2013

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

where available

Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

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.

1 Trail 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
- Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)
\ /	

(600) Secondary Route

Special Routes

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

Virginia State Route

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

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Addition of the bosons	From:		ECL Suffolk		000/	00/	10/	10/	C 0/	00/	_	0.000	٨	0.500	71000	^
13) (58) (460) Military Highway	City of Chesapeake (Maint: 6	34) 2.94	68000	Α	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	Α
	City of Chesapeake (Maint: 6	64) 0.11	I-664 9900	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
13) (58) (460)	To:	0.11	Bus US 13	G	9Z /0	0 /6	1 /0	1 /0	0 /0	0 /6	•	0.101	'	0.555	10000	G
	From:	U	S 58; SR 19	1												
13 (460) (191)	City of Chesapeake	0.18	6400	G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
* * *	To: From:	SR 19	1, S Military	y Hwy												
13) (460) Military Highway	City of Chesapeake	0.45	5000	G	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	G
Con	nbined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5000	G								NA			NA	
~~~~	To: From:	Ramp fro	m I-664; Sha	aefer Av												
13 (460) Military Highway	City of Chesapeake	2.44	6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	G
~ ~	To: From:		I-64													
13) (460) Military Highway	City of Chesapeake	1.37	15000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.564	16000	G
~ ~	To: From:	US 17 Geo	orge Washin													
13 (460) Military Highway	City of Chesapeake	1.01	10000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	G
<del></del>	To: From:	SR	196 Canal	Dr												
13 (460) Military Highway	City of Chesapeake	2.20	17000	Α	97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	Α
<del></del>	To: From:	SR 16	6 Bainbridge	e Blvd												
13 Military Highway	City of Chesapeake	0.31	27000	G	97%	0%	1%	1%	1%	0%	F	0.119	Ν	0.634	30000	G
<u> </u>	To: From:		I-464													
13 Military Highway	City of Chesapeake	0.78	19000	G	97%	0%	1%	1%	1%	0%	F	0.119	F	0.634	20000	G
<u> </u>	To: From:	Ca	ampostella R	Rd												
13 Military Highway	City of Chesapeake	0.65	21000	G	97%	0%	1%	1%	1%	0%	F	0.115	F	0.561	22000	G
<u> </u>	To Erono	SR 16	8 Battlefield	l Blvd												
13 Military Highway	City of Chesapeake	0.72	22000	G	97%	1%	1%	1%	1%	0%	F	0.099	F	0.544	23000	G
<u> </u>	To		Allison Dr				<u> </u>									
13 Military Highway	City of Chesapeake	0.41	22000	G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.561	24000	G
<u> </u>	To:	Gr	eenbrier Pkv	wv												
13 Military Highway	City of Chesapeake	1.67	27000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.501	28000	G
	Tα		. Virginia Be													
NASSA A LI ABOURDO	From:		L Virginia B		000/	00/	10/	00/	00/	00/	_	0.404	_	0.044	40000	_
13 Military Highway	City of Norfolk	0.85	46000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	49000	G
Malita and Highway	To From	0.05	I-264		070/	10/	10/	00/	10/	00/		0.000	_	0.000	40000	
13 Military Highway	City of Norfolk	0.95	45000	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	48000	G
~	To: From:		Virginia Bea				<u> </u>									
13 Military Highway	City of Norfolk	1.23	42000	G	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	45000	G
	To:	SR 165, SR	R 166 Princes	ss Anne	Kd											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From:		R 165; SR 1													
13 165 166 Northampton Blvd	City of Norfolk	0.26	32000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	G
Northampton Dhyd	City of Norfolk	SR 16 0.62	65 Kempsvi		93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	25000	G
13 Northampton Blvd	City of Norioik	0.62	33000	G	93%	076	1 70	3%	270	0%	C	0.092	Г	0.602	35000	G
13 (166) Northampton Blvd	City of Norfolk	0.20	I-64 <b>80000</b>	G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
13 (166) resummer 2.14	To:		L Virginia B		07 70	070		070	2,70	070		0.001		0.007	00000	<u> </u>
	From:		3 TO I-64 V	VEST												
(13) Ramp	City of Chesapeake (Maint		NA									NA			NA	
<u> </u>	To:	I-64-W FROM RT			HIGHWAY	Y										
13 Ramp	City of Chesapeake (Maint		3 TO I-64 I 13000	EAST <b>G</b>								0.1	F		13000	G
Ramp	To:	I-64-E FROM RT			IGHWAY	Y						0.1	'		10000	ď
	From:	US 13 TO	AND FRO	M RT 40	64											
(13) Ramp	City of Chesapeake (Maint	,	6200	G								0.124	F		6200	G
	To:		-S FROM F													
13 Ramp	City of Chesapeake (Maint	US 13 I-464-Note: 64) 0.23	002A TO A <b>3400</b>	ND FRO	OM RT							0.099	F		3400	G
(13) Ramp	To:		-N FROM I				$\overline{}$					0.033	'		3400	ч
	From:	US 13-N045A	US 13-S045	A FRO	ART 1											
(13) Ramp	City of Norfolk (Maint: 6	4) 0.12	24000	G								0.095	F		24000	G
	To:		E FROM R													
North	City of Norfolk (Maint: 6		3 TO I-64 V <b>NA</b>	VEST								NA			NA	
(13) Ramp	To:	US 13-S045A		A FROM	RT 1		$\overline{}$					INA			INA	
North	From:	US 13 TO RO														
13 Ramp	City of Norfolk (Maint: 6	•	8900	G								0.114	F		8900	G
<u> </u>	To:	I-264-E013X FROM				Н										
North 13 Ramp	City of Norfolk (Maint: 6	US 13 TO ROU 4) 0.10	JTE 264 W. <b>2800</b>	EST CO <b>G</b>	LL RD							0.128	F		2800	G
(13) Hamp	To:	I-264-W013X FROM		-	H00- MIL	.IT	$\overline{}$					0.120	'		2000	ч
South	From:		S 13 TO I-6													
(13) Ramp	City of Norfolk (Maint: 6		29000	G								0.086	F		29000	G
South	To: From:	US 13-S045B T	TO RT 64 E	AST &	WEST?											
13 Ramp	City of Norfolk (Maint: 6	4) 0.35	NA									NA			NA	
	To:	US 13-N045A	US 13- 45	A FROM	RT 1											
South	From:	US 13-S045A		AST & V	VEST											
13 Ramp	City of Norfolk (Maint: 6		NA ROM RT 1:	2 501177	<b>T</b>							NA			NA	
		1-04-W F	KUM KI I.	3 300 F	1											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	(Apiete CA)	US 13 TO ROU			LL RD							0.000	_		0500	
13 Ramp	City of Norfolk (M		0.11	9500	G	H ITADA	**	_					0.086	F		9500	G
	10.	"] I-	264-E013X FROM				Н										
South	From:		US 13 TO ROU			LL RD								_			_
(13) Ramp	City of Norfolk (N		0.19	7500	G								0.096	F		7500	G
<u> </u>	To:	i I-2	264-W013X FROM	ROUTE 1	3 SOUT	'H00- MII	_IT										
~~~	From:	12		Carolina Sta	te Line												
(17) George Washington Hwy	City of Chesa	peake	3.58	12000	Α	93%	0%	0%	1%	5%	0%	С	0.099	Α	0.632	12000	Α
<u> </u>	To		131-8	796 Ballaha	ck Rd			\neg									
17 George Washington Hwy	City of Chesa	peake	6.71	13000	G	93%	0%	0%	1%	5%	0%	F	0.089	F	0.662	14000	G
17)																	
Dominion Blud	City of Chesa		Bus US 17 C	eorge Was 11000	-		0%	10/	10/	3%	0%	F	0.070	F	0.606	10000	G
17 Dominion Blvd	City of Chesa	реаке	3.86	11000	G	95%	0%	1%	1%	3%	0%	г	0.079	г	0.606	12000	G
	To: From:	Y.	SR	165 Cedar	Rd												
17 Dominion Blvd	City of Chesa	peake	0.94	26000	F	95%	0%	1%	1%	3%	0%	С	0.083	Α	0.682	27000	F
<u> </u>	To	r.	SD 16	6 Bainbridg	a Blvd												
17 Dominion Blvd	City of Chesa	neake	1.60	27000	G	95%	0%	1%	1%	3%	0%	F	0.066	F	0.696	29000	G
17) Bollinion Biva	Only of Officea	pound				0070	0 70	1 70	1 /0	070	0 70	•	0.000	•	0.000	20000	G
	To- From:	r.		Great Bridg	_			t_									
17 Dominion Blvd	City of Chesa	peake	0.28	40000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.655	42000	G
<u> </u>	Te	0.		ak Grove C		or											
C Pama	City of Changes also	(Mainte CA)		S 17 (Ramp	0)	Co	0 LIC 17	for div	aatianal	troffic	م مسام	atim a	taa far th		um ont		
17 (17) Ramp	City of Chesapeake	(Mairit. 64)		161 (D		Se	e 05 17	ior air	ectionai	tranic v	olume e	Suma	tes for th	is sec	gment.		
	From	12	I·	-464 (Ramp I-64)												
17) (464) Ramp	City of Virginia Beac	h (Maint: 6/	1) 0.20	1-04		Se	ا م <u>ا</u>	for dire	ctional	traffic v	م مسال	etimat	es for thi	222	ment		
17) (464) 1 141115	Tro		-00064-E(B)/IS-004	164 N001B	(I)/EPO			ioi dire	otional	iranic v	olullic c.	Junai	C3 101 till	s scg	mont.		
	From:	13	-00004-E(B)/13-00-	I-464	(L)/I'KO	WI KI 40	+ IN										
17 (64)	City of Chesapeake	(Maint: 64)	4.31			S	ee I-64 f	for dire	ctional t	raffic vo	lume es	timate	es for this	sear	ment.		
	Combined Traffic Estimates for 2 Parallel			83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
	To:	·	on this riodic.	I-64	•	02 /0	0 70	-i í	1 /0	070	0 70	•	0.000	•	0.011	02000	•
	From:	IS-	-00064-E(B)/IS-000		(R)/TO I	RT 17 NO	RT										
17 (64) Ramp	City of Chesapeake	(Maint: 64)	0.23			S	ee I-64 f	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
	To:	3U	S-00017-P(U)/IS-0	0064-E296.	A(R)/FR	OM RT 6	64 E										
~~~	From:	12		I-64													
17 George Washington Hwy	City of Chesa	peake	0.90	26000	G	96%	0%	1%	1%	2%	0%	F	0.077	F	0.563	27000	G
<u> </u>	Tor		IIS 13- I	S 460 Milit	ary Hwy	v		一									
George Washington Hwy	City of Chesa	peake	1.00	15000	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.634	16000	G
17) Soorigo Tradimigran (W)	3.ty 3. 31100d						- 70	. , ,	. ,0	_,0	0 / 0	J	0.00	•	0.00	. 5000	~
	From:			196 Canal										_			
(17) George Washington Hwy	City of Chesa	peake	0.63	25000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.687	27000	G
~	To:	0.		L Portsmou													
Coorgo Washington Lluc	City of Doubles	`L		L Chesapea		069/	00/	10/	10/	00/	00/	_	0.000	_	0.055	00000	F
(17) George Washington Hwy	City of Portsn		0.15	22000	F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.655	23000	Г
~	To:	1.	SR 2	39 Victory	Blvd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 2	39 Victory	Blvd			2710	OTTIAL	TTTUI	ZIII		1 40101		1 40101		
17 George Washington Hwy	City of Portsmouth	0.42	19000	F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.592	20000	F
	Toc		Derby Rd													
George Washington Hwy	City of Portsmouth	0.52	26000	G	96%	0%	1%	1%	2%	0%	F	NA			28000	G
17) George Washington Tiwy	Oity of 1 oftenfouti				30 78	0 70	1 /0	1 /0	270	0 70	'	INA			20000	ч
~~~ w	To: From:		40 Greenw		000/	00/		40/	00/	201	_	0.000	_	0.000	0.4000	
(17) George Washington Hwy	City of Portsmouth	0.31	23000	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.630	24000	F
	From:	SR 141 Ge	1, Frederick		X/X/											
17 Frederick Blvd	City of Portsmouth	0.70	12000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.608	13000	F
	and a second a second and a second a second and a second a second and a second and a second and a second and					0 70		. , 0	_,,	0 / 0	·	0.007	•	0.000	.0000	•
Freedomiels Blood	From:		Portsmout		96%	00/	10/	10/	00/	00/	F	0.400	_	0.010	15000	F
17 Frederick Blvd	City of Portsmouth	0.09	14000	F	96%	0%	1%	1%	2%	0%	г	0.108	F	0.616	15000	г
~~~	To: From:	124-854	7 Deep Cre	ek Blvd												
(17) Frederick Blvd	City of Portsmouth	0.53	19000	F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.639	20000	F
<u> </u>	To		I-264													
17 Frederick Blvd	City of Portsmouth	0.35	37000	F	93%	0%	1%	3%	2%	0%	С	0.078	F	0.51	39000	F
	To	AI T CI	R 337 Turni	cilco D.d												
17 Frederick Blvd	City of Portsmouth	0.51	27000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.508	28000	F
17) I Toddilok Biva	Only of 1 of contour				0070	0 70		0 /0	0 /0	0 /0	•	0.002		0.000	20000	•
~~~ F	From:		58 Airline E		000/	00/		201	00/	201	_	0.070	_	0.570	47000	
17 Frederick Blvd	City of Portsmouth	0.16	16000	F	99%	0%	0%	0%	0%	0%	F	0.078	F	0.576	17000	F
	From:		-8758 High 58, Frederic													
17 High St	City of Portsmouth	0.29	24000	F	99%	0%	0%	0%	0%	0%	F	0.078	F	0.64	25000	F
17)	ony or r ontomoun				0070	0 70		070	0 70	070	•	0.070	•	0.01	20000	•
	From:		Rodman Ave		000/	00/		201	00/	201	_	0.000	_	0.505	07000	
(17) High St	City of Portsmouth	2.13	25000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.585	27000	F
	To: From:	124-8	3525 Cedar	Lane												
17 High St	City of Portsmouth	0.93	23000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.547	24000	F
	Та	124-852	8 Churchla	nd Blvd												
17 High St	City of Portsmouth	0.21	17000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.553	18000	F
(1)	T-								• , •							
Western Branch Blad	City of Dortomouth		32 Tyre No		99%	0%	00/	00/	00/	00/	F	0.004	F	0.500	20000	
(17) Western Branch Blvd	City of Portsmouth	0.22	19000 L Chesapea	F	99%	0%	0%	0%	0%	0%	г	0.084	г	0.523	20000	F
	From:		CL Portsmo													
17 Western Branch Blvd	City of Chesapeake	0.69	19000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.525	19000	G
	то													-		
	City of Chesapeake	0.56	4 Churchla 22000	nd Blvd	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.549	23000	Α
17)	Oily of Griesapeake		ECL Suffolk		33 %	U%	0%	U%	U%	U%	C	0.099	А	0.549	∠3000	А
North	From:		7 TO I-64 V	VEST												
(17) Ramp	City of Chesapeake (Maint: 64)	0.17	NA									NA			NA	
~	To:	I-64-W FF	ROM US 17	/ NORT	Н											

