

2007

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

where available

Special Locality Report

121

City of Newport News

Information in this report is included in Report

94

(Warwick Maintenance Area)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - 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
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Newport News

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|----------------------|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: Isle of Wight County Line | | | | | | | | | | | | | | | | |
| 17 258 32 Mercury Blvd | City of Newport News | 0.22 | 29000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | 0.701 | 31000 | F |
| To: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| From: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| 17 258 32 Mercury Blvd | City of Newport News | 0.56 | 38000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.093 | F | 0.573 | 40000 | F |
| To: US 258, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: US 258 Mercury Blvd | | | | | | | | | | | | | | | | |
| 17 143 Jefferson Ave | City of Newport News | 1.31 | 45000 | F | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.081 | F | 0.592 | 48000 | F |
| To: SR 152 Main St | | | | | | | | | | | | | | | | |
| From: SR 152 Main St | | | | | | | | | | | | | | | | |
| 17 143 Jefferson Ave | City of Newport News | 1.69 | 46000 | A | 98% | 1% | 1% | 1% | 0% | 0% | C | 0.097 | A | 0.587 | 49000 | A |
| To: SR 306 Harpersville Rd | | | | | | | | | | | | | | | | |
| From: SR 306 Harpersville Rd | | | | | | | | | | | | | | | | |
| 17 143 Jefferson Ave | City of Newport News | 1.12 | 53000 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | NA | | 57000 | G | |
| To: SR 312 J Clyde Morris Blvd | | | | | | | | | | | | | | | | |
| From: SR 312 J Clyde Morris Blvd | | | | | | | | | | | | | | | | |
| 17 J Clyde Morris Blvd | City of Newport News | 1.28 | 44000 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | NA | | 48000 | G | |
| To: I-64 | | | | | | | | | | | | | | | | |
| From: I-64 | | | | | | | | | | | | | | | | |
| 17 J Clyde Morris Blvd | City of Newport News | 0.80 | 38000 | F | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.081 | F | 0.578 | 41000 | F |
| To: 121-7034 Harpersville Rd | | | | | | | | | | | | | | | | |
| From: 121-7034 Harpersville Rd | | | | | | | | | | | | | | | | |
| 17 J Clyde Morris Blvd | City of Newport News | 0.25 | 37000 | F | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.082 | F | 0.542 | 39000 | F |
| To: NCL Newport News | | | | | | | | | | | | | | | | |
| From: NCL Newport News | | | | | | | | | | | | | | | | |
| From: Isle of Wight County Line | | | | | | | | | | | | | | | | |
| 32 17 258 Mercury Blvd | City of Newport News | 0.22 | 29000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | 0.701 | 31000 | F |
| To: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| From: US 60 Warwick Blvd | | | | | | | | | | | | | | | | |
| 32 17 258 Mercury Blvd | City of Newport News | 0.56 | 38000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.093 | F | 0.573 | 40000 | F |
| To: US 258, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: US 258, SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| From: James City County Line | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.70 | 11000 | F | 92% | 1% | 2% | 1% | 4% | 0% | F | 0.09 | F | 0.560 | 12000 | F |
| To: Yorktown Rd | | | | | | | | | | | | | | | | |
| From: Yorktown Rd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.61 | 16000 | F | 94% | 1% | 2% | 1% | 2% | 0% | C | 0.089 | F | 0.557 | 17000 | F |
| To: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | | |
| From: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.68 | 30000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.078 | F | 0.609 | 33000 | F |
| To: Snidow Blvd | | | | | | | | | | | | | | | | |
| From: Snidow Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.66 | 42000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.077 | F | 0.512 | 46000 | F |
| To: Denbigh Blvd | | | | | | | | | | | | | | | | |
| From: Denbigh Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 0.78 | 37000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.078 | F | 0.516 | 40000 | F |
| To: Bland Blvd | | | | | | | | | | | | | | | | |
| From: Bland Blvd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 1.45 | 33000 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.528 | 36000 | F |
| To: Oyster Point Rd | | | | | | | | | | | | | | | | |
| From: Oyster Point Rd | | | | | | | | | | | | | | | | |
| 60 Warwick Blvd | City of Newport News | 2.39 | 29000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.527 | 32000 | F |
| To: Deep Creek Road | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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2007
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Newport News

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 60 Warwick Blvd | From: Deep Creek Road City of Newport News | 0.89 | 40000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | 44000 | G | |
| 60 Warwick Blvd | To: J Clyde Morris Blvd City of Newport News | 1.07 | 24000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.097 | F | 0.528 | 26000 | F |
