0.548      | 8700  | G  | 2002 |
| 7034<br>121<br>Old Oyster Point Rd | 0.67   | NA    |    |       |     | From: 121-12; Canon Blvd<br>To: NA                    |        |        |        |    | NA        |    |            | NA    |    |      |
| 7034<br>121<br>Old Oyster Point Rd | 0.64   | 6600  | G  | 97%   | 0%  | From: Lochaven Drive<br>To: Brighton Lane             |        |        |        | C  | 0.086     | F  | 0.5        | 6900  | G  | 2002 |
| 7034<br>121<br>Old Oyster Point Rd | 0.18   | NA    |    |       |     | From: Brighton Lane<br>To: US 17; J Clyde Morris Blvd |        |        |        |    | NA        |    |            | NA    |    |      |

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| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck   |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |       |    |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>City of Newport News</b> |        |       |    |       |     |   |        |        |        |    |           |    |            |       |    |      |
| (7034/121) Harpersville Rd  | 0.53   | 12000 | G  | 97%   | 0%  | From: US 17; J Clyde Morris Blvd<br>To: Harpersville Rd |        |        |        | F  | 0.084     | F  | 0.503      | 13000 | G  | 2002 |
| (7034/121) Saunders Rd      | 0.76   | 12000 | G  | 97%   | 0%  | From: Harpersville Rd<br>To: NWCL Hampton               |        |        |        | C  | 0.093     | F  | 0.577      | 13000 | G  | 2002 |
| (7036/121) Blount Point Rd  | 0.68   | 2400  | G  | 96%   | 1%  | From: Beverly Hills Blvd<br>To: Madison Ave North       |        |        |        | C  | 0.092     | F  | 0.536      | 2500  | G  | 2002 |
| (7036/121) Hiden Blvd       | 0.85   | 8800  | G  | 96%   | 1%  | From: Madison Lane North<br>To: Warwick Blvd            |        |        |        | F  | 0.09      | F  | 0.500      | 9100  | G  | 2002 |
| (7038/121) Deep Creek Rd    | 1.09   | 5500  | G  | 95%   | 1%  | From: Normandy Ln<br>To: Warwick Blvd                   |        |        |        | C  | 0.096     | F  | 0.586      | 5800  | G  | 2002 |
| (7040/121) Colony Rd        | 0.50   | 2100  | G  | 94%   | 1%  | From: Hertle Rd<br>To: Lucas Creek Rd                   |        |        |        | C  | 0.094     | F  | 0.567      | 2200  | G  | 2002 |
| (7040/121) Colony Rd        | 1.52   | 5700  | G  | 94%   | 1%  | From: Lucas Creek Rd<br>To: US 60 Warwick Blvd          |        |        |        | F  | 0.102     | F  | 0.583      | 6000  | G  | 2002 |
| (7042/121) Old Denbigh Blvd | 0.61   | 8300  | G  | 96%   | 1%  | From: Denbigh Blvd<br>To: York County Line              |        |        |        | C  | 0.096     | F  | 0.612      | 8600  | G  | 2002 |
| (7104/121) Bland Blvd       | 1.42   | 17000 | G  |       |     | From: US 60; Warwick Blvd<br>To: McManus Blvd           |        |        |        |    | 0.091     | F  | 0.527      | 17000 | G  | 2002 |
| 35th St                     |        | 2000  | F  | 95%   | 1%  | From: Roanoke Ave<br>To: Orcutt Ave                     |        |        |        | C  | 0.077     | F  |            | 2100  | F  | 2002 |
| 79th St                     |        | 2400  | G  |       |     | From: Chestnut Ave<br>To: New Market Dr                 |        |        |        |    | 0.089     | F  |            | 2500  | G  | 2002 |
| Arline Dr                   |        | 90    | G  |       |     | From: Grant Dr<br>To: Lakeshore Dr                      |        |        |        |    | 0.116     | F  |            | 100   | G  | 2002 |
| Atkins Ln                   |        | 420   | G  |       |     | From: Fawn Ln<br>To: Oyster Point Rd                    |        |        |        |    | 0.095     | F  |            | 440   | G  | 2002 |
| Barclay Rd                  |        | 2000  | G  |       |     | From: Deep Creek<br>To: Steffi Pl                       |        |        |        |    | 0.090     | F  |            | 2000  | G  | 2002 |
| Beech Dr                    |        | 6000  | G  |       |     | From: Henry Clay Rd<br>To: Teakwood Dr                  |        |        |        |    | 0.103     | F  |            | 6200  | G  | 2002 |
| Bruton Ave                  |        | 2200  | G  |       |     | From: Burns Ave<br>To: Courtney Ave                     |        |        |        |    | 0.093     | F  | 0.71       | 2300  | G  | 2002 |
| Buxton Ave                  |        | 5700  | G  |       |     | From: 25th St<br>To: SWCL Hampton                       |        |        |        |    | 0.077     | F  |            | 5900  | G  | 2002 |