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		THORIGIN WAITHERIANCE	7 li Cu									
Route	Jurisdiction	Length AADT Q	A 4Tire Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 I-64-E296B FROM IS 0.17 NA I-64-E FROM US 17 NO						NA			NA	
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 168 SOU 0.16 NA I-64-W291B FROM RT 17 I						NA			NA	
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 464 NOR 0.26 NA R 168-N015B FROM RT 17 NORT						NA			NA	
North 17 Ramp	City of Chesapeake (Maint: 64							NA			NA	
North 17 Ramp	City of Chesapeake (Maint: 64	SR 168-N015A TO RT 64) 0.54 27000 C I-64-W I-64-W291X G	G					0.092	F		27000	G
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 Dominion Blvd 0.30 2600 C I-464 North	d G 95% 0%	1% 19	% 3%	0%	F	NA			2700	G
North 17 Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 E 0.07 NA 264-E FROM ROUTE 17 NORTH-						NA			NA	
North 17 Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 W 0.14 1200 C 64-W FROM ROUTE 17 NORTH	G					0.112	F		1200	G
South 17 Ramp	City of Chesapeake (Maint: 64	US 17 TO I-64 WES' 0.19 NA I-64-W FROM US 17 SO						NA			NA	
South 17 Ramp	City of Chesapeake (Maint: 64	US 17) 0.29 1200 C I-64 East	G 95% 0%	1% 1%	% 3%	0%	F	NA			1300	G
South 17 Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 26 0.33 NA 264-E FROM ROUTE 17 SOUTH-						NA			NA	
South 17 Ramp	City of Portsmouth (Maint: 64)	US 17-S027A TO ROUTE 26 0.14 5500 C 264-W FROM ROUTE 1700- FRE	G					0.091	F		5500	G
Bus 17 George Washington Hwy	City of Chesapeake		d G 93% 0%	0% 19	% 5%	0%	F	0.109	F	0.75	4300	G
Bus (17) George Washington Hwy	City of Chesapeake	SR 165 Cedar Rd 1.19 24000 C I-64	G 93% 0%	0% 19	% 5%	0%	F	0.073	F	0.556	24000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		Nortolk Mainter	iance Ar	ea											
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	\bigcirc W
noute	Junsuiction	Lengin AAD	I QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	ECL Suff	olk												
(58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 6800) A	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	Α
	To	T ((4													
	City of Chesapeake (Maint: 64)	0.11 9900	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
[58] [13] [460]	City of Chesapeake (Maint. 64)	0.11 9900	G	9270	0%	1 70	1 70	0%	0%	Г	0.101	Г	0.555	10000	G
ALT	To: From:	SR 191 Jolliff Rd; US 13	Military I	Highway											
~~~~	City of Chesapeake	1.72 <b>6300</b>	G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.5	6700	G
58 460 Airline Blvd	To:	WCL Ports		0070	1 /0		0 /0	1 /0	0 70	O	0.000	•	0.0	0700	G
ALT	From:	ECL Chesa													
(58) (460) Airline Blvd	City of Portsmouth	0.29 <b>1200</b>		96%	1%	1%	0%	1%	0%	F	0.082	F	0.529	12000	F
(38) (400)	-								- , -				0.0_0		
ALT	To: From:	Greenwoo	d Dr												
(58) (460) Airline Blvd	City of Portsmouth	0.20 1500	) F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.602	16000	F
(30) (400)	T		,												
ALT	From:	Elmhurst l	ane												
(58) (460) Airline Blvd	City of Portsmouth	1.30 9000	F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	F
	To	GD 220 Y	D1 1												
ALT	From:	SR 239 Victo	ry Blvd												
(58) (460) Airline Blvd	City of Portsmouth	0.28 1100	F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	F
	To	SR 337 Portsm	outh Dlvd												
58 Airline Blvd	City of Portsmouth	1.40 <b>1300</b>		96%	1%	1%	0%	1%	0%	F	0.110	F	0.511	14000	F
58 Airline Blvd	City of Fortsmouth	1.40 1300	, г	90 /6	1 /0	1 /0	0 /6	1 /0	0 /6		0.110		0.511	14000	'
~~~	Tα· From:	US 17 Freder				$\Box$									
58 Airline Blvd	City of Portsmouth	0.19 1900) F	97%	1%	1%	1%	1%	0%	F	0.079	F	0.614	20000	F
\bigcirc	To:	High S													
58 London Blvd	City of Portsmouth	0.72 1900		97%	1%	1%	1%	1%	0%	С	0.082	F	0.623	20000	F
58 London Blvd	Only of 1 offsmouth	0.72 1900	' '	37 70	1 /0	1 /0	1 /0	1 /0	0 70	O	0.002		0.020	20000	'
~~~	To: From:	SR 141 Lond													
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>3500</b>	) G	94%	1%	2%	1%	3%	0%	С	0.085	F	0.653	37000	G
$\bigcirc$	To:	SR 164 Weste	rn Frazy												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>3600</b>		96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	Α
Martin Luther King Freeway	To:	Elizabeth River Mi			0 70	070	1 /0	2 /0	0 70	O	0.007		0.512	+0000	
	From:	Martin Luther Ki													
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 3600		96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	Α
38) ZiiZassai i iivsi iiilatsiii i iainsi	Only of a chomodal (Mainte of)			0070	0 70		170	_,0	0 70	Ŭ	0.007	,,	0.012	10000	,,
~~	To: From:	ECL Portsr													
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>3600</b>	) A	96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	Α
~	To:	SR 337 Bramb				]									
~~~~·	From:	SR 33'								_		_			_
(58) (337) Brambleton Ave	City of Norfolk	0.26 2700) G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	G
~ ~	Tα	Colley A	ve												
(337) Brambleton Ave	City of Norfolk	0.83 3400		96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	G
30) 337	To:	E SR 33			- / -	Ť	. , •	_,,	- / 0	•	5. 5. –	•			_
	From:	E SR 337 Braml				-									
58 Duke St	City of Norfolk	0.17 9100		95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9700	G
30)	To:	Olney F								-		-			-
		Officy F	···												

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			iviairiteriai					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	_	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:		Olney Rd		.=./					221	_		_			
58 Virginia Beach Blvd	City of Norfolk	0.07	6000	G	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6400	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Boush Stree		050/	10/		401	40/	00/		0.000	_	0.500	5000	
58) Virginia Beach Blvd	City of Norfolk	0.24 US 460 Mon	5500	G Ct Davido	95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5900	G
	From:		Monticello Ave;		BIVG											
58 Virginia Beach Blvd	City of Norfolk	0.70	15000	G	96%	2%	1%	1%	1%	0%	С	0.092	F	0.591	15000	G
<u> </u>	To From	SR 1	168 Tidewat	er Dr												
58 Virginia Beach Blvd	City of Norfolk	0.53	15000	G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	G
<u> </u>	To		Park Ave													
58 Virginia Beach Blvd	City of Norfolk	0.96	17000	G	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	G
<u> </u>	To	SR 40	05 Ballentine	e Blvd												
58 Virginia Beach Blvd	City of Norfolk	0.88	30000	G	95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	32000	G
<u> </u>	To	Az	alea Garden	Rd												
(58) Virginia Beach Blvd	City of Norfolk	1.35	30000	G	95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	31000	G
<u> </u>	To	US	13 Military	Hwy												
58 Virginia Beach Blvd	City of Norfolk	0.79	27000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	29000	G
<u> </u>	To: From:	SR 1	65 Kempsvi	lle Rd												
(58) Virginia Beach Blvd	City of Norfolk	0.93	28000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	30000	G
<u> </u>	To:	WCL Va	Beach; Nev	vtown R	d											
East	From:		TE 664 EAS	TSOUT	Ή											
(58) Ramp	City of Chesapeake (Maint: 6		NA DOVERNO	12.0.16	0.51.05							NA			NA	
	10.	I-664-E FROM														
East 58 Ramp	City of Chesapeake (Maint: 6	US 58 TO RO 64) 0.17	OUTE 664 V <b>NA</b>	VESTNO	ORTH							NA			NA	
8 Ramp	To:	I-664-W FROM		3.13&46	0 EAST							INA			INA	
West	From:	US 58 TO R														
58 Ramp	City of Chesapeake (Maint: 6		NA	3.10100	0111							NA			NA	
<u> </u>	To:	I-664-E FROM	ROUTE 58	,13&460	WEST											
West	From:	US 58 TO RO	OUTE 664 V	VESTNO	ORTH											
(58) Ramp	City of Chesapeake (Maint: 6	•	NA									NA			NA	
<u> </u>	To:	I-664-W FROM	ROUTE 58	3,13&46	) WEST											
	From:	0.10	I-64		050/	00/	10/	40/	00/	00/	_	0.404	_		0000	
(60) (60) Ramp	City of Norfolk (Maint: 64)	0.13 I-64-E FROM RT	6100 S 60 & 1429	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
	From:		S 60 & 1438 ECL Hampto		NO LAIND											
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)		,		S	ee I-64	for direc	ctional tra	affic vo	lume es	timate	es for this	seg	ment.		
Combined Tra	offic Estimates for 2 Parallel Roadway	s on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	NA			88000	F
	То:		Bayville St													

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	l enath	AADT	QΔ	4Tire	Rus			ıck		QC	K	QK	Dir	AAWDT	. OA
	From:		Bayville St				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74	Bay vine St		Se	ee I-64 f	or direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
Combine	ed Traffic Estimates for 2 Parallel Roadways	on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.54	88000	G
	To:	4	4th View St													
~ <i>~</i> _	From:		ΓΟ 4TH VIE	W ST			!_									
60) (64) Ramp	City of Norfolk (Maint: 64)	0.17			Se	ee I-64 f	or direc	tional tr	affic vo	lume es	timate	es for this	segr	nent.		
<del>*                                    </del>	To: From:		I-64 W I-64													
60 4th View St	City of Norfolk (Maint: 64)	0.25	12000	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.628	13000	G
50) 411 VIOW St	To:		n View Ave		0070	170		0 70	0 70	0 70	J	0.001	•	0.020	10000	
	From:		4th View St	Last												
60 Ocean View Ave East	City of Norfolk	0.95	14000	G	98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	G
<del></del>	To:	IIC	460 Granby	St												
Ocean View Ave East	City of Norfolk	0.47	17000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	G
90)						0 / 0		0 70	0 / 0	0,0	•	0.00	•	0.000	.0000	Ĭ
Occas View Ave Foot	City of Novicelle		Chesapeake		000/	0%	10/	00/	00/	00/		0.005	F	0.507	15000	
Ocean View Ave East	City of Norfolk	1.41	14000	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.587	15000	G
<u> </u>	To: From:	122-86	18 Cape Viev	w Ave												
60 Ocean View Ave East	City of Norfolk	1.67	16000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	17000	G
~	Τα		21st Street													
60 Shore Dr	City of Norfolk	0.88	22000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	24000	G
35)	To	CD 17	01:41 (													
60 Shore Dr	City of Norfolk	0.97	0 Little Cree 32000	G Ra	99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	G
Shore Dr	City of Norioik		Virginia Be		99 /o	0 /6	0 /°	0 /0	0 /6	0 /6	'	0.09	'	0.729	33000	
	F						_									
Pomp	City of Norfolk (Maint: 64)	0.13	Settlers Land	ing Rd  G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
60 Ramp	City of Noriok (Mairit. 64)	0.13	I-64 East	G	95%	0%	170	170	3%	0%	Г	0.124	Г		6200	G
~~ B	City of November (Mainty CA)	I-64-E273A U			IS 64							0.10	F		0500	_
Ramp	City of Norfolk (Maint: 64)	0.17	2500	G	1.60							0.12	г		2500	G
		I-64-E FROM														
~~ <u>-</u>	From:	US 60 I-64-W			IS 64								_			_
Ramp	City of Norfolk (Maint: 64)	0.18	6800	G			_					0.136	F		6800	G
~	10:	I-64-W FROM	4TH VIEW S	STREE	TRT 60											
~~ <i>~</i> ~ -		-64-W FROM OCE			PARALLE	EL							_			_
60 } (60 } Ramp	City of Norfolk (Maint: 64)	0.03	970	G								0.124	F		970	G
~ ~	Tos From:		I-64 W													
60 Ocean View Ave	City of Norfolk	1.96	6200	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6600	G
<u>~</u>	To:		4th View St													
	From:	2US 60-P I-64-	W272A OCI	EAN VI	EW A											
Ramp	City of Norfolk (Maint: 64)	0.03	970	G								0.124	F		970	G
, , , , , , , , , , , , , , , , , , ,		-64-W FROM OCE			PARALLE	EI.									-	