| 60 Warwick Blvd | To: Harpersville Rd City of Newport News | 1.49 | 25000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.615 | 27000 | F |
| 60 Warwick Blvd | To: Main Street City of Newport News | 1.08 | 22000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.686 | 24000 | F |
| 60 Warwick Blvd | To: Mercury Blvd City of Newport News | 0.61 | 23000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.12 | F | 0.864 | 25000 | F |
| 60 Huntington Ave | To: Huntington Ave City of Newport News | 1.24 | 9600 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.179 | F | | 10000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 21000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.124 | F | 0.884 | 23000 | F |
| 60 Huntington Ave | To: 50th St City of Newport News | 0.55 | 10000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.169 | F | | 11000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 19000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.123 | F | | 21000 | F |
| 60 Huntington Ave | To: 39th St City of Newport News | 0.50 | 10000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.167 | F | | 11000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 13000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.166 | F | 0.762 | 14000 | F |
| 60 Huntington Ave | To: 29th St City of Newport News | 0.28 | 5100 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.156 | F | | 5500 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 8300 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.159 | F | 0.601 | 9000 | F |
| 60 25th St | To: 25th St City of Newport News | 0.42 | 1700 | F | 92% | 5% | 2% | 0% | 0% | 0% | C | 0.115 | F | | 1900 | F |
| 60 25th St | To: Jefferson Ave City of Newport News | 0.82 | 2700 | F | 92% | 5% | 2% | 0% | 0% | 0% | F | 0.090 | F | | 2900 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5300 | F | 94% | 3% | 2% | 0% | 0% | 0% | F | 0.079 | F | | 5700 | F |
| 60 25th St | To: Roanoke Ave City of Newport News | 0.51 | 3000 | F | 92% | 5% | 2% | 0% | 0% | 0% | F | 0.087 | F | | 3300 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4700 | F | 93% | 4% | 2% | 0% | 0% | 0% | F | NA | | | 5100 | F |
| 60 25th St | To: 26th St City of Newport News | 0.53 | 5800 | F | 92% | 5% | 2% | 0% | 0% | 0% | F | 0.083 | F | 0.663 | 6300 | F |
| 60 Warwick Blvd | To: WCL Hampton City of Newport News | 1.21 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.200 | F | | 12000 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 21000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.124 | F | 0.884 | 23000 | F |
| | To: 50th St | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--------------------|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 60 Warwick Blvd | From: 50Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 0.59 | 9200 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.164 | F | 10000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 19000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.123 | F | 21000 | F | |
| 60 Warwick Blvd | From: 38Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 0.77 | 3200 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.192 | F | 3500 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 13000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.166 | F | 0.762 | 14000 | F |
| 60 26th St | From: 25Th St | | | | | | | | | | | | | | | |
| | City of Newport News | 1.39 | 2600 | F | 96% | 2% | 2% | 0% | 0% | 0% | C | 0.068 | F | 2800 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 5300 | F | 94% | 3% | 2% | 0% | 0% | 0% | F | 0.079 | F | 5700 | F | |
| 60 26th St | From: Chestnut Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 0.49 | 1700 | F | 95% | 2% | 2% | 0% | 0% | 0% | C | 0.077 | F | 1800 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4700 | F | 93% | 4% | 2% | 0% | 0% | 0% | F | NA | | 5100 | F | |
| East 64 | From: 25th St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.32 | 40000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 41000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 81000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 83000 | F | |
| East 64 | From: SR 238 Yorktown Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.04 | 42000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.072 | F | 43000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 85000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.069 | F | 0.519 | 87000 | F |
| East 64 | From: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 5.03 | 46000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.071 | F | 47000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 94000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.069 | F | 0.519 | 96000 | F |
| East 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.41 | 57000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.073 | F | 58000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 115000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 118000 | F | |