| Center Ave                  |        | 660   | G  |       |     | From: Swann Ave<br>To: US 17; Jefferson Ave             |        |        |        |    | 0.103     | F  | 0.601      | 690   | G  | 2002 |
| Chatsworth Dr               |        | 1800  | G  |       |     | From: Olive Dr<br>To: Eubank Cir                        |        |        |        |    | 0.089     | F  |            | 1900  | G  | 2002 |

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| Route              | Length | AADT  | QA | 4Tire | Bus | Truck                                       |        |        |        | QC    | Peak Hour | QK    | Dir Factor | AAWDT | QW   | Year |
|--------------------|--------|-------|----|-------|-----|---|--------|--------|--------|-------|-----------|-------|------------|-------|------|------|
|                    |        |       |    |       |     | 2Axle                                       | 3+Axle | 1Trail | 2Trail |       |           |       |            |       |      |      |
| Dresden Dr         |        | 3600  | G  |       |     | From: Tanbark Dr<br>To: Almond Dr           |        |        |        | 0.119 | F         |       | 3800       | G     | 2002 |      |
| Glendale Rd        |        | 780   | G  |       |     | From: W. Carolyn Rd<br>To: E. Carolyn Rd    |        |        |        | 0.102 | F         |       | 820        | G     | 2002 |      |
| Hampton Ave        |        | 1600  | G  |       |     | From: Roanoke St<br>To: Orcutt Ave          |        |        |        | 0.083 | F         |       | 1700       | G     | 2002 |      |
| King wood Dr       |        | 410   | G  |       |     | From: Crestwood Dr<br>To: Ross Dr           |        |        |        | 0.1   | F         |       | 430        | G     | 2002 |      |
| Lakeshore Dr       |        | 1900  | G  |       |     | From: Warren Dr<br>To: Sandra Dr            |        |        |        | 0.087 | F         |       | 2000       | G     | 2002 |      |
| Louise Dr          |        | 3000  | G  |       |     | From: Bayberry Dr<br>To: Cloverleaf La      |        |        |        | 0.092 | F         |       | 3100       | G     | 2002 |      |
| Madison Ave        |        | 1700  | G  |       |     | From: 48th St<br>To: 49th ST                |        |        |        | 0.084 | F         |       | 1700       | G     | 2002 |      |
| Madison Ave        |        | 2800  | G  |       |     | From: Hampton Ave<br>To: 21St Street        |        |        |        | 0.085 | F         |       | 2900       | G     | 2002 |      |
| Madison Ave        |        | 2100  | G  |       |     | From: 30Th Street<br>To: 31St Street        |        |        |        | 0.087 | F         |       | 2100       | G     | 2002 |      |
| Madison Ln         |        | 3200  | G  |       |     | From: Walnut Grove<br>To: Crittenden St     |        |        |        | 0.097 | F         |       | 3300       | G     | 2002 |      |
| Main St            |        | 1400  | G  |       |     | From: River Rd<br>To: Palen Ave             |        |        |        | 0.106 | F         |       | 1400       | G     | 2002 |      |
| Menchville Rd      |        | 5500  | G  |       |     | From: Ronald Dr<br>To: Bernard Dr           |        |        |        | NA    |           |       | 5600       | G     | 2002 |      |
| Menchville Rd      |        | 11000 | G  |       |     | From: Nicewood Dr<br>To: Youngs Rd          |        |        |        | 0.092 | F         |       | 11000      | G     | 2002 |      |
| Museum Drive       |        | NA    |    |       |     | From: Lakeside Dr<br>To: US 60 Warwick Blvd |        |        |        | NA    |           |       | NA         |       |      |      |
| N. Madison La      |        | 2700  | G  |       |     | From: Anderson Cir<br>To: Cameron Dr        |        |        |        | 0.105 | F         | 0.562 | 2900       | G     | 2002 |      |
| Oak Ave            |        | 1300  | G  |       |     | From: 30th St<br>To: 31st St                |        |        |        | 0.085 | F         |       | 1300       | G     | 2002 |      |
| Oak Ave            |        | 1800  | G  |       |     | From: Hampton Ave<br>To: 31st St            |        |        |        | 0.080 | F         |       | 1900       | G     | 2002 |      |
| Old Courthouse Way |        | 7000  | G  |       |     | From: Warwick Blvd<br>To: Hustings La       |        |        |        | 0.095 | F         | 0.558 | 7300       | G     | 2002 |      |