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							4			Tru	ıck			K		Dir	A A14/DT	
Route		Jurisdicti	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ast ~~		From	m.		L Hamptor		000/	40/	101	00/	00/	00/	_	0.000	_		45000	
4 (60) l	Hampton Roads B	•	,		43000	F	96%	1%	1%	0%	2%	0%	С	0.083	Α		45000	
		Combined Traffic Estimates for 2 Paralle	Roadways on this Ro			F	97%	1%	1%	0%	2%	0%	С	NA			88000	
ast		T From	or n:	В	ayville St													
64) (60) I	Hampton Roads B	·	,		43000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		44000	
		Combined Traffic Estimates for 2 Paralle	I Roadways on this Ro	oute: 8	86000	G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.54	88000	
act			o: n:	4tl	h View St													
ast 64		City of Norfolk (I	Maint: 64) 1	1.30	42000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		43000	
		Combined Traffic Estimates for 2 Paralle	I Roadways on this Ro	oute:	80000	G	96%	1%	1%	0%	2%	0%	F	0.07	F	0.547	82000	
		Ţ	·	I	Bay Ave				<b>—</b> —									
ast 64		City of Norfolk (I	Maint: 64) 1		47000	G	96%	1%	1%	0%	2%	0%	F	0.069	F		49000	
64)		Combined Traffic Estimates for 2 Paralle	,			G	96%	1%	1%	0%	2%	0%	F	0.071	F	0.519	93000	
		Tanana Tanana Tanana Tanana			w Gate Rd			. , •		0,0	_,,	0,0	•	0.07 .		0.0.0		
ast		From					000/	40/	40/	00/	201	201	_	0.07	_		10000	
64		City of Norfolk (I		-	47000	G	96%	1%	1%	0%	2%	0%	-	0.07	F	0.500	49000	
		Combined Traffic Estimates for 2 Paralle				G	96%	1%	1%	0%	2%	0%	Г	0.072	Г	0.538	88000	
ast		T Fro		I-564, US	S 460 Grai	nby St												
ast 64)		City of Norfolk (I			48000	Α	96%	0%	1%	1%	2%	0%	С	0.118	Α		52000	
		Combined Traffic Estimates for 3 Paralle	I Roadways on this Ro	oute: 1	119000	G	98%	0%	0%	0%	1%	0%	F	NA			130000	
ast			or m:	SR 168	3 Tidewate	r Dr												
ast 64		City of Norfolk (I	Maint: 64) 1	1.04	54000	G	97%	0%	1%	1%	2%	0%	F	NA			58000	
		Combined Traffic Estimates for 3 Paralle	I Roadways on this Ro	oute: <b>1</b>	131000	G	98%	0%	0%	0%	1%	0%	F	NA			142000	
			o.	SR 194 C	Chesapeak	e Blvd												
ast 64		City of Norfolk (I	Maint: 64) 1	1.00	62000	G	97%	0%	0%	1%	1%	0%	С	NA			62000	
04)		Combined Traffic Estimates for 3 Paralle	,			G	98%	0%	0%	1%	1%	0%	F	NA			154000	
		т	<u> </u>		7 Norview	Δνε			<u> </u>									
64)		From State of Name of	Mainta C4) 4				070/	00/	10/	10/	00/	00/	_	NIA			71000	
64)		City of Norfolk (I Combined Traffic Estimates for 3 Paralle	,		65000	G G	97% 98%	0% 0%	1% 0%	1% 0%	2% 1%	0% 0%	F	NA NA			71000 165000	
		Combined Trainic Estimates for 3 Farane	i noadways on this no				90%	0%	0%	076	1 70	0%	Г	INA			163000	
ast		From	m:		5 Military I													_
54)		City of Norfolk (I	,		55000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		60000	
<u> </u>		Combined Traffic Estimates for 3 Paralle	I Roadways on this Ro	oute: <b>1</b>	144000	G	97%	0%	0%	0%	1%	0%	F	NA			155000	
ast		T From	US 1	13, SR 16	66 Northan	npton B	lvd											
64)		City of Norfolk (I	Maint: 64) 1	1.74 (	69000	G	97%	0%	1%	1%	2%	0%	F	0.078	F		75000	
$\bigcirc$		Combined Traffic Estimates for 3 Paralle	I Roadways on this Ro	oute: <b>1</b>	175000	G	97%	0%	0%	0%	1%	0%	F	NA			187000	
		Т	0:		I-264													

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			viaintenai					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Fast	From:		I-264				ZAXIC	OTAXIC	TTTAII	ZIIdii		1 actor		1 actor		
East 64	City of Norfolk (Ma	aint: 64) 1.34	69000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	136000	Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
	To:		L Virginia B													
East	From:		ECL Norfoll		070/	00/		40/	00/	00/	_	0.444			74000	
64	City of Virginia Beach		69000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	A
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	136000	Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
East	To: From:	In	dian River I	Rd												
East 64)	City of Virginia Beach	(Maint: 64) 1.57	63000	G	97%	0%	1%	1%	2%	0%	F	NA			69000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	124000	G	97%	0%	0%	1%	2%	0%	F	NA			134000	G
	To:		CL Chesapea													
East 64	City of Chesapeake (		L Virginia B <b>63000</b>	each G	97%	0%	1%	1%	2%	0%	F	NA			69000	G
64	Combined Traffic Estimates for 2 Parallel R	,		G	97%	0%	0%	1%	2%	0%	, F	NA			134000	G
	Combined Trainc Estimates for 21 arailer for	<u> </u>			31 /6	0 /6	0 /6	1 /0	2 /0	0 /6	'	INA			134000	u
East	From:		enbrier Park	way												
East 64	City of Chesapeake (	(Maint: 64) 2.13	43000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		47000	G
$\smile$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	85000	G	97%	0%	1%	1%	2%	0%	F	NA			92000	G
Foot	To: From:	SR 16	8 Battlefiel	d Blvd												
East (64)	City of Chesapeake (	(Maint: 64) 0.58	55000	G	93%	1%	1%	1%	4%	0%	С	0.084	F		60000	G
04)	Combined Traffic Estimates for 2 Parallel R	,		G	95%	0%	1%	1%	3%	0%	F	NA	-		116000	G
	Tos		I-464					.,,		- , ,						
East	From:										_					_
(64) (17)	City of Chesapeake (	,	43000	F	92%	1%	1%	1%	5%	0%	F _	0.094	F		41000	F -
•	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
East	To: From:	US 17 Ge	orge Washii	ngton Hy	vy											
( <del>64</del> )	City of Chesapeake (	(Maint: 64) 1.46	36000	G	92%	1%	1%	1%	5%	0%	F	0.088	F		40000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	77000	G
	Tos	US 13. US	460 Militar	v Highw	/av											
East 64)	City of Chesapeake (	(Maint: 64) 2.31	37000	A	92%	1%	1%	1%	5%	0%	С	0.102	Α		40000	Α
64)	Combined Traffic Estimates for 2 Parallel R	,		A	92%	0%	1%	1%	5%	0%	С	0.102	A	0.51	76000	A
	To	•	I-264, I-664		JZ /6	0 /6	1/0	1 /0	J /6	0 /6	O	0.101	^	0.51	70000	^
East	From:		BAYVILL		FT											
(64) Ramp	L City of Norfolk (Ma		1600	G	98%	1%	1%	0%	0%	0%	F	0.133	F		1800	G
	To:	122-99001- A BA														
East	From:	I-64-E	TO 4TH VI	EW ST												
64) 60 Ramp	City of Norfolk (Ma		5500	G								0.13	F		5500	G
	Tα	US 60 US 60	- 281A FRC	M & T0	) I-64											
East	Fron:	I-64-E TO US 460	-GRANDB	Y ST &	RT 564 N											
64 Ramp	City of Norfolk (Ma	aint: 64) 0.14	14000	G								0.1	F		14000	G
$\smile$	To:	I-64-E276B T	O RT 460 C	RANDI	BY ST											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Tra	$\cap$	, QK	Dir AAWD1	ΓQW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GR 0.15 <b>8300</b> I-564-N FROM RT 64	G		0.109	F	8300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GR 0.06 <b>NA</b> US 460 FROM I-64			NA		NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. L 0.04 <b>6300</b> I-64-R I-64-R000A FROM	G		0.282	F	6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E RAMP TO RT 168 TO 0.35 <b>8000</b> SR 168 FROM 1-64	G		0.117	F	8000	G
East 64 Ramp	City of Norfolk (Maint: 64)	0.13 <b>1800</b> SR 168 FROM I-64	G		0.090	F	1800	G
East 64 Ramp	City of Norfolk (Maint: 64)	64-E TO RT 194 SOUTH-CHE 0.18 <b>2900</b> SR 194 FROM I-64	G		0.094	F	2900	G
East 64 Ramp	City of Norfolk (Maint: 64)	0.17 SR 247 FROM I-64	<b>G</b> 98% 0%		C 0.082	F	3500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOO 0.16 <b>2800</b> 122-8636 ALMEDA AVE FRO	G		0.115	F	2800	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO RT 16500- MILITA 0.17 <b>7700</b> SR 165 FROM RT 64	G		0.086	F	7700	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 NO 0.19 <b>11000</b> US 13 FROM I-64 F	G		0.094	F	11000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-26- 0.16 <b>38000</b> I-64-E284C TO RT 264 EAS	G		0.073	F	38000	G
East 64 Ramp	City of Norfolk (Maint: 64)	0.14 <b>4500</b> I-264-W013X FROM RT	G		0.097	F	4500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EA 0.17 NA I-264-E013X FROM I-6			NA		NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 EAS 0.45 <b>26000</b> I-264-E From RT 64	G		0.08	F	26000	G

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT QA	4Tire E	Rue	Tr			QC	K	QK _ Di	AAWDT	QW
East	From:	I-64-E TO RT 407		2/	Axle 3+Axle	1 Trail	2Trail		Factor	Fac	tor	
(64) Ramp	City of Virginia Beach (Maint: 64)				_				0.109	F	7300	G
	To:	SR 407 FROM I-64 EAST	Γ									
East	From:	I-64-E TO RT 407 EAST	l .							_		_
64 Ramp	City of Virginia Beach (Maint: 64)		TO L CA		7				0.106	F	17000	G
	To.	SR 407 SR 407-W004A FROM &										
East (64) Ramp	City of Chesapeake (Maint: 64)	0.26 <b>6500 G</b>		1% 1		2%	0%	С	0.129	F	6500	G
(04)	To:	131-8665 FROM RT 64 EA		.,,	1		- 7.5					
East	From:	I-64-E289X TO GREENBRIER PA	RKWAY									
(64) Ramp	City of Chesapeake (Maint: 64)	0.25 <b>15000 G</b>			_				0.099	F	15000	G
<u> </u>	Tec	131-8665 FROM RT 64 EA										
East	City of Chesapeake (Maint: 64)	64-E BEG. COLL ROAD TO GREE 0.14 <b>25000 G</b>	NBRIER PA						0.101	F	25000	G
64 Ramp	City of Chesapeake (Maint. 64)				_				0.101	Г	25000	G
East	From:	I-64-E289A TO GREENBRIER PA	ARKWAY		_							
Ramp	City of Chesapeake (Maint: 64)	0.13 <b>19000 G</b>							0.092	F	19000	G
East	Trow 131-8	665-W001A FROM GREENBRIER	PARKWAY	W								
(64) Ramp	City of Chesapeake (Maint: 64)	0.23 <b>29000 G</b>							0.082	F	29000	G
East	To From:	I-64-E289B TO GREENBRIER PA	ARKWAY		]——							
East (64) Ramp	City of Chesapeake (Maint: 64)	0.13 <b>13000 G</b>							0.087	F	13000	G
		665-E001A FROM GREENBRIER	PARKWAY E	A	1							
East (64) Ramp	City of Chesapeake (Maint: 64)	0.22 <b>NA</b>			_				NA		NA	
(64) Tidinip	Tol		(I DD		7				147 (		14/1	
East	From:	SLIP RAMP TO EXIT 290 COI	LL RD									
64 Ramp	City of Chesapeake (Maint: 64)	0.40 <b>NA</b> 4-E END COLL RD FROM GREEN	IRDIED DAD		٦				NA		NA	
East		64-E TO RT 168 NORTH-BATTLE										
(64) Ramp	City of Chesapeake (Maint: 64)	0.27 <b>4100 G</b>		0% 1		3%	0%	С	0.092	F	4100	G
	To:	SR 168 FROM I-64 EAST										
East		64-E TO RT 168 SOUTH-BATTLE										
64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>11000 G</b>		0% (	)% 0% ¬	1%	0%	С	0.102	F	11000	G
	From	SR 168 FROM I-64 EAST										
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	0.60 <b>20000 G</b>							0.104	F	20000	G
<u> </u>	To To	I-64 E Exit 290 A								-		
East	From:								0.107		10000	
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	0.10 <b>16000 G</b>			_				0.107	F	16000	G
East	To: From:	Ramp From Bus SR 168 Battlefiel	d Blvd N									
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	0.20 <b>25000 G</b>			7				0.096	F	25000	G
	To:	I-64 E Exit 290 B										