| East 64 | From: SR 171 Oyster Point Rd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.81 | 69000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.092 | A | 71000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 136000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.086 | A | 0.533 | 140000 | A |
| East 64 | From: US 17 J Clyde Morris Blvd | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.06 | 71000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.074 | F | 73000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 147000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 151000 | F | |
| West 64 | From: WCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.06 | 40000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.075 | F | 41000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 78000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 80000 | F | |
| | To: SR 143 Jefferson Ave | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | |
|------------|---|----------------------|--------|-------|-------|-----|-------|--------|--------|--------|----|----------|-------|------------|--------|-------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| West 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.28 | 41000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.077 | F | 42000 | F | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 81000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 83000 | F | | |
| West 64 | From: SR 238 Yorktown Rd | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.32 | 43000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.07 | F | 44000 | F | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 85000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.069 | F | 0.519 | 87000 | F | |
| West 64 | From: SR 105 Fort Eustis Blvd | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 5.22 | 48000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.071 | F | 49000 | F | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 94000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.069 | F | 0.519 | 96000 | F | |
| West 64 | From: SR 143 Jefferson Ave | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.55 | 59000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.076 | F | 60000 | F | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 115000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 118000 | F | | |
| West 64 | From: SR 171 Oyster Point Rd | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.50 | 67000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.095 | A | 69000 | A | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 136000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.086 | A | 0.533 | 140000 | A | |
| West 64 | From: US 17 J Clyde Morris Blvd | | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.78 | 76000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.083 | F | 78000 | F | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 147000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | 151000 | F | | |
| | From: WCL Hampton | | | | | | | | | | | | | | | | |
| 105 | Ft Eustis Blvd | City of Newport News | 0.04 | 21000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.1 | F | 0.804 | 23000 | F |
| 105 | Ft Eustis Blvd | City of Newport News | 1.01 | 38000 | F | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.088 | F | 0.598 | 41000 | F |
| 105 | Ft Eustis Blvd | City of Newport News | 0.23 | 23000 | F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.09 | F | 0.564 | 25000 | F |
| 105 | Ft Eustis Blvd | City of Newport News | 1.26 | 16000 | A | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.113 | A | 0.607 | 17000 | A |
| 143 | 27th St | City of Newport News | 0.35 | 6700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.516 | 7300 | F |
| 143 | 28th St | City of Newport News | 0.48 | 2200 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | | 2400 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4700 | F | 98% | 1% | 1% | 1% | 0% | 0% | 0% | F | NA | | 5100 | F | |
| 143 | 28th St | City of Newport News | 0.90 | 2500 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.076 | F | | 2700 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 4700 | F | 98% | 1% | 1% | 1% | 0% | 0% | 0% | C | NA | | 5100 | F | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------|----------------------|---|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | | From: SR 143 Par, 27th St | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.53 | 12000 | F | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.074 | F | 0.511 | 13000 | F |
| | | To: I-664 | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.41 | 24000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.074 | F | 0.544 | 25000 | F |
| | | To: 50th St | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.89 | 31000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.560 | 33000 | F |
| | | To: US 258 Mercury Blvd | | | | | | | | | | | | | | |
| | | From: Mercury Blvd | | | | | | | | | | | | | | |
| 143 17 Jefferson Ave | City of Newport News | 1.31 | 45000 | F | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.081 | F | 0.592 | 48000 | F |
| | | To: SR 152 Main St | | | | | | | | | | | | | | |