| Orcutt Ave         |        | 1200  | G  |       |     | From: 30Th Street<br>To: 31St Street        |        |        |        | 0.075 | F         |       | 1300       | G     | 2002 |      |



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|------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|-------|-----------|-------|------------|-------|----|------|
|                  |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |       |           |       |            |       |    |      |
| Oriana Rd        |        | 9800 | G  |       |     | From: Warwick Blvd  |        |        |        | 0.082 | F         |       |            | 10000 | G  | 2002 |
|                  |        |      |    |       |     | To: Denbigh Blvd    |        |        |        |       |           |       |            |       |    |      |
| Ridgewood Pkwy   |        | 3300 | G  |       |     | From: Denbigh Blvd  |        |        |        | 0.098 | F         |       |            | 3400  | G  | 2002 |
|                  |        |      |    |       |     | To: Balthorpe Rd    |        |        |        |       |           |       |            |       |    |      |
| Snidow Blvd      |        | 5300 | G  |       |     | From: Warwick Blvd  |        |        |        | 0.08  | F         | 0.608 |            | 5600  | G  | 2002 |
|                  |        |      |    |       |     | To: Barron Dr       |        |        |        |       |           |       |            |       |    |      |
| Stanley Dr       |        | 1200 | G  |       |     | From: Marvin Dr     |        |        |        | 0.096 | F         |       |            | 1200  | G  | 2002 |
|                  |        |      |    |       |     | To: Mckinley Dr     |        |        |        |       |           |       |            |       |    |      |
| Traverse Rd      |        | 1800 | G  |       |     | From: Wendfield Cir |        |        |        | 0.121 | F         |       |            | 1800  | G  | 2002 |
|                  |        |      |    |       |     | To: Bayberry Dr     |        |        |        |       |           |       |            |       |    |      |
| W Lucas Creek Rd |        | 2700 | G  |       |     | From: Warwick Blvd  |        |        |        | 0.100 | F         |       |            | 2800  | G  | 2002 |
|                  |        |      |    |       |     | To: Hughes St       |        |        |        |       |           |       |            |       |    |      |
| Wells Rd         |        | 170  | G  |       |     | From: Mac Neil Dr   |        |        |        | 0.11  | F         | 0.6   |            | 180   | G  | 2002 |
|                  |        |      |    |       |     | To: Deep Spring Dr  |        |        |        |       |           |       |            |       |    |      |
| Wickham Ave      |        | 3300 | G  |       |     | From: Hampton Ave   |        |        |        | 0.080 | F         |       |            | 3400  | G  | 2002 |
|                  |        |      |    |       |     | To: 21st St         |        |        |        |       |           |       |            |       |    |      |
| Wickham Ave      |        | 2100 | G  |       |     | From: 30th Street   |        |        |        | 0.079 | F         |       |            | 2200  | G  | 2002 |
|                  |        |      |    |       |     | To: 31St Street     |        |        |        |       |           |       |            |       |    |      |
| Willow Dr        |        | 2200 | G  |       |     | From: Hemlock Rd    |        |        |        | 0.093 | F         |       |            | 2300  | G  | 2002 |
|                  |        |      |    |       |     | To: Latham Dr       |        |        |        |       |           |       |            |       |    |      |
| Woodside Ln      |        | 2900 | G  |       |     | From: Richneck Rd   |        |        |        | 0.094 | F         |       |            | 3100  | G  | 2002 |
|                  |        |      |    |       |     | To: Aspen Dr        |        |        |        |       |           |       |            |       |    |      |
| Woodside Ln      |        | 6000 | G  |       |     | From: Jouett Dr     |        |        |        | 0.101 | F         |       |            | 6300  | G  | 2002 |
|                  |        |      |    |       |     | To: Denbigh Blvd    |        |        |        |       |           |       |            |       |    |      |