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			TAOTIOIK I	viairileriai	ICC AIC	Ju											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
		г						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
East (64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	4 E Exit 290 <b>14000</b>	) B G								0.097	F		14000	G
64) 1-04 L LXII 290	City of Chesapeake												0.097	1		14000	G
East	To: From:		np From Bus	s SR 168 Ba	ttlefield	Blvd S											
(64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	NA									NA			NA	
	To:			I-64 E													
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.25	9700	G								0.084	F		9700	G
$\overline{}$	To:			I-464 North													
East	From:		I-64-E TO	RT 104 VI	A RT 46	64											
64 Ramp	City of Chesapeake	(Maint: 64)	0.23	21000	G								0.088	F		21000	G
$\overline{}$	To:		I-464-S	FROM I-64	4 EAST												
East	From:		I-64-E	ΓΟ RT 17 N	ORTH												
(64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	6200	G								0.074	F		6200	G
	To:		US 17	FROM I-64	EAST												
East	From:		I-64-E	TO RT 17 S	OUTH												
64 Ramp	City of Chesapeake		0.21	5000	G								0.100	F		5000	G
$\overline{}$	To:	US	S 17 US 17-1	N014B FRC	M I-64	EAST											
East	From:		E TO RT 13	00- MILITA	ARY HIG	GHWAY											
(64) Ramp	City of Chesapeake	(Maint: 64)	0.31	4600	G								0.142	F		4600	G
	To:	Ţ	US 13; 131-	8599 FROM	1 I-64 E	AST											
Rev	From:			ersible Land													
<del>64</del> )	City of Norfolk (M	laint: 64)	5.99	21000	F	100%	0%	0%	0%	0%	0%	С	NA			24000	F
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on thi	is Route:	153000	G	98%	0%	0%	0%	1%	0%	F	NA			165000	G
	Too:		Rai	mp To I-64	EB												
Rev 64	City of Norfolk (M	laint: 64)	2.18	26000	G	100%	0%	0%	0%	0%	0%	С	NA			26000	G
64)	Combined Traffic Estimates for 3 Parallel	,			G	97%	0%	0%	0%	1%	0%	F	NA			187000	G
	To:	Hoadways on the		nd Reversib		31 /6	0 /6	0 /0	0 /6	1 /0	0 /6	'	INA			107000	G
	From	т	[-64-E276C]			ACT		_									
Rev 64 Ramp	City of Norfolk (M		0.24	3300	М 64 Е.	ASI							0.301	F		3300	G
64) Hamp	To:	iairit. 04)		OM H.O.V.		PM							0.501	•		0000	u
Davi	From:			R TO IS 64 1				1									
Rev 64 Ramp	City of Norfolk (M	laint: 64)	0.02	2100	G								0.193	F		2100	G
64) Hamp	To:	idirit. 0+)		FROM HOV									0.100	•		2100	ď
Day	From:	r	-64-R I-64-V			/ DT											
Rev 64 Ramp	City of Norfolk (M		0.12	6300	& FRON	/I K I							0.259	F		6300	G
04) Hallip	Oity of Norion (IV		64-E FROM			OIAN							0.200	•		0300	u
\M/+	From:	<u> </u>				>11 H I											
West Hampton Boar	ds Bridge Tunnel City of Norfolk (M	laint: 64)	0.17	CL Hampto 43000	<b>A</b>	97%	0%	1%	0%	2%	0%	С	0.13	Α		44000	Α
64 (60) Hampton Road	Combined Traffic Estimates for 2 Parallel	,			F	97%	1%	1%	0%	2%	0%	С	NA	^		88000	F
	To:	1 toauways on th		Ocean View		J170	1 70	1 70	U 70	∠70	U-76	U	INA			00000	17
		l .	03 00	Ocean viev	w AVE												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		NOTIOIN	viaintenan	ice Air	<del>za</del>							17				
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
1A/ 4	Fro	m. Tie ()	Ocean Viev	A			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
West 60 Hampton Roa	ds Beltway City of Norfolk (	Pi-	43000	G Ave	96%	1%	1%	0%	3%	0%	F	0.072	F		44000	G
(04) (00)	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.54	88000	G
	7		4th View St													
West	Pro				000/	40/	40/	00/	00/	00/	_	0.000	_		00000	_
64	City of Norfolk (I	,	38000	G	96%	1%	1%	0%	3%	0%	F	0.069	F	0.547	39000	G
	Combined Traffic Estimates for 2 Paralle	Hoadways on this Houte.		G	96%	1%	1%	0%	2%	0%	Г	0.07	Г	0.547	82000	G
West	T Fro	To: m:	Bay Ave													
64)	City of Norfolk (	,	43000	G	96%	1%	1%	0%	3%	0%	F	0.074	F		44000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	90000	G	96%	1%	1%	0%	2%	0%	F	0.071	F	0.519	93000	G
West	T Fro	Cor m:	New Gate Ro	i												
64)	City of Norfolk (	Maint: 64) 1.26	38000	G	96%	1%	1%	0%	3%	0%	F	0.078	F		39000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	88000	G
	T	I-564,	US 460 Gra	nby St			_									
West 64	City of Norfolk (	Maint: 64) 0.92	50000	G	98%	0%	1%	0%	1%	0%	F	0.114	F		54000	G
64)	Combined Traffic Estimates for 3 Paralle	,		G	98%	0%	0%	0%	1%	0%	F	NA	•		130000	G
			68 Tidewate		00,0	0,0		0 / 0	. , 0	0 / 0	•				.00000	
West	Fro				000/	201		00/	40/	00/		0.111			50000	
64	City of Norfolk (I	*	56000	A	98%	0%	1%	0%	1%	0%	С	0.111	Α		59000	A
	Combined Traffic Estimates for 3 Paralle			G	98%	0%	0%	0%	1%	0%	F	NA			142000	G
West	T Fro	SR 19	4 Chesapeak	e Blvd												
64)	City of Norfolk (	,	63000	G	98%	0%	1%	0%	1%	0%	F	0.092	F		67000	G
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	146000	G	98%	0%	0%	1%	1%	0%	F	NA			154000	G
West	T Fro	SR 2	247 Norview	Ave												
(64)	City of Norfolk (	Maint: 64) 1.24	67000	F	99%	0%	0%	0%	0%	0%	С	0.096	Α		70000	F
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	153000	G	98%	0%	0%	0%	1%	0%	F	NA			165000	G
	7	SR 1	65 Military	Hwy												
West 64	City of Norfolk (		68000	F	97%	0%	1%	1%	1%	0%	F	0.094	Α		71000	F
64)	Combined Traffic Estimates for 3 Paralle	*		G	97%	0%	0%	0%	1%	0%	F	NA	^		155000	G
	Tame Estimates for a raining	-				0 70		070	1 /0	070	·	107			100000	ŭ
West	Fra		166 Northan							221	_		_			
64	City of Norfolk (	,	80000	G	97%	0%	1%	1%	1%	0%	F	0.086	F		86000	G
<del>_</del>	Combined Traffic Estimates for 3 Paralle	Hoadways on this Route:		G	97%	0%	0%	0%	1%	0%	F	NA			187000	G
West	Tro	m:	I-264				}									
<del>64</del> )	City of Norfolk (	,	67000	Α	97%	0%	1%	1%	1%	0%	С	0.101	Α		72000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	136000	Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
	Т	WC	L Virginia B	each												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							_		Tru	ck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	From:			ECL Norfoll								_					
64)	City of Virginia Beach	,	1.75	67000	Α	97%	0%	1%	1%	1%	0%	С	0.101	Α		72000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	136000	Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
/est	Ta: From:		Ir	ndian River F	Rd												
64)	City of Virginia Beach	h (Maint: 64)	1.17	61000	В	97%	0%	0%	1%	1%	0%	С	0.097	Α		65000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	124000	G	97%	0%	0%	1%	2%	0%	F	NA			134000	G
	To:			CL Chesapea													
est	City of Chesapeake	(Maint: 64)	0.89	L Virginia B 61000	each <b>B</b>	97%	0%	0%	1%	1%	0%	С	0.097	Α		65000	В
54	Combined Traffic Estimates for 2 Parallel					97%	0%	0%	1%	2%			0.097 NA	А			
	Combined Trainic Estimates for 2 Parallel	Hoadways on the			G	97%	0%	0%	1%	270	0%	Г	INA			134000	G
est	To: From:		Gre	enbrier Park	way												
64)	City of Chesapeake	(Maint: 64)	2.10	42000	G	97%	0%	1%	1%	1%	0%	F	0.094	F		45000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	85000	G	97%	0%	1%	1%	2%	0%	F	NA			92000	G
ant	To: From:		SR 10	68 Battlefield	l Blvd												
est (168)	City of Chesapeake	(Maint: 64)	0.50	53000	N	97%	0%	1%	1%	1%	0%	Ν	NA			56000	١
4) (100)	Combined Traffic Estimates for 2 Parallel	,			N	95%	0%	1%	1%	3%	0%	N	NA			116000	-
	To:	·		US 17		0070	0,0	Ť	. , 0	0,0	0 / 0						
est	From:			68 Battlefield													
54)	City of Chesapeake	,	0.49	53000	G	97%	0%	1%	1%	1%	0%	F	NA			56000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	108000	G	95%	0%	1%	1%	3%	0%	F	NA			116000	(
est	To: From:			I-464													
17	City of Chesapeake	(Maint: 64)	0.41	35000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	C
	Combined Traffic Estimates for 2 Parallel	,	is Route:	78000	G	92%	0%	1%	1%	5%	0%	F	NA			79000	
	Too	-		O Great Bridg	re Blvd												
est	From:	(Mainte C4)				000/	00/	10/	10/	F0/	00/	_	0.000	_		40000	
17	City of Chesapeake	,	3.86	40000	F	92%	0%	1%	1%	5%	0%		0.089		0.544	40000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on the			F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
est	To: From:		US 17 Ge	eorge Washir	igton Hy	vy											
<u>34</u> )	City of Chesapeake	(Maint: 64)	1.86	35000	G	92%	0%	1%	1%	5%	0%	F	0.093	F		37000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	71000	G	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	77000	(
ant	Ta: From:		US 13, 1	US 460 Milit	ary Hwy	y											
est 64	City of Chesapeake	(Maint: 64)	1.65	35000	Α	92%	0%	1%	1%	5%	0%	С	0.103	Α		37000	A
) · ·	Combined Traffic Estimates for 2 Parallel	,			A	92%	0%	1%	1%	5%	0%	C	0.101	Α	0.51	76000	,
	To	:		I-264, I-664		<u> </u>	370		. 70				001	, ,	0.01	. 5000	
est	From:	I-64-W 7	го осеал	VIEW AV	ENUE60	) PARALI	LE										
Ramp	City of Norfolk (M		0.03	490	G								0.102	F		490	C
	To:	2US	S 60-P; 2US	60-P004A	OCEAN	VIEW											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT (		•	Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	US 60 US 60- 281B FROM 6	G						0.081	F		1800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY AVE 0.15 <b>NA</b> 122-8623 FROM I-64 V							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRA 0.11 <b>3900</b> US 460 FROM I-64 W	G						0.153	F		3900	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>23000</b> SR 165 Little Creek	<b>G</b> Rd						0.078	F		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.11 4600 SR 168 FROM I-64 W	G						0.109	F		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 NORTH-TIDE 0.21 <b>4500</b> SR 168 FROM 1-64 W	G						0.133	F		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 194 NORTH-CHES 0.25 <b>8800</b> SR 194 FROM 1-64 W	G						0.115	F		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO RT 247 WEST00- N 0.18 <b>3700</b> SR 247 FROM 1-64 W	<b>G</b> 98% 0%	1%	0%	0%	0%	С	0.130	F		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 247 WEST-NORV 0.13 <b>4900</b> SR 247 FROM I-64 W	<b>G</b> 99% 0%	0%	0%	0%	0%	С	0.087	F		4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 165MILITARY H 0.20 <b>9000</b> ROBIN HOOD ROA	G						0.087	F		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)		G						0.091	F		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282B TO RT 13 S 0.04 NA US 13 FROM RT 64 W							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 S 0.03 NA WCL Virginia Beac							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LA 0.09 <b>3100</b> I-64-R FROM I-64 W	G						0.185	F		3100	G