| 143 17 Jefferson Ave | City of Newport News | 1.69 | 46000 | A | 98% | 1% | 1% | 1% | 0% | 0% | C | 0.097 | A | 0.587 | 49000 | A |
| | | To: SR306 Harpersville Rd | | | | | | | | | | | | | | |
| 143 17 Jefferson Ave | City of Newport News | 1.12 | 53000 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | NA | | 57000 | G | |
| | | To: J Clyde Morris Blvd | | | | | | | | | | | | | | |
| | | From: US 17; J Clyde Morris Blvd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.11 | 53000 | F | 98% | 1% | 1% | 1% | 0% | 0% | C | 0.078 | F | 0.506 | 56000 | F |
| | | To: Middle Ground Blvd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.29 | 59000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.08 | F | 0.589 | 62000 | F |
| | | To: SR 171 Oyster Point Rd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.73 | 57000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.537 | 60000 | F |
| | | To: I-64 | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.13 | 87000 | F | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.078 | F | 0.537 | 91000 | F |
| | | To: Bland Blvd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.86 | 53000 | F | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.076 | F | 0.634 | 56000 | F |
| | | To: SR 173 Denbigh Blvd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 0.84 | 35000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.102 | A | 0.506 | 35000 | G |
| | | To: Richneck Rd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 2.19 | 30000 | F | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.091 | F | 0.649 | 31000 | F |
| | | To: SR 105 Ft Eustis Blvd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 2.55 | 12000 | F | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.141 | F | 0.730 | 13000 | F |
| | | To: Yorktown Rd | | | | | | | | | | | | | | |
| 143 Jefferson Ave | City of Newport News | 1.12 | 16000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.119 | F | 0.716 | 17000 | F |
| | | To: James City County Line | | | | | | | | | | | | | | |
| | | From: SR 143; 28th St | | | | | | | | | | | | | | |
| 143 27th St | City of Newport News | 0.48 | 2500 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.084 | F | 0.582 | 2700 | F |
| | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 4700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | 5100 | F | |
| | | To: Chestnut Ave | | | | | | | | | | | | | | |
| 143 27th St | City of Newport News | 0.90 | 2300 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.570 | 2400 | F |
| | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 4700 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | NA | | 5100 | F | |
| | | To: Jefferson Ave | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------|----------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 152 Main St | City of Newport News | 0.41 | 12000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.525 | 12000 | F |
| 152 Main St | City of Newport News | 0.56 | 9400 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.544 | 10000 | F |
| 171 Oyster Point Rd | City of Newport News | 0.70 | 44000 | F | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.084 | F | 0.504 | 48000 | F |
| 171 Oyster Point Rd | City of Newport News | 0.17 | 48000 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.083 | F | 0.580 | 52000 | F |
| 171 Victory Blvd | City of Newport News | 0.74 | 48000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.609 | 52000 | F |
| 173 Denbigh Blvd | City of Newport News | 0.53 | 3700 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.638 | 4000 | F |
| 173 Denbigh Blvd | City of Newport News | 0.74 | 8900 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.611 | 9700 | F |
| 173 Denbigh Blvd | City of Newport News | 0.55 | 17000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.608 | 18000 | F |
| 173 Denbigh Blvd | City of Newport News | 1.14 | 30000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.085 | F | 0.577 | 33000 | F |
| 173 Denbigh Blvd | City of Newport News | 1.32 | 28000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.580 | 30000 | F |
| 238 Yorktown Rd | City of Newport News | 0.94 | 5400 | F | 93% | 1% | 1% | 3% | 2% | 0% | C | 0.089 | F | 0.504 | 5900 | F |
| 238 Yorktown Rd | City of Newport News | 0.18 | 9400 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.086 | F | 0.505 | 11000 | F |
| 238 Yorktown Rd | City of Newport News | 1.06 | 9700 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.095 | F | 0.576 | 11000 | F |
| 258 17 32 Mercury Blvd | City of Newport News | 0.22 | 29000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | 0.701 | 31000 | F |
| 258 17 32 Mercury Blvd | City of Newport News | 0.56 | 38000 | F | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.093 | F | 0.573 | 40000 | F |
| 258 Mercury Blvd | City of Newport News | 0.29 | 40000 | F | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.086 | F | 0.557 | 41000 | F |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 306 Harpersville Rd | From: US 60 Warwick Blvd | | | | | | | | | | | | | | | |
| | City of Newport News | 0.88 | 9900 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.095 | F | 0.574 | 11000 | F |
| | To: US 17, SR 143 Jefferson Ave | | | | | | | | | | | | | | | |