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	$\cap$ C $\cap$ K	Dir AAWDT QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST  0.13 <b>8700 G</b> I-264-W013X FROM I-64 WEST		0.097 F	8700 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44 0.23 <b>26000 G</b> I-264-E013X FROM I-64 WEST		0.08 F	26000 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMEDIAN 0.12 <b>3900 G</b> I-64-R I-64-R008A TO & FROM RT		0.334 F	3900 G
West 64 Ramp	City of Virginia Beach (Maint:	I-64-W TO RT 407 EAST 64) 0.22 <b>6400 G</b> SR 407 FROM I-64 WEST		0.129 F	6400 G
West 64 Ramp	City of Virginia Beach (Maint:	I-64-W TO RT 407 EAST 64) 0.20 <b>11000 G</b> SR 407 FROM I-64 WEST		0.109 F	11000 G
West 64 Ramp	City of Chesapeake (Maint: 6	I-64-W289X TO GREENBRIER PARKWAY WEST 64) 0.28 <b>6500 G</b> 95% 1% 131-8665 FROM RT 64 WEST	1% 1% 2% 0%	C 0.116 F	6500 G
West 64 Ramp	City of Chesapeake (Maint: 6	I-64-W289X TO GREENBRIER PARKWAY EAST 64) 0.25 <b>11000 G</b> 131-8665 FROM RT 64 WEST		0.085 F	11000 G
West 64 Ramp	City of Chesapeake (Maint: 6			NA	NA
West 64 Ramp	City of Chesapeake (Maint: 6	1-64-W289B TO GREENBRIER PARKWAY EAST 64) 0.10 <b>NA</b> 131-8665-E001B FROM GREENBRIER PARKWAY		NA	NA
West 64 Ramp	City of Chesapeake (Maint: 6		<del></del>	NA	NA
West 64 Ramp	City of Chesapeake (Maint: 6		<del>-</del>	NA	NA
West 64 Ramp	City of Chesapeake (Maint: 6		<u> </u>	0.098 F	19000 G
West 168 Ramp	City of Chesapeake (Maint: 6	I-64 W 64) 0.18 <b>2900 G</b> 86% 1% Bus SR 168 N	1% 2% 9% 1%	C 0.078 F	2900 G
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 6	I-64 W  64) 0.30 <b>8600 G</b> 97% 0%  Bus SR 168 Battlefield Blvd S	1% 0% 1% 0%	C 0.111 F	8600 G

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									_							
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
Nest 168 I-64 W Exit 290	City of Chesapeake (Maint: 6	4) 0.10	1-64 W 15000	G								NA			15000	G
Vest	To: From:	I-6	4 W Exit 29	0 B												
168 I-64 W Exit 290	City of Chesapeake (Maint: 6	<u>′</u>	NA									NA			NA	
Vest	To- From:	Ramp From Bu	s SR 168 B	attlefield	Blvd S											
168 I-64 W Exit 290	City of Chesapeake (Maint: 6		NA									NA			NA	
/est	To: From:	I-6	4 W Exit 29	0 S												
I-64 W Exit 290	City of Chesapeake (Maint: 6	4) 0.12	NA									NA			NA	
rest	To: From:	Ramp From Bu	s SR 168 Ba	attlefield	Blvd N											
I-64 W Exit 290	City of Chesapeake (Maint: 6	<u> </u>	NA									NA			NA	
/est	To: From:	Ramp	to I-64 E E	xit 289												
I-64 W Exit 290	City of Chesapeake (Maint: 6	4) 0.51	<b>NA</b> I-64 W				_					NA			NA	
	F															
(est) Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 6	4) 0.26	0ak Grove 0 3100	G	76%	2%	3%	3%	16%	0%	С	0.131	F		3300	G
<i></i>	Τα:	]	I-464; US 1	7												
(est ) Ramp	City of Chesapeake (Maint: 6		TO RT 168 <b>8400</b>	SOUTH <b>G</b>	[							0.127	F		8400	C
<u> </u>	To:	US 17-N017.	A FROM R	T 17 NO	RTH		<b>—</b> —									
est	Oits of Observation (Maints C						-					NIA			NIA	
Ramp	City of Chesapeake (Maint: 6		NA	30m 0 10	- NODEN	,						NA			NA	
	10.	1SR 168-P FROM				ļ.										
est	From:	I-64-W BEGIN		AD TO	RT 464											
Ramp	City of Chesapeake (Maint: 6		NA									NA			NA	
	10:	SR 104 N	0007A Gap	Fr Rt 10	)4											
/est	From:	I-64-W TO RT 190			REAT BR	I										
<del>34)</del> Ramp	City of Chesapeake (Maint: 6		3100	G								0.094	F		3100	(
	To:	SR 190	FROM I-64	4 WEST												
est	From:		I-64 West													
Ramp	City of Chesapeake (Maint: 6	4) 0.24	5300	G	95%	0%	1%	1%	3%	0%	F	0.092	F		5600	(
	To:		US 17													
est	From:	I-64-W TO RT 1:	300- MILIT	ARY HI	GHWAY											
Ramp	City of Chesapeake (Maint: 6		4700	G								0.088	F		4700	(
	To:		FROM I-64	WEST												_
	From:		7 Frederick													
George Washington Hwy	City of Portsmouth	0.36	16000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.711	17000	F
	To: From:	SI	R 337 Elm A													
George Washington Hwy	City of Portsmouth	0.48	15000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.741	16000	F
$\sim$	To:	Po	ortsmouth Bl	lvd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
C#in silvana C4	From:	Portsmouth Blvd	000/	10/	00/	00/	00/	00/	_	0.000	_	0.001	04000	-
141 Effingham St	City of Portsmouth	0.76 <b>23000 F</b>	93%	1%	2%	2%	2%	0%	С	0.090	F	0.681	24000	F
141)Effingham St	City of Portsmouth	I-264 0.18 <b>28000 F</b>	98%	0%	1%	0%	0%	0%	F	0.070	F	0.587	29000	F
141 Emiligram St	City of Portsmouth		90%	0%	1 70	076	0%	0%	Г	0.070	F	0.567	29000	
141)Effingham St	City of Portsmouth	South St 0.25 <b>23000 F</b>	98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	25000	
141 Emilyilani St	City of Fortsmouth		30 /6	0 70	1 /0	0 /6	1 /0	0 /6	'	0.07	'	0.500	23000	
141)Effingham St	City of Portsmouth	High St 0.06 <b>20000 F</b>	98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	22000	
141) Emilgian ot	To:	London Blvd	30 70	0 70	170	0 70	1 /0	0 70		0.07	'	0.554	22000	
	From:	Effingham St												
141 London Blvd	City of Portsmouth	0.33 <b>23000 F</b>	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	24000	
	To: From:	Elm Ave												
141 London Blvd	City of Portsmouth	0.83 <b>26000 F</b>	98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	28000	
<u> </u>	10:	M L King Freeway												
•	Norfolk Maintenance Area	SR 141 RAMP TO IS 264 0.15 <b>NA</b>								NA			NA	
141)	To:	I-264-E; 124-99013-E000A FROM	RT 141-							IVA			INA	
North	From:	SR 141 RO ROUTE 264 WE												
141)Ramp	City of Portsmouth (Maint: 64)	0.30 <b>2700 G</b>								0.233	F		2700	
$\smile$	To: I-2	64-W FROM ROUTE 14100- EFFI	NGHAM S	T										
South	From:	SR 141 TO ROUTE 264 WE	ST											
141 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>2200 G</b>	CHANGE	,						0.132	F		2200	
	I-	-264-W FROM ROUTE 141-EFFIN	GHAM ST											
164) Western Freeway	City of Portsmouth (Maint: 64)	ECL Suffolk 0.88 <b>46000 A</b>	95%	0%	0%	1%	3%	0%	С	0.102	Α	0.555	52000	
104)	To To			0 70		. , 0	0,0	0,70	Ū	002		0.000	02000	
164)Western Freeway	City of Portsmouth (Maint: 64)	Towne Point Rd 1.35 <b>49000 G</b>	95%	0%	1%	1%	3%	0%	С	0.084	F	0.619	56000	
104)	To	Cedar Lane				.,,		-,-			-			
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>45000 G</b>	95%	1%	1%	1%	3%	0%	С	NA			51000	
104)	To	West Norfolk Rd				.,,		-,-						
164) Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>48000 G</b>	95%	0%	0%	1%	3%	0%	F	0.083	F	0.615	54000	
104)	To:	US 58, SR 337 Martin Luther Kin												
	From:	Bus US 17 George Washington	Hwy											
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>12000 G</b>	99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	13000	
	To: From:	US 17 Dominion Blvd												
165)Cedar Rd	City of Chesapeake	0.28 <b>24000 G</b>	99%	0%	0%	0%	0%	0%	С	0.082	F	0.55	25000	•
$\smile$	To: From:	Bells Mill Rd West												
165)Cedar Rd	City of Chesapeake	2.01 <b>26000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.619	28000	
$\smile$	То:	131-8798 Bells Mill Rd Eas	st											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

5 .					Tru	ck			K	014	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	131-8798 Bells Mill Rd East											
65) Cedar Rd	City of Chesapeake	1.73 <b>22000 G</b> 999	% 0%	0%	0%	0%	0%	F	0.084	F	0.515	24000	
Due .	To: From:	Bus SR 168 Battlefield Blvd											
Bus 165)(168)Battlefield Blvd	City of Chesapeake	0.26 <b>29000 G</b> 98°	% 1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	
65 168 Battlefield Blvd	Only of Officsapeane		70 170	1 70	0 70	0 70	0 70	O	0.070	'	0.00	31000	
	To: From:	BUS SR 168 Battlefield Blvd						_		_			
65 Mt Pleasant Rd	City of Chesapeake	0.75 <b>17000 G</b> 98°	% 0%	1%	0%	0%	0%	F	0.104	F	0.612	18000	
	To: From:	SR 168 Great Bridge Bypass											
65)Mt Pleasant Rd	City of Chesapeake	2.57 <b>15000 G</b> 98°	% 0%	1%	0%	0%	0%	С	0.097	F	0.517	16000	
	To	131-866 Centerville Tpke											
65)Mt Pleasant Rd	City of Chesapeake	4.53 <b>8200 G</b> 98°	% 0%	1%	1%	0%	0%	С	0.111	F	0.6	8700	
009/									-				
Mt Diagont Dd	City of Changage	131-8667 Fentress Airfield Rd	0/ 00/	10/	10/	00/	0%	F	0.114	F	0.610	0200	
65 Mt Pleasant Rd	City of Chesapeake	0.91 <b>7800 G</b> 989	% 0%	1%	1%	0%	0%	Г	0.114	Г	0.613	8300	
	From:	WCL Virginia Beach WCL Virginia Beach, SR 403 Newtown R	?d										
65)Kempsville Rd	City of Norfolk	1.00 <b>20000 G</b> 98°		1%	0%	0%	0%	С	0.095	F	0.641	21000	
65) . Gpe ve	-		, , , , ,		0,0	0 70	0,0	Ū	0.000	•	0.0		
	From	US 58 Virginia Beach Blvd			00/	00/	00/		0.007	_	0.500	10000	
65 Kempsville Rd	City of Norfolk	1.57 <b>12000 G</b> 98°	% 1%	1%	0%	0%	0%	F	0.097	F	0.538	13000	
	From:	US 13 Northampton Blvd Kempsville Rd											
65) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>32000 G</b> 97°	% 1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	
65) 13 166 Northampton Blvd	Tro:	SR 166, US13	70 170		0 70	1 /0	0 70		0.007	'	0.507	04000	
	From: US	5 13 Northampton Blvd; SR 166 Princess Ar	ne Rd										
65) Military Hwy North	City of Norfolk	0.62 <b>43000 G</b> 97°		1%	0%	0%	0%	F	0.080	F	0.502	46000	
	Tec			i									
65)Military Hwy North	City of Norfolk	I-64 0.60 <b>12000 G</b> 97 ^o	% 1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	
65 Juliillary Tiwy North	Oity of Nortolk	0.00 <b>12000 G</b> 97	/0 1 /0	1 /0	0 /6	0 /6	0 /6	•	0.001	'	0.022	13000	
	To: From:	SR 192 Azalea Garden Rd											
65)Military Hwy North	City of Norfolk	0.39 <b>24000 G</b> 97	% 1%	1%	0%	0%	0%	С	0.082	F	0.547	25000	
<u></u>	To	SR 247 Norview Ave		<u> </u>									
65) Military Hwy North	City of Norfolk	1.65 <b>23000 G</b> 97°	% 1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	
	To	SR 170 Little Creek Rd											
65)Little Creek Rd	City of Norfolk	0.12 <b>34000 G</b> 969	% 1%	1%	1%	1%	0%	F	0.081	F	0.507	37000	
65) Little Greek Flu	Oity of Nortolk	0.12 <b>34000                                 </b>	/0 1 /0	1 /0	1 /0	1 /0	0 /6	•	0.001	'	0.507	37000	
	To: From:	SR 194 Chesapeake Blvd											
65)Little Creek Rd	City of Norfolk	0.58 <b>25000 G</b> 98°	% 0%	1%	0%	1%	0%	С	0.079	F	0.545	27000	
<u> </u>	To: From:	Tidewater & Sewells Point Rd		<u> </u>									
65)Little Creek Rd	City of Norfolk	0.86 <b>21000 G</b> 969	% 1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	
$\mathcal{D}_{}$	To:	NHS Change											
	From:	I-64											
65)Little Creek Rd	City of Norfolk	0.36 <b>21000 G</b> 96°	% 1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	
$\mathcal{L}$	To:	US 460 Granby St											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

				_		Tru	ck			K	<u> </u>	Dir		
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 460 Granby St							_		_			
165 Little Creek Rd	City of Norfolk	1.19 <b>17000 F</b>	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	18000	F
<u> </u>	To: From:	Diven St												
165)Little Creek Rd	City of Norfolk	0.78 <b>12000 F</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	13000	
<u> </u>	To:	SR 337 Hampton Blvd												
	From:	SR 165 I-564-S000A FROM RT 56	64 SOU											
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>5700 G</b>								0.077	F		5700	(
<u> </u>	To:	I-64-E FROM RT 165 NORTH & S	SOUTH											
North	From:	SR 165 TO I-64 WEST												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>								NA			NA	
	To	122-99026- A RROM ROBIN HOO	D ROAD		$\neg$ $\vdash$									
lorth 165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>9300 G</b>								0.090	F		9300	(
165/1141119		-64-W FROM RT 16500- MILITARY	HIGHWA	V	_					0.030	•		3300	
	Fron		IIIOIIWA	. 1										
166)Bainbridge Blvd	City of Chesapeake	US 17 Dominion Blvd 2.05 <b>4000 G</b>	91%	1%	2%	3%	3%	0%	E	0.123	F	0.785	4500	(
166 Dallibridge Bivd	Oity of Offesapeake		3176	1 /0		3 /6	J /6	0 /6	'	0.125	•	0.703	4300	
	From:	SR 190 Great Bridge Blvd	2121									. =		
166 Bainbridge Blvd	City of Chesapeake	0.69 <b>8200 G</b>	91%	1%	2%	3%	3%	0%	С	0.096	F	0.524	9300	(
<u> </u>	To: From:	US 13 Military Hwy												
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 <b>12000 G</b>	97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	
	To:	Freeman Ave			<u> </u>									
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 <b>9300 G</b>	97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	
	To	Chesapeake Dr												
166) (460) Bainbridge Blvd	City of Chesapeake	0.81 <b>8200 G</b>	97%	1%	1%	1%	1%	0%	С	NA			8900	(
166) (460) Samonago Siva	To:	SR 337 Poindexter St	01 70	170		1 70	1 70	070	Ŭ				0000	
	From:	Bainbridge Blvd												
166)(460)Poindexter St	City of Chesapeake	0.56 <b>8100 G</b>	96%	1%	1%	1%	1%	0%	С	NA			8800	(
	Τα	Liberty St												
166)(460)22nd St	City of Chesapeake	0.39 <b>5300 G</b>	97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	(
	To:	SCL Norfolk												
	From:	NCL Chesapeake												
166 (460) Wilson Rd	City of Norfolk	0.65 <b>8100 G</b>	96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	(
<u> </u>	From:	Campostella Ave Wilson Rd												
166)(460)(168)Campostella Rd	City of Norfolk	0.73 <b>35000 G</b>	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	(
166 460 (168 Campostella Rd	_ F		0070	. 70		. /0	_ /0	3 /0	•	0.000	•	0.000	3,000	•
Drombleton Acce	From:	Kimball Terr	050/	10/	10/	10/	00/	00/		0.004		0.650	44000	
166 460 168 Brambleton Ave	City of Norfolk	0.30 <b>41000 G</b>	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	(
	To: From:	US 460 Brambleton Ave												
166 Park Ave	City of Norfolk	0.45 <b>15000 G</b>	98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	17000	(
	To: From:	US 58 Va Beach Blvd												
166)Park Ave	City of Norfolk	0.14 <b>12000 G</b>	98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	14000	(
	То:	Princess Anne Rd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Tru	uol.			K		Dir		
Route	Jurisdic	tion	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	C
	F	From:		Park Ave				1	01717110	Tiran	Liian		1 40101		1 40101		
166) Princess Anne Rd	City of No	orfolk	0.65	16000	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	
$\overline{}$		To:	N	Merrimac Av	/e												
166) Princess Anne Rd	City of No	orfolk	0.30	16000	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	
		Tor	R	allentine Bly	vd												
166) Princess Anne Rd	City of No	orfolk	0.95	20000	A	96%	1%	1%	1%	1%	0%	С	0.098	Α	0.517	22000	
.00	•	To:	A ==	alea Garden	D.4												
166)Princess Anne Rd	City of No	orfolk	1.46	20000	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	
166)1 11110000 7 111110 110	ony or re-	- T					1 /0		1 70	1 /0	0 70	•	0.002	•	0.010	22000	
166) (13) (165) Northampto	on Blvd City of No	orfolk	0.26	13 Military l <b>32000</b>	Hwy <b>G</b>	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	
166 (13) (165 Northampto	on biva	To:		5 Princess A		31 /0	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.007	'	0.567	34000	
	-	From:		65 Military													
166) 13 Northampton Blv	d City of No	orfolk	0.62	33000	G	93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	35000	
		To:		I-64													
166) (13) Northampton Blve	d City of No	orfolk	0.20	80000	G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	
	,	To:		Virginia Be	ach												
	F	From:	North	Carolina Sta	te Line												
168)Battlefield Blvd	City of Ches	sapeake	1.79	23000	Α	97%	0%	0%	1%	1%	0%	С	0.172	Α	0.56	22000	
	-	To: P	Bus SR 168 Ba	ttlefield Rly	d: Gallb	uch Pd											
168 Chesapeake Expressw	ay City of Chesapeak	Tom.	2.92	9300	G G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.744	8500	
100)	.,	,															
168)Chesapeake Expressw	ay City of Chesapeak	TOIL.	R 168 Battleft 2.94	9300	G G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.74	8500	
168 Ollesapeake Expressw	ay Oily of Offesapean	(Maint. TOL)				31 /6	0 78	<u> </u>	1 /0	1 /0	0 /6	•	0.000	'	0.74	0300	
Channal La Firmanni	City of Change	From:		Iillcrest Pkw	•	070/	00/		10/	10/	00/	F	0.00		0.070	01000	
Chesapeake Expressw	ay City of Chesapeak	te (Maint: TOL)	0.25	33000	G	97%	0%	0%	1%	1%	0%	г	0.09	F	0.673	31000	
	F	To: From:		nd Toll Roa													
168 Great Bridge Bypass	City of Ches	sapeake	1.76	33000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	
<u>~</u>	F	To: From:	Bus SR	168 Battlefi	eld Blvd												
168 Great Bridge Bypass	City of Ches	sapeake	0.20	32000	G	97%	0%	0%	1%	1%	0%	F	0.084	F	0.618	29000	
<u> </u>		_To:		Hanbury Rd	1												
168 Great Bridge Bypass	City of Ches	sapeake	1.50	42000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.648	39000	
	*	To:	SD 16	55 Mt Pleasa	ant Pd												
168)Great Bridge Bypass	City of Ches	sapeake	2.49	69000	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.704	64000	
100) circuit 21.0go 2) paco	3.ty 6. 6s	To				0.70	0,0		. , 0	. , 0	0,0	•	0.000	•		0.000	
168)Oak Grove Connector	City of Ches	e apoako	1.82	168 Battlefi 69000	eld Blvd <b>G</b>	97%	0%	0%	1%	1%	0%	F	0.091	F	0.700	64000	
168 Oak Grove Corriector	City of Cities	Бареаке ———————————————————————————————————	1.02		<u> </u>	91 /0	0 /0	0 /0	1 /0	1 /0	0 /6	'	0.031	'	0.700	04000	
	P	Prom:		I-64			1.0:	<u>_</u>		"							
168 64	City of Chesapea	,	0.50										es for this	s segi	ment.		
~ ~	Combined Traffic Estimates for 2 Parall				N	95%	0%	1%	1%	3%	0%	N	NA			116000	
		To:		I-64; US 17	'												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT Q	 Δ 4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
1.00.0	- I				2Axle	3+Axle	1Trail	2Trail		Factor	σ	Factor	7011101	۵.,
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	SR 168 CD Rd 0.10	S	See I-64 f	or direc	ctional tr	affic vo	lume es	stimate	es for this	segi	ment.		
	To: From:	Ramp to Bus SR 168 S			$\Box$ $-$									
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10		See I-64 f	or dired	ctional tr	affic vo	lume es	stimate	es for this	s segi	ment.		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From SR 168 S 0.20	S	See I-64 f	or direc	ctional tr	affic vo	lume es	stimate	es for this	s segi	ment.		
	To:	Ramp to SR 168, Bus SR	168											
168) (64) Ramp	City of Chesapeake (Maint: 64)	Ramp to Bus SR 168 0.18		See I-64 f	or direc	ctional tr	affic vo	lume es	stimate	es for this	segi	ment.		
Pug	To: From:	Bus SR 168												
168 Battlefield Blvd	City of Chesapeake	0.35 <b>57000 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.082	N	0.542	60000	N
	From:	End Bus SR 168 I-64; US 17												
168 Battlefield Blvd	City of Chesapeake	0.54 <b>33000 G</b>	<b>9</b> 6%	0%	1%	1%	2%	0%	С	NA			36000	G
	To: From:	US 13 Military Hwy												
168 Battlefield Blvd	City of Chesapeake	0.47 <b>20000 G</b>	96%	1%	1%	1%	2%	0%	F	0.081	F	0.53	21000	G
168 Atlantic Ave	City of Chesapeake	Campostella Rd 0.42 <b>13000 G</b>	96%	1%	1%	1%	2%	0%	F	0.090	F	0.608	14000	G
	To: From:	Providence Rd								- · · -			.=	
Atlantic Ave	City of Chesapeake	Old Atlantic Avenue	96%	1%	1%	1%	2%	0%	С	0.117	Α	0.655	17000	Α
168 Atlantic Ave	City of Chesapeake	0.39 <b>8400 G</b>	96%	1%	1%	1%	2%	0%	F	0.101	F	0.730	9000	G
<u> </u>	To: From:	SR 246 Liberty Rd												
168 Campostella Rd	City of Chesapeake	0.35 <b>15000 G</b>	96%	1%	1%	1%	2%	0%	F	0.091	F	0.668	16000	G
	To: From:	SCL Norfolk									_			_
168 Campostella Rd	City of Norfolk	0.52 <b>19000 G</b>	96%	1%	1%	1%	2%	0%	F	0.099	F	0.681	20000	G
	To: From:	SR 407 Indian River R			<u></u>						_			
168 Campostella Rd	City of Norfolk	0.26 <b>25000 G</b>	96%	1%	1%	1%	2%	0%	F	0.104	F	0.703	27000	G
	From:	US 460 Wilson Rd Wilson Rd												
168 460 166 Campostella Rd	City of Norfolk	0.73 <b>35000 G</b>	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	G
	To: From:	Kimball Terr												_
168 460 166 Brambleton Ave	City of Norfolk	0.30 <b>41000</b> G	i 95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	G
168)(460)Brambleton Ave	City of Norfolk	Park Ave 0.40 <b>30000 G</b>	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	G
	To	Brambleton Ave			$\neg$ $\vdash$									
168 Tidewater Dr	City of Norfolk	0.31 <b>31000 G</b>	90%	0%	1%	5%	3%	0%	С	0.086	F	0.562	34000	G
	To: From:	US 58 Va Beach Blvd												
168 Tidewater Dr	City of Norfolk	0.89 <b>29000 G</b> Lindenwood Ave	98%	0%	1%	0%	1%	0%	F	0.083	F	0.526	32000	G
		Lindeliwood Ave												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		wood Ave												
168 Tidewater Dr	City of Norfolk	0.81 <b>26</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	G
<u> </u>	To- From:	Crom	well Dr												
168 Tidewater Dr	City of Norfolk	1.03 <b>37</b>	000 A	98%	0%	1%	0%	1%	0%	С	0.094	Α	0.532	41000	Α
	T _{CC} From:	Norvie	ew Ave			$\Box$ $\vdash$									
168)Tidewater Dr	City of Norfolk	1.11 34	000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.549	37000	G
	To- From:	I-	-64			$\neg$ $\vdash$									
168 Tidewater Dr	City of Norfolk	0.60 <b>30</b>	000 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.631	32000	G
	To:	SR 165 Lit	tle Creek Rd			<u> </u>									
168)Tidewater Dr	City of Norfolk		000 G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	19000	G
	To	Bay Vi	iew Blvd												
168 Tidewater Dr	From: City of Norfolk	-	000 G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	G
100)	To	112 460 4	Granby St												
168 Tidewater Dr	From: City of Norfolk		000 G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	8600	G
100)	To:		an View Ave												
North	From:	SR 168; 1SR 168	3-P SR 168-N0	015B											
168 Ramp	City of Chesapeake (Maint: 64)		NA								NA			NA	
	Tα:	US 17-N017C	TO RT 64 WE	ST											
North	From:	SR 168; 1SR 168	3-P SR 168-N0	15A											
168 Ramp	City of Chesapeake (Maint: 64)	0.28 <b>N</b>	AA								NA			NA	
Nauth	To: From:	SR 168-N015C TO I	RT 17 SOUTI	I & 190		$\Box$									
North 168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>N</b>	NA								NA			NA	
100)				FO. 464 NG	ND.										
North	11000	S 17-N017B FROM RT		10 464 NC	JK										
168 Ramp	City of Chesapeake (Maint: 64)		600 G								0.127	F		5900	G
	10.		A US 17-N017												
North	From: (Majurt C4)	SR 168-N015B TO I		I & 190							NIA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.38 <b>N</b> SR 168-S015A TO I	NA PT 17 SOUTE	I & 100							NA			NA	
NI II	From			1 & 190											
North 168 Ramp	City of Norfolk (Maint: 64)		100 G								0.107	F		5100	G
168) 1 141116		64-W FROM RT 168 N		WATER D	RI						0.107	'		3100	a
North	From:	SR 168; 122-8626 TO													
168)Ramp	City of Norfolk (Maint: 64)		200 G	e IIIOL							0.105	F		5200	G
100)		64-E FROMRT 168 NO		ATER DR	IV										
South	From:		TO RT 190												
168 Ramp	City of Chesapeake (Maint: 64)		000 G								0.084	F		16000	G
$\overline{}$	To	SR 168-N015C TO I	RT 17 SOUTI	I & 190											
South	From:										NIA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>N</b> US 17 SR 190 FROM	NA STORTA	61610							NA			NA	
	• • •	US 1 / SK 190 FROM	vi & IUKI4	04,04 &											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		NOTION Maintena	iice Ai	<u> </u>			Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:	SR 168 TO I-64									0.000	-		0500	
Ramp	City of Norfolk (Maint: 64)	0.17 <b>3500</b> 4-E FROM RT 168 SOUTH	G	ATED DI	DT .	_					0.090	F		3500	C
outh	From:	SR 168 TO I-64		MILKDI	CI .										_
168)Ramp	City of Norfolk (Maint: 64)	0.13 <b>3100</b>	G								0.102	F		3100	(
	То: І-6-	4-W FROM RT 168 SOUTH	I-TIDEV	VATER D	RI										
Bus		R 168 Chesapeake Expressw				00/	10/	10/	00/	F	0.004	F	0.040	15000	(
Battlefield Blvd	City of Chesapeake	2.70 <b>14000</b>	G	97%	0%	0%	1%	1%	0%	г	0.084	Г	0.648	15000	
us	To: From:	Indian Creek													_
Battlefield Blvd	City of Chesapeake	1.55 <b>18000</b>	G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.617	19000	
us	To: From:	Centerville T ₁	oke												
68)Battlefield Blvd	City of Chesapeake	3.78 <b>20000</b>	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.505	21000	
us	To- From:	SR 168 Great Bridg	e Bypas	S											
68)Battlefield Blvd	City of Chesapeake	0.28 <b>7100</b>	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.557	7500	
<i></i>	To: From:	131-8802 Hanbu	ıry Rd												
us ₆₈ )Battlefield Blvd	City of Chesapeake	1.70 <b>13000</b>	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.5	14000	
<u> </u>	Too	SR 165 S, Mount Pleasant F	Rd. Johns	stown Rd											
68) (165) Battlefield Blvd	City of Chesapeake	0.26 <b>29000</b>	G	98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	
163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163) - 163	To-	SR 165 North; Ced			. , ,		0,0	0,0	0,0		0.07.0		0.00	0.000	
us 68)Battlefield Blvd	City of Chesapeake	1.24 <b>33000</b>	G Road	98%	1%	1%	0%	0%	0%	F	0.088	F	0.614	35000	
68 Battielleid Bivu	City of Chesapeake			90%	1 70	1 70	0%	076	0%	Г	0.000	Г	0.614	33000	
us	From:	SR 190 Great Brid													
Battlefield Blvd	City of Chesapeake	0.17 <b>33000</b>	G	98%	1%	1%	0%	0%	0%	F	NA			36000	
us	To: From:	SR 168 Great Bridg	e Bypas	S											_
Battlefield Blvd	City of Chesapeake	1.39 <b>41000</b>	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.683	43000	
dus	To: From:	Hollywood Rd; Oak	Grove R	ld											_
68)Battlefield Blvd	City of Chesapeake	0.68 <b>46000</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.648	49000	
us	To: From:	Volvo Pkw	y												
68)Battlefield Blvd	City of Chesapeake	0.58 <b>57000</b>	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.542	60000	
<i>)</i>	To:	I-64													
68) (168) Battlefield Blvd	City of Chesapeake	0.35 <b>57000</b>	N	98%	1%	1%	0%	0%	0%	N	0.082	N	0.542	60000	
30) 100)	То:	SR 168 Battlefiel			. , •		- / 0	- / 0	- / 0				· <b>-</b>		
us	From:	Bus SR 168 1	NB												
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	С	0.081	F		11000	
	To:	I-64- WB													