| 312 J Clyde Morris Blvd | From: US 60 Warwick Blvd | | | | | | | | | | | | | | | |
| | City of Newport News | 1.11 | 28000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.083 | F | 0.511 | 31000 | F |
| | To: US 17; SR 143 | | | | | | | | | | | | | | | |
| 351 39th St | From: Huntington Ave | | | | | | | | | | | | | | | |
| | City of Newport News | 1.51 | 6900 | F | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.121 | F | 0.768 | 7400 | F |
| | To: WCL Hampton | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: SCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.12 | 36000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 33000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 71000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 69000 | G | |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: Roanoke Ave; Chestnut St | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: Roanoke Ave; Chestnut St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.02 | 33000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 27000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 66000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 56000 | G | |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | From: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 1.64 | 20000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 26000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 46000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 51000 | G | |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: Terminal Ave | | | | | | | | | | | | | | | |
| East 664 Monitor Merrimac Memorial Bridge Tunnel | From: Terminal Ave | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 2.84 | 27000 | A | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.109 | A | 29000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 56000 | A | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 59000 | A | |
| | <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | |
| | To: WCL Suffolk | | | | | | | | | | | | | | | |
| West 664 Hampton Roads Beltway | From: SCL Hampton | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.55 | 35000 | F | 93% | 0% | 1% | 1% | 5% | 0% | F | NA | | 36000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 71000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 69000 | G | |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| | To: Roanoke Avenue; Chestnut St | | | | | | | | | | | | | | | |
| West 664 Hampton Roads Beltway | From: Roanoke Avenue; Chestnut St | | | | | | | | | | | | | | | |
| | City of Newport News (Maint: 99) | 0.78 | 32000 | F | 93% | 0% | 1% | 1% | 5% | 0% | F | NA | | 29000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 66000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 56000 | G | |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| | To: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 664 | From: SR 143 Jefferson Ave; 35th St | | | | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Newport News (Maint: 99) | 1.41 | 26000 | F | 93% | 0% | 1% | 1% | 5% | 0% | F | NA | | 26000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 46000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 51000 | G | |
| | <i>West I-664 is signed as North I-664</i> | | | | | | | | | | | | | | | |
| West 664 | To: Terminal Ave | | | | | | | | | | | | | | | |
| Monitor Merrimac Memorial Bridge Tunnel | City of Newport News (Maint: 99) | 2.93 | 28000 | A | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.108 | A | 30000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 56000 | A | 93% | 0% | 1% | 1% | 4% | 0% | F | NA | | 59000 | A | |
| | To: WCL Suffolk | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|---------------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (F141) | 0.08 | NA | | | | From: SR 173; 121-19 Richneck Rd | | | | | NA | | | NA | | |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1) 25th St | 0.12 | 2200 | F | 95% | 4% | From: Washington Ave | | | | C | 0.091 | F | 0.648 | 2300 | F | 2007 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (2) 26th St | 0.10 | 5600 | F | 95% | 4% | From: Huntington Ave | | | | F | 0.158 | F | | 6100 | F | 2007 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (3) 27th St | 0.14 | 2100 | F | 97% | 0% | From: 121-7004 28th Street | | | | F | 0.111 | F | 0.64 | 2300 | F | 2007 |
| | | | | | | To: 121-7013; ISR 143-P Jefferson Ave | | | | | | | | | | |
| (4) Oyster Point Rd | 1.04 | 44000 | F | 98% | 0% | From: US 60; Warwick Blvd | | | | C | 0.081 | F | 0.596 | 48000 | F | 2007 |
| | | | | | | To: SR 143; Jefferson Ave | | | | | | | | | | |
| (5) 35th St | 0.24 | 820 | F | 98% | 0% | From: Washington Ave | | | | F | 0.245 | F | | 890 | F | 2007 |
| | | | | | | To: US 60 Parallel | | | | | | | | | | |
| (6) Hampton Roads Center | 0.63 | 22000 | N | 99% | 0% | From: Harpersville Rd; Terrace Dr | | | | N | 0.112 | N | 0.622 | 22000 | N | 2007 |
| | | | | | | To: WCL Hampton | | | | | | | | | | |
| (7) 49th St | 0.24 | 1600 | F | 94% | 5% | From: Washington Ave | | | | C | 0.145 | F | | 1700 | F | 2007 |
| | | | | | | To: Huntington Ave | | | | | | | | | | |