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus SR 168 NB												
168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64	) 0.18 <b>9500</b> (	<b>G</b> 97%	0%	1%	0%	1%	0%	С	0.08	F		9500	G
$\smile$	То:	I-64- EB												
Bus	From:	SR 168 Battlefield Blv	d S											
168)Ramp	City of Chesapeake (Maint: 64	) 0.17 <b>3600</b>	G 94%	0%	2%	1%	3%	0%	С	0.076	F		3600	G
$\smile$	То:	I-64 W												
Bus	From:	Bus SR 168 Battlefield B												
168 Ramp	City of Chesapeake (Maint: 64	,	G 86%	1%	1%	2%	9%	1%	С	0.094	F		3300	G
$\smile$	To:	I-64 E												
	From:	SR 165 N Military Hv												
170 Little Creek Rd	City of Norfolk	1.08 <b>25000</b> (	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.083	F	0.533	27000	G
<u> </u>	To: From:	Halprin Drive												
170)Little Creek Rd	City of Norfolk	0.48 <b>23000</b>	<b>G</b> 92%	0%	1%	4%	2%	0%	С	0.087	F	0.503	25000	G
$\smile$	Τα	SR 192 Azalea Garden	Rd		<u> </u>									
170)Little Creek Rd	City of Norfolk		G 98%	0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	G
	To:	US 60 Shore Drive												
	From:	SR 166 Bainbridge Bl	vd											
190)Great Bridge Blvd	City of Chesapeake	0.83 <b>4200</b> (	<b>G</b> 89%	2%	2%	4%	3%	0%	С	0.087	F	0.686	4400	G
	To	131-8763 Campostella	Rd											
(190) Great Bridge Blvd	City of Chesapeake		G 89%	2%	2%	4%	3%	0%	F	0.095	F	0.569	10000	G
130)	To													
190) Great Bridge Blvd	City of Chesapeake	0.26 <b>12000</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.085	F	0.655	13000	G
190) Great Bridge Biva	Only of Official Control			1 /0	1 70	0 /0	0 /0	0 70	•	0.000	•	0.000	10000	ď
Creat Bridge Blad	City of Change and ke	US 17 Dominion Blv		1%	10/	00/	00/	00/		0.100	F	0.570	12000	
190 Great Bridge Blvd	City of Chesapeake	2.34 <b>12000</b> (	<b>G</b> 97%	176	1%	0%	0%	0%	С	0.103	Г	0.573	13000	G
	To: From:	Bus SR 168 Battlefield			<del> </del>									
190 Kempsville Rd	City of Chesapeake	0.48 <b>27000</b> (	<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.096	F	0.585	29000	G
<u> </u>	To: From:	Clearfield Ave												
(190) Kempsville Rd	City of Chesapeake	0.81 <b>28000</b> (	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.096	F	0.543	30000	G
$\smile$	To	Greenbrier Pkwy			<u> </u>									
(190) Kempsville Rd	City of Chesapeake	1.81 20000	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.098	F	0.512	22000	G
	To:	Volvo Pkwy												
190 Kempsville Rd	City of Chesapeake		G 98%	0%	1%	0%	0%	0%	F	0.1	F	0.519	25000	G
130)	To:	WCL Virginia Beach		0,0		0,0	0 70	0,0	•	· · ·	•	0.0.0		<u> </u>
	From:	SR 191, S Military Hy												
191) (13) (460)	City of Chesapeake		G 91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
101) (10) (400)	To:	AIRLINE BLVD		.,,					-		-			<u></u>
	From:	US 58 Airline Blvd												
191)Jolliff Rd	City of Chesapeake	2.22 <b>2700</b> (	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.114	F	0.598	2900	G
$\smile$	To:	Dock Landing Rd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Dock Landing Rd												
(191) Jolliff Rd	City of Chesapeake	0.91 <b>3300 G</b>	99%	0%	1%	0%	0%	0%	С	0.096	F	0.536	3500	G
	To:	SR 337 Portsmouth Blvd												
	From:	SR 165 Military Hwy												
192) Azalea Garden Rd	City of Norfolk	2.02 <b>11000 G</b>	96%	1%	1%	1%	1%	0%	F	0.098	F	0.581	12000	G
	To:	SR 170 Little Creek												
	From:	SR 166 Princess Anne Rd												
194 Sewells Point Rd	City of Norfolk	1.63 <b>12000 G</b>	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	13000	G
<u> </u>	To: From:	Chesapeake Blvd Norview Ave												
(194) Chesapeake Blvd	City of Norfolk	0.87 <b>17000 G</b>	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	18000	G
194) enecapeane zive	and a resolution		0,70	1 /0		1 70	1 /0	070	•	0.001	•	0.000	10000	ŭ
(194) Chesapeake Blvd	City of Norfolk	0.85 <b>26000 G</b>	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	28000	G
194 Chesapeake Bivu	City of Norioik	0.85 <b>26000 G</b>	90%	1 70	1 70	0%	076	0%	Г	0.002	Г	0.593	20000	G
	To: From:	SR 165 Little Creek Rd									_			
194 Chesapeake Blvd	City of Norfolk	1.31 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	25000	G
	To: From:	Bay View Blvd												
194 Chesapeake Blvd	City of Norfolk	0.61 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	G
$\overline{}$	To: From:	Chesapeake St			$\neg$ $\vdash$									
194)Chesapeake Blvd	City of Norfolk	0.48 <b>7100 G</b>	98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7600	G
$\bigcirc$	To:	US 60 Ocean View Ave												
North	From:	SR 194 TO I-64 WEST												
194)Ramp	City of Norfolk (Maint: 64)	0.18 <b>1600 G</b>								0.103	F		1600	G
$\smile$	To: I-	64-W FROM RT 194 NORTH-CHES	APEAKE	BL										
South	From:	SR 194 TO I-64 EAST												
194)Ramp	City of Norfolk (Maint: 64)	0.13 <b>8700 G</b>								0.112	F		8700	G
$\overline{}$	То:	64-E FROM RT 194 SOUTH-CHES	APEAKE I	BL .										
	From:	US 13 Military Hwy												
196 Canal Dr	City of Chesapeake	0.96 <b>13000 G</b>	98%	0%	1%	0%	0%	0%	С	0.116	F	0.645	14000	G
<u> </u>	To:	US 17 George Washington H	wy											
	From:	SR 337 Portsmouth Blvd												
239 Victory Blvd	City of Portsmouth	0.22 <b>7900 F</b>	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8400	F
	To: From:	US 58 Airline Blvd												
239 Victory Blvd	City of Portsmouth	0.33 <b>19000 F</b>	96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	20000	F
$\smile$	Τα	I-264												
239 Victory Blvd	City of Portsmouth	0.59 <b>22000</b> F	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	23000	F
	To	Greenwood Dr												
239 Victory Blvd	City of Portsmouth	1.08 <b>16000 F</b>	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	17000	F
239) 1300, 2.10	Sity of 1 oftomouth			370	- 70	. 70	_ /0	J /0	•	0.007	•	0.00	.,000	•
Viotory Phys	City of Dortons th	Deep Creek Blvd 0.44 <b>16000 F</b>	020/	10/	10/	20/	20/	00/		0.007		0.600	17000	F
239 Victory Blvd	City of Portsmouth		93%	1%	1%	3%	3%	0%	F	0.087	F	0.622	17000	г
	TOR	US 17 George Washington H	wy											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