| (8) 50th St | 0.11 | 1500 | F | 90% | 6% | From: Washington Ave | | | | C | 0.167 | F | | 1600 | F | 2007 |
| | | | | | | To: US 60, Huntington Ave | | | | | | | | | | |
| (8) 50th St | 0.11 | 660 | F | 90% | 6% | From: US 60 Parallel, Warwick Blvd | | | | F | 0.179 | F | | 710 | F | 2007 |
| | | | | | | To: US 60 Parallel, Warwick Blvd | | | | | | | | | | |
| (9) Washington Ave | 1.24 | 5400 | F | 95% | 3% | From: 25Th St | | | | C | 0.121 | F | 0.839 | 5900 | F | 2007 |
| | | | | | | To: 50Th St | | | | | | | | | | |
| (10) Beechmont Dr | 1.16 | 4200 | F | 98% | 0% | From: Moyer Rd | | | | C | 0.087 | F | 0.629 | 4600 | F | 2007 |
| | | | | | | To: Lucas Creek Dr | | | | | | | | | | |
| (10) Beechmont Dr | 0.24 | 7900 | F | 98% | 0% | From: Lucas Creek Rd | | | | F | 0.083 | F | 0.602 | 8500 | F | 2007 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (11) Boxley Blvd | 0.81 | 11000 | F | 99% | 0% | From: Menchville Rd | | | | C | 0.089 | F | 0.606 | 12000 | F | 2007 |
| | | | | | | To: US 60; Warwick Blvd | | | | | | | | | | |
| (12) Canon Blvd | 1.60 | 15000 | F | 98% | 0% | From: Thimble Shoals Blvd | | | | C | 0.095 | F | 0.678 | 17000 | F | 2007 |
| | | | | | | To: SR 171 | | | | | | | | | | |
| (13) Diligence Dr | 0.44 | 11000 | F | 99% | 0% | From: J.Clyde Morris Blvd | | | | C | 0.095 | F | 0.5 | 12000 | F | 2007 |
| | | | | | | To: Thimble Shoals Blvd | | | | | | | | | | |
| (14) Eastwood Dr | 1.36 | 3300 | F | 99% | 0% | From: Lucas Creek Rd | | | | F | 0.093 | F | 0.625 | 3600 | F | 2007 |
| | | | | | | To: Colony Dr | | | | | | | | | | |
| (14) Eastwood Dr | 0.44 | 7600 | F | 99% | 0% | From: Colony Rd | | | | C | 0.091 | F | 0.609 | 8200 | F | 2007 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |
| (15) Maxwell Ln | 0.62 | 5300 | F | 99% | 0% | From: Normandy Lane | | | | C | 0.087 | F | 0.562 | 5800 | F | 2007 |
| | | | | | | To: Warwick Blvd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (16) McManus Blvd | 1.04 | 10000 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.094 | F | 0.627 | 11000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| (17) Middle Ground Blvd | 0.64 | 8300 | F | 98% | 1% | 1% | 0% | 1% | 0% | C | 0.094 | F | 0.503 | 9000 | F | 2007 |
| (18) Moyer Rd | 0.54 | 2600 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.098 | F | 0.584 | 2900 | F | 2007 |
| (19) Richneck Rd | 0.96 | 3100 | F | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.095 | F | 0.755 | 3400 | F | 2007 |
| (19) Richneck Rd | 1.54 | 4500 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | F | 0.606 | 4800 | F | 2007 |
| (20) River Rd | 0.74 | 470 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.793 | 510 | F | 2007 |
| (21) Shoe Ln | 0.78 | 5900 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.662 | 6400 | F | 2007 |
| (22) Thimble Shoals Blvd | 0.91 | 15000 | F | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.094 | F | 0.526 | 16000 | F | 2007 |
| (22) Thimble Shoals Blvd | 0.27 | 9000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.109 | F | 0.734 | 9700 | F | 2007 |
| (7000) 16th St | 0.90 | 5000 | F | 93% | 1% | 1% | 5% | 0% | 0% | C | 0.077 | F | 0.527 | 5400 | F | 2007 |
| (7000) Chesapeake Ave | 1.05 | 1300 | F | 93% | 1% | 1% | 5% | 0% | 0% | F | 0.092 | F | 0.594 | 1400 | F | 2007 |
| (7002) 23rd St | 0.22 | 2900 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.188 | F | 0.985 | 3100 | F | 2007 |
| (7002) 23rd St | 0.21 | 7800 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.178 | F | 0.512 | 8500 | F | 2007 |
| (7004) 28th St | 0.34 | 3100 | F | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.095 | F | 0.512 | 3300 | F | 2007 |
| (7006) 34th St | 0.07 | 1100 | F | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.115 | F | | 1100 | F | 2007 |
| (7006) 34th St | 0.13 | 1100 | F | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.113 | F | | 1200 | F | 2007 |
| (7007) Lucas Creek Rd | 1.39 | 3500 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.092 | F | 0.526 | 3800 | F | 2007 |
| (7007) Lucas Creek Rd | 1.13 | 5100 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.090 | F | 0.536 | 5600 | F | 2007 |
| (7008) 39th St | 0.23 | 2400 | F | | | | | | | | 0.126 | F | 0.644 | 2600 | F | 2007 |
| (7010) 48th St | 0.16 | 3100 | F | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.08 | F | 0.727 | 3300 | F | 2007 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (7010) 48th St | 0.16 | 4500 | F | 95% | 1% | From: Madison Ave | | | | C | 0.076 | F | 0.641 | 4900 | F | 2007 |
| (7010) 48th St | 0.59 | 3500 | F | 89% | 1% | From: Marshall Ave | | | | C | 0.085 | F | 0.542 | 3800 | F | 2007 |
| | | | | | | To: Chestnut Ave | | | | | | | | | | |
| (7011) Orcutt Ave | 0.37 | 1300 | F | 99% | 0% | From: Briarfield Rd | | | | F | 0.101 | F | 0.526 | 1400 | F | 2007 |
| (7011) Orcutt Ave | 0.56 | 1500 | F | 99% | 0% | From: Paul St | | | | C | 0.099 | F | 0.509 | 1600 | F | 2007 |
| | | | | | | To: SWCL Hampton | | | | | | | | | | |
| (7012) Briarfield Rd | 1.17 | 7800 | F | 97% | 1% | From: Jefferson Ave | | | | C | 0.087 | F | 0.528 | 8500 | F | 2007 |
| | | | | | | To: SWCL Hampton | | | | | | | | | | |
| (7013) Jefferson Ave | 0.05 | 12000 | F | 98% | 0% | From: 121-3; 27Th Street | | | | F | 0.073 | F | 0.507 | 13000 | F | 2007 |
| (7013) Jefferson Ave | 0.55 | 12000 | F | 97% | 1% | From: US 60, 25th St | | | | C | 0.077 | F | 0.505 | 13000 | F | 2007 |
| | | | | | | To: 16th St | | | | | | | | | | |
| (7015) Marshall Ave | 0.69 | 5500 | F | 98% | 1% | From: 25th St | | | | F | 0.065 | F | 0.587 | 6000 | F | 2007 |
| (7015) Marshall Ave | 1.08 | 6400 | F | 98% | 1% | From: 39th St | | | | C | 0.09 | F | 0.516 | 7000 | F | 2007 |
| (7015) Marshall Ave | 1.03 | 5600 | F | 98% | 1% | From: Richard Ct | | | | F | 0.091 | F | 0.503 | 6100 | F | 2007 |
| | | | | | | To: SWCL Hampton | | | | | | | | | | |
| (7017) Roanoke Ave | 1.21 | 3100 | F | 99% | 0% | From: 16Th St | | | | F | 0.078 | F | 0.531 | 3400 | F | 2007 |
| (7017) Roanoke Ave | 1.16 | 2400 | F | 99% | 0% | From: I-664 | | | | C | 0.093 | F | 0.622 | 2700 | F | 2007 |
| (7017) Roanoke Ave | 0.93 | 3000 | F | 99% | 0% | From: Briarfield Rd | | | | F | 0.09 | F | 0.595 | 3300 | F | 2007 |
| | | | | | | To: SWCL Hampton | | | | | | | | | | |
| (7019) Chestnut Ave | 0.80 | 5500 | F | 97% | 0% | From: US 60 25th St | | | | C | 0.081 | F | 0.556 | 6000 | F | 2007 |
| (7019) Chestnut Ave | 1.08 | 7000 | F | 99% | 0% | From: I-664 | | | | F | 0.09 | F | 0.584 | 7600 | F | 2007 |
| (7019) Chestnut Ave | 0.95 | 7200 | F | 99% | 0% | From: Briarfield Rd | | | | C | 0.089 | F | 0.539 | 7900 | F | 2007 |
| | | | | | | To: SWCL Hampton | | | | | | | | | | |
| (7027) Harpersville Rd | 1.00 | 19000 | F | 99% | 0% | From: Jefferson Ave | | | | F | 0.098 | F | | 20000 | F | 2007 |
| (7027) Harpersville Rd | 1.77 | 9200 | F | 99% | 0% | From: E-W Expressway | | | | C | 0.107 | F | 0.559 | 9900 | F | 2007 |
| | | | | | | To: Saunders Rd | | | | | | | | | | |
| (7034) Old Oyster Point Rd | 0.67 | 5500 | F | | | From: 121-12; Canon Blvd | | | | | 0.097 | F | 0.599 | 5900 | F | 2007 |
| (7034) Old Oyster Point Rd | 0.64 | 5700 | F | 98% | 0% | From: Lochaven Drive | | | | C | 0.096 | F | 0.511 | 6200 | F | 2007 |
| (7034) Old Oyster Point Rd | 0.18 | 8100 | F | 98% | 0% | From: Brighton Lane | | | | F | 0.090 | F | 0.511 | 8800 | F | 2007 |
| (7034) Harpersville Rd | 0.53 | 10000 | F | 98% | 0% | From: US 17; J Clyde Morris Blvd | | | | F | 0.097 | F | 0.517 | 11000 | F | 2007 |
| | | | | | | To: Harpersville Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| (7034) Saunders Rd | 0.76 | 8200 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.103 | F | 0.52 | 8900 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7036) Blount Point Rd | 0.68 | 2200 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.097 | F | 0.589 | 2300 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7036) Hiden Blvd | 0.85 | 7400 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.098 | F | 0.690 | 8000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7038) Deep Creek Rd | 1.09 | 3700 | F | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.092 | F | 0.564 | 4000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7040) Colony Rd | 0.50 | 1700 | F | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.095 | F | 0.658 | 1800 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7040) Colony Rd | 1.52 | 7400 | F | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.102 | F | 0.689 | 8000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7042) Old Denbigh Blvd | 0.61 | 7400 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.096 | F | 0.586 | 8000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7104) Bland Blvd | 0.93 | 30000 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.085 | F | 0.565 | 33000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7104) Bland Blvd | 0.49 | 16000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | F | 0.519 | 17000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 35th St | | 2100 | F | | | | | | | | 0.080 | F | | 2300 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 79th St | | 1900 | F | | | | | | | | 0.094 | F | | 2000 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Arline Dr | | 80 | F | | | | | | | | 0.118 | F | 0.546 | 90 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Atkins Ln | | 380 | F | | | | | | | | 0.101 | F | 0.512 | 410 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Barclay Rd | | 1600 | F | | | | | | | | 0.104 | F | 0.627 | 1800 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Beech Dr | | 5100 | G | | | | | | | | NA | | | 5600 | G | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Bruton Ave | | 2200 | F | | | | | | | | 0.101 | F | 0.584 | 2300 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Buxton Ave | | 5600 | G | | | | | | | | NA | | | 6200 | G | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Center Ave | | 500 | F | | | | | | | | 0.093 | F | 0.704 | 540 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Chatsworth Dr | | 1300 | F | | | | | | | | 0.092 | F | 0.723 | 1400 | F | 2007 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| Dresden Dr | | 1900 | F | | | From: Tanbark Dr | | | | 0.092 | F | 0.539 | 2100 | F | 2007 | |
| | | | | | | To: Almond Dr | | | | | | | | | | |
| Etna Dr | | 440 | G | | | From: Shelby Dr | | | | NA | | | 440 | G | 2007 | |
| | | | | | | To: Beechment Dr | | | | | | | | | | |
| Garrow Rd | | 1200 | G | | | From: Denbigh Blvd | | | | NA | | | 1200 | G | 2007 | |
| | | | | | | To: Virginia Dr | | | | | | | | | | |
| Glendale Rd | | 620 | F | | | From: W. Carolyn Rd | | | | 0.104 | F | 0.543 | 670 | F | 2007 | |
| | | | | | | To: E. Carolyn Rd | | | | | | | | | | |
| Gwynn Cir | | 1600 | G | | | From: Tabbs Lane | | | | NA | | | 1600 | G | 2007 | |
| | | | | | | To: Fischer Dr | | | | | | | | | | |
| Hampton Ave | | 1500 | F | | | From: Roanoke St | | | | 0.079 | F | 0.531 | 1600 | F | 2007 | |
| | | | | | | To: Orcutt Ave | | | | | | | | | | |
| King wood Dr | | 340 | F | | | From: Crestwood Dr | | | | 0.11 | F | 0.534 | 370 | F | 2007 | |
| | | | | | | To: Ross Dr | | | | | | | | | | |
| Lakeshore Dr | | 1600 | F | | | From: Warren Dr | | | | 0.092 | F | 0.648 | 1700 | F | 2007 | |
| | | | | | | To: Sandra Dr | | | | | | | | | | |
| Louise Dr | | 2000 | F | | | From: Bayberry Dr | | | | 0.093 | F | | 2200 | F | 2007 | |
| | | | | | | To: Cloverleaf Lane | | | | | | | | | | |
| Madison Ave | | 1400 | F | | | From: 48th St | | | | 0.068 | F | 0.511 | 1600 | F | 2007 | |
| | | | | | | To: 49th ST | | | | | | | | | | |
| Madison Ave | | 2000 | F | | | From: Hampton Ave | | | | 0.077 | F | 0.547 | 2100 | F | 2007 | |
| | | | | | | To: 21St Street | | | | | | | | | | |
| Madison Ave | | 1900 | F | | | From: 30Th Street | | | | 0.075 | F | 0.544 | 2100 | F | 2007 | |
| | | | | | | To: 31St Street | | | | | | | | | | |
| Madison Ln | | 3400 | F | | | From: Walnut Grove | | | | 0.095 | F | | 3700 | F | 2007 | |
| | | | | | | To: Crittenden St | | | | | | | | | | |
| Main St | | 1300 | F | | | From: River Rd | | | | 0.088 | F | 0.525 | 1400 | F | 2007 | |
| | | | | | | To: Palen Ave | | | | | | | | | | |
| Menchville Rd | | 2400 | G | | | From: Ronald Dr | | | | NA | | | 2700 | G | 2007 | |
| | | | | | | To: Bernard Dr | | | | | | | | | | |
| Menchville Rd | | 9200 | G | | | From: Nicewood Dr | | | | NA | | | 10000 | G | 2007 | |
| | | | | | | To: Youngs Rd | | | | | | | | | | |
| Museum Dr | | 1800 | G | | | From: Lakeside Dr | | | | NA | | | 1800 | G | 2007 | |
| | | | | | | To: US 60 Warwick Blvd | | | | | | | | | | |
| N Madison Lane | | 2600 | F | | | From: Anderson Cir | | | | 0.095 | F | 0.633 | 2900 | F | 2007 | |
| | | | | | | To: Cameron Dr | | | | | | | | | | |
| Oak Ave | | 1200 | F | | | From: 30th St | | | | 0.08 | F | 0.641 | 1300 | F | 2007 | |
| | | | | | | To: 31st St | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|---|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Newport News | | | | | | | | | | | | | | | | |
| Oak Ave | | 2100 | F | | | From: Hampton Ave | | | | 0.075 | F | 0.531 | 2300 | F | 2007 | |
| | | | | | | To: 31st St | | | | | | | | | | |
| Old Courthouse Way | | 7800 | G | | | From: Warwick Blvd | | | | NA | | 8600 | G | 2007 | | |
| | | | | | | To: Hustings Lane | | | | | | | | | | |
| Orcutt Ave | | 970 | F | | | From: 30Th Street | | | | 0.093 | F | 0.538 | 1100 | F | 2007 | |
| | | | | | | To: 31St Street | | | | | | | | | | |
| Oriana Rd | | 9300 | G | | | From: Warwick Blvd | | | | NA | | 10000 | G | 2007 | | |
| | | | | | | To: Denbigh Blvd | | | | | | | | | | |
| Ridgewood Pkwy | | 2700 | F | | | From: Denbigh Blvd | | | | 0.093 | F | 0.515 | 2900 | F | 2007 | |
| | | | | | | To: Balthorpe Rd | | | | | | | | | | |
| Rt 143 Airport Lot | | NA | | | | From: SR 143 | | | | NA | | NA | | | | |
| | | | | | | To: Newport News Williamsburg International Airport | | | | | | | | | | |
| Snidow Blvd | | 5300 | G | | | From: Warwick Blvd | | | | NA | | 5800 | G | 2007 | | |
| | | | | | | To: Barron Dr | | | | | | | | | | |
| Spaulding Dr | | 420 | G | | | From: Denbigh Blvd | | | | NA | | 420 | G | 2007 | | |
| | | | | | | To: Keswick Cir | | | | | | | | | | |
| Stanley Dr | | 970 | F | | | From: Marvin Dr | | | | 0.100 | F | 0.6 | 1100 | F | 2007 | |
| | | | | | | To: Mckinley Dr | | | | | | | | | | |
| Traverse Rd | | 1300 | F | | | From: Wendfield Cir | | | | 0.114 | F | | 1400 | F | 2007 | |
| | | | | | | To: Bayberry Dr | | | | | | | | | | |
| W Lucas Creek Rd | | 1900 | F | | | From: Warwick Blvd | | | | 0.092 | F | 0.556 | 2000 | F | 2007 | |
| | | | | | | To: Hughes St | | | | | | | | | | |
| Warren Dr | | 60 | G | | | From: Lakeshore Dr | | | | NA | | 60 | G | 2007 | | |
| | | | | | | To: Linda Dr | | | | | | | | | | |
| Wells Rd | | 150 | F | | | From: Mac Neil Dr | | | | 0.107 | F | 0.541 | 160 | F | 2007 | |
| | | | | | | To: Deep Spring Dr | | | | | | | | | | |
| Wickham Ave | | 2900 | F | | | From: Hampton Ave | | | | 0.082 | F | 0.549 | 3100 | F | 2007 | |
| | | | | | | To: 21st St | | | | | | | | | | |
| Wickham Ave | | 2000 | F | | | From: 30th Street | | | | 0.083 | F | 0.632 | 2200 | F | 2007 | |
| | | | | | | To: 31St Street | | | | | | | | | | |
| Willow Dr | | 1200 | F | | | From: Hemlock Rd | | | | 0.08 | F | 0.555 | 1300 | F | 2007 | |
| | | | | | | To: Latham Dr | | | | | | | | | | |
| Woodside Ln | | 2700 | F | | | From: Richneck Rd | | | | 0.098 | F | | 2900 | F | 2007 | |
| | | | | | | To: Aspen Dr | | | | | | | | | | |
| Woodside Ln | | 6000 | G | | | From: Jouett Dr | | | | NA | | 6600 | G | 2007 | | |
| | | | | | | To: Denbigh Blvd | | | | | | | | | | |