				.00 /	-			Tru	al.			V		Div		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q'
	From:	US 17 Ge	orge Washir	ngton H	wy		27 (XIC	OTTIALC	TTTQII	ZIIdii		1 40101		1 40101		
239) Victory Blvd	City of Portsmouth	0.42	9700	F	93%	1%	1%	3%	3%	0%	С	0.12	F	0.860	10000	F
<u> </u>	To		Frailey Pl				$\neg$ —									
239) Victory Blvd	City of Portsmouth	0.83	5900	F	93%	0%	1%	3%	3%	0%	С	0.135	F	0.857	6300	
<u> </u>	To-		Afton Pkwy	,			$\neg$ —									
239 Victory Blvd	City of Portsmouth	0.55	6300	F	93%	1%	1%	3%	3%	0%	F	0.138	F	0.865	6700	
<u> </u>	Tα	SI	R 337 Elm A	ve												
	From:	SR 239 I-264-V		AND FR	ROM RT											
Ramp	City of Portsmouth (Maint	: 64) 0.11	NA									NA			NA	
<u> </u>	To- From:	BELI	MONT AVE	ENUE												
Ramp	City of Portsmouth (Maint	,	5900	G								0.091	F		5900	
<u> </u>	To:		W FROM R													
	Prom:	CAVALIER		RT 64 I	EAST										NIA	
Ramp	City of Portsmouth (Maint	,	-E FROM R	т 220								NA			NA	
	From															
246)Liberty St	City of Chesapeake	0.39	460 Poindext <b>6500</b>	G G	97%	1%	1%	0%	0%	0%	С	0.086	F	0.502	6900	
246 / 2.10011,9 01	only or orrosapounts				07.70	1 70		070	0 70	070	Ŭ	0.000	•	0.002	0000	
246)Liberty St	City of Chesapeake	0.37	Latham Stree 4300	G	93%	1%	1%	3%	2%	0%	С	0.084	F	0.504	4600	
246) Liberty Gt	To:		68 Camposte		30 70	1 /0		0 /0	2 /0	0 78	J	0.004	•	0.504	4000	
	From:		37 Hampton				i									
247)26th St	City of Norfolk	0.63	4300	G	97%	1%	1%	1%	1%	0%	F	0.109	F		4500	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	13000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	
	To:		Colonial Ave	e												
247)26th St	City of Norfolk	0.10	9000	G	97%	1%	1%	1%	1%	0%	F	0.110	F		9600	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.618	19000	
	To:	I	lewellyn Av	/e			<b>—</b> —									
247)26th St	City of Norfolk	0.17	9500	G	97%	1%	1%	1%	1%	0%	F	0.102	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	20000	
	To:	N	Ionticello A	ve			$\neg$ $\vdash$									
247)26th St	City of Norfolk	0.23	9000	F	97%	1%	1%	1%	1%	0%	С	0.109	F		9600	
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	
	To:		Church St				$\neg$ $\vdash$									
247)26th St	City of Norfolk	0.21	8300	F	97%	1%	1%	1%	1%	0%	F	0.107	F		8900	
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	
	To:		27th St				<b>—</b> —									
247)Lafayette Blvd	City of Norfolk	1.07	14000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	
$\smile$	Toc	SR 1	68 Tidewate	er Dr			$\neg$ $\blacksquare$									
247)Lafayette Blvd	City of Norfolk	0.66	17000	G	97%	1%	1%	0%	0%	0%	С	0.088	F	0.556	18000	
<del></del>	To:	Cl	nesapeake B	lvd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		INOTIOIK IN	viaintenance	Area											
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Ti	re Bus		Tru			QC	_ K	QK	Dir –	AAWDT	Q
						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
Ole a constant Dhad	From:		afayette Blvd		2/ 40/		00/	00/	00/	_	0.000	_	0.500	40000	,
Chesapeake Blvd	City of Norfolk			<b>G</b> 97	% 1%	1%	0%	0%	0%	F	0.082	F	0.508	18000	(
<u> </u>	From:		4 Sewells Point I nesapeake Blvd	₹d		-+									
247) Norview Ave	City of Norfolk		-	G 98'	% 0%	1%	0%	0%	0%	С	0.083	F	0.537	22000	
247)1101110117110		·			-0 070	. , ,	070	0 70	0 70	Ŭ	0.000	•	0.007	22000	
	To: From:		I-64							_					
Norview Ave	City of Norfolk			<b>G</b> 99	% 0%	1%	0%	0%	0%	С	0.084	F	0.538	26000	
<u> </u>	10:		65 Military Hwy												
East	From:		47 TO I-64 EAS												
247)Ramp	City of Norfolk (Mair	,	12000 C	-		0%	0%	0%	0%	С	0.081	F		12000	
<u> </u>	To:	I-64-E FROM RT 24	47 EAST-NORV	IEW AV	ENUE										
West	From:	SR 24	47 TO I-64 EAS	T											
247)Ramp	City of Norfolk (Mair	int: 64) 0.16	6900 F	F 99'	% 0%	0%	0%	0%	0%	С	0.077	F		6900	
$\smile$	To:	I-64-E FROM RT 24	7 WEST-NORV	/IEW AV	ENUE										
West	From:	SR 247 JOHNS	S STREET TO I	-64 WES	<u></u> г										
247)Ramp	City of Norfolk (Mair			<b>G</b> 99		1%	0%	0%	0%	С	0.071	F		4100	
	To:	I-64-W FROM RT 24	47 WEST-NOR'	VIEW AV	ENUE										
	From:	SR 31	37 Hampton Blve	d		$\overline{}$									
247)27th St	City of Norfolk		8400 C		% 1%	1%	1%	1%	0%	С	0.092	F		8900	
247)=74.101	Combined Traffic Estimates for 2 Parallel Ro			<b>G</b> 97				1%	0%	F	0.081	F	0.566	13000	
	Combined Traine Estimates for 21 drailer fro			<b>J</b> 57	70 170	1 70	1 /0	1 /0	0 70		0.001	'	0.500	10000	
) a = 11	From		lewellyn Ave												
247) 27th St	City of Norfolk		9300			1%		1%	0%	F	0.086	F		9900	
$\smile$	Combined Traffic Estimates for 2 Parallel Ro			<b>G</b> 97	% 1%	1%	1%	1%	0%	F	0.085	F	0.606	20000	
	Το:	SR	R 247 26Th St												
~	From:	IS-00264-E008A(L)/IS	S-00264-W008A	(U)/TO F	ERKLE										
<del>264</del> (337)	City of Norfolk (Mair		NA								NA			NA	
	То:	1SR-00337-P(L)/122	2-08592- 000A(I	J)/TO RT	464 S										
	From:	I-264-E014A	A I-264-W014A	TO I-64											
Ramp	City of Norfolk (Mair	int: 64) 0.12	NA								NA			NA	
	To:	I-64-E FROM	M I-264 EAST &	z WEST											
	From:	I-264-E014C	C I-264-W014C	TO I-64				-							
264)Ramp	City of Norfolk (Mair	int: 64) 0.18	NA								NA			NA	
	To:	I-64-W FROM	4 I-264 EAST &	WEST44											
Fact	From:		I-64; I-664			$\overline{}$									
East 264)	City of Chesapeake (M			<b>G</b> 95	% 0%	1%	1%	3%	0%	F	0.117	F		28000	
204)	Combined Traffic Estimates for 2 Parallel Ro	•		<b>G</b> 95'				3%	0%	F	NA	•		56000	
					,0 0/0	1 /0	1 /0	J /6	0 /0	'	14/7			55000	
East	To: From:	WC	CL Portsmouth												
264)	City of Portsmouth (Ma	Maint: 64) 0.23	26000	<b>G</b> 95	% 0%	1%	1%	3%	0%	F	0.117	F		28000	
( <del>-</del> /										_	-				
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route.	52000 C	<b>G</b> 95	% 0%	1%	1%	3%	0%	F	NA			56000	(

#### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		Nonoi	k Mainten	iance Ai	Ca				-			17		D:		
Route	Jurisdiction	on Leng	th <b>AAD</b> 1	Γ QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
	From			n ·			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
264)	City of Portsmouth		Greenwood 25000		95%	0%	1%	1%	3%	0%	F	0.12	F		27000	G
264)	Combined Traffic Estimates for 2 Parallel	, ,		-	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	G
	Combined Traine Estimates for 2 Taraner					0 70		1 70	0 /0	0 /0	•	0.004	•	0.007	04000	ď
East	From		R 239 Victo													
264)	City of Portsmouth	,		) A	95%	0%	1%	1%	3%	0%	С	0.120	Α		33000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>5900</b> 0	) A	95%	0%	1%	1%	3%	0%	С	0.092	Α	0.589	64000	Α
East ALT		SR	337 Portsmo	outh Blvd												
264 460	City of Portsmouth	(Maint: 64) 0.50	31000	) G	95%	0%	1%	1%	3%	0%	F	0.107	F		33000	G
201/(100)	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>6100</b> 0	) G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
	To	ı II	S 17 Frederi	ck Blvd												
East ALT	City of Portsmouth				95%	0%	1%	1%	3%	0%	_	0.099	F		41000	G
264 460	Combined Traffic Estimates for 2 Parallel	,			95% 95%	0%	1%	1%	3%	0%	F	0.099	F	0.591	79000	G
	Combined Trainic Estimates for 2 Faraner				95%	076	1 70	1 70	3%	0%	Г	0.090	г	0.591	79000	G
East ALT	To From	1	Deep Creek	Blvd												
264 (460)	City of Portsmouth	(Maint: 64) 0.67	35000	) G	95%	0%	1%	1%	3%	0%	F	0.099	F		38000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>6800</b> 0	) G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.577	73000	G
East ALT		S	R 141 Effing	gham St												
264 460 Elizabeth River D	Downtown Tunnel City of Portsmouth	(Maint: 64) 0.87	42000	) В	95%	0%	1%	1%	3%	0%	F	0.084	Α		45000	В
204/400	Combined Traffic Estimates for 2 Parallel	,		) В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	To	<u>,</u>	WCL Nor													
East ALT	From	12 Animate CA) 0.50			050/	00/	10/	10/	00/	00/	_	0.004			45000	Б
264 460 Elizabeth River D		,			95%	0% 0%	1% 1%	1%	3% 3%	0%	F	0.084 NA	Α		45000	B B
	Combined Traffic Estimates for 2 Parallel				95%	0%	176	1%	3%	0%	Г	INA			93000	Ь
East ALT	To From	1	I-464, SR	337												
(264)(460)(337) Berkley Bri		,		-	98%	0%	1%	1%	1%	0%	F	0.103	Α		58000	G
$\bigcirc\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>9900</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
East		<u>.</u>	ALT US	460												
East (264)(337)	City of Norfolk (N	Maint: 64) 0.26	49000	) N	98%	0%	1%	1%	1%	0%	Ν	NA			54000	N
204/(337)	Combined Traffic Estimates for 2 Parallel	,			97%	0%	1%	1%	1%	0%	N	NA			105000	N
	To		R 337 Tidew													
East ALT	From				0001	00/		40/	40/	201	_				F.1000	
264 460 337	City of Norfolk (N	•		-	98%	0%	1%	1%	1%	0%	F	NA			54000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Rout	e: <b>9500</b> 0	) G	97%	0%	1%	1%	1%	0%	F	NA			103000	G
East	To From	US	460 Brambl	eton Ave												
264)	City of Norfolk (N	Maint: 64) 0.81	58000	G	95%	0%	1%	1%	3%	0%	F	NA			64000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>12000</b>	0 G	96%	0%	1%	1%	2%	0%	F	NA			131000	G
	To	SR	405 Ballent	ine Blvd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			ionone n	/laintenan	007110				Tru	ck			K		Dir		
Route	Jurisdiction	on L	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	c	SR 40	5 Ballentine	Blvd			2,000	01717110	····	Liian		1 40101		1 40101		
264)	City of Norfolk (M	Maint: 64)	2.34	57000	G	98%	0%	1%	1%	1%	0%	С	NA			62000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	118000	G	97%	0%	1%	1%	1%	0%	С	NA			123000	G
	Tron		US 1	3 Military F	łwy												
264)	City of Norfolk (N	Maint: 64)	1.05	37000	G	98%	0%	1%	1%	1%	0%	F	NA			41000	G
204)	Combined Traffic Estimates for Parallel	•		NA	-	0070	0,0	. , 0	. , ,	. , 0	0,70	•	NA			NA	<b>O</b> .
	To			pton Roads	Reltway	i											
East	xpwy City of Norfolk (N		0.74	92000	N N	97%	0%	0%	00/	10/	00/	NI	NA			98000	NI
Virginia Beach Norfolk E	Combined Traffic Estimates for 2 Parallel	,			N	98%	0%	0% 0%	2% 1%	1% 0%	0% 0%	N N	NA NA			198000	N
	To:	noadways on this i		Virginia Be		90%	076	0%	1 70	0%	0%	IN	IVA			190000	IN
East	From	I-26		GREENWO		IVE											
(264) Ramp	City of Portsmouth		0.32	2500	G	1,12							0.129	F		2500	G
	To:	c	124-8540	FROM TO	RT 264	1											
East	From:			) GREENW	OOD D	R											
Ramp	City of Portsmouth	(Maint: 64)	0.10	3200	G								0.093	F		3200	G
	10:			40 FROM R													
East	City of Portsmouth	(Maint: 64)	I-264 0.14	4-E TO RT : <b>4500</b>	239 <b>G</b>								0.087	F		4500	G
Ramp	City of Portsmouth	<u> </u>		MP FROM	-	EAST		1					0.067	Г		4300	G
East	From			4-E TO RT		27 10 1											
Ramp	City of Portsmouth	(Maint: 64)	0.14	2100	G								0.085	F		2100	G
1	To:		SR 33	7 FROM R	Г 264												
East	From:		O ROUT	E 1700- FR	EDERIG	CK BLVD	)										
264 Ramp	City of Portsmouth	(Maint: 64)	0.25	5400	G								0.103	F		5400	G
East	To: From:	I-264-E005I	B TO RO	UTE 17 NC	RTH-F	REDERIC	CK										
264 Ramp	City of Portsmouth	(Maint: 64)	0.03	NA									NA			NA	
	To:		S 17 FRO	M ROUTE	264 EA	ST											
East	From:	I-264-E005	A TO RO	UTE 17 NC	RTH-F	REDERIC	CK										
Ramp	City of Portsmouth		0.02	NA									NA			NA	
<u> </u>	To:	US	S 17 FRO	M ROUTE	264 EA	ST											
East	From:			DES MOI		/E							0.11	_		0000	_
264 Ramp	City of Portsmouth	(Maint: 64)	0.14	<b>3000</b> 59 FROM R	G T 264			1					0.11	F		3000	G
Cost	From	1264		UTE 141-EF		AMCT											
East (264) Ramp	City of Portsmouth		0.20	2100	G	AW SI							0.158	F		2100	G
207)	To:	<u> </u>		OM ROUTE		ST											
East	From:	I-264-E TO	ROUTE	141 NORTI	H-EFFII	NGHAM S	ST										
(264) Ramp	City of Portsmouth		0.10	NA									NA			NA	
$\smile$	To	I-264-E	E007C TO	) CRAWFO	RD STI	REET S											

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   Call   SHAxle   1Trail   2Trail   QC   Factor   STREET S   ST	Factor	QW
Z64         Ramp         City of Portsmouth (Maint: 64)         0.13         1500         G         0.092         F           Too         SR 141 Effingham St           East         I-264-E007B TO CRAWFORD STREET S		
East I-264-E007B TO CRAWFORD STREET S		G
City of Portsmouth (Maint: 64) 0.21 <b>2700 G</b> 0.140 F	2700	G
East	NA	
East	1600	G
East	6400	G
East	3300	G
East	6100	G
East	NA	
East	18000	G
Ramp City of Norfolk (Maint: 64) 0.11 NA NA	NA	
East   From   FROM 13 NORTH-MILITARY HWY   City of Norfolk (Maint: 64)   0.09   20000   G   0.09   F   City of Norfolk (Maint: 64)   US 13-N047A FROM RT 13 NORTH-MILITARY HWY   City of Norfolk (Maint: 64)   0.09   F   City of Norfolk (Maint: 64)   0.09   City of Norfolk	20000	G
East	28000	G
East	NA	
Ramp City of Norfolk (Maint: 64) 0.21 NA NA	NA	
East	24000	G

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			NOTION	wamena	nce An	<del>U</del> a											
Route	Jurisdictio	n .	Longth	AADT	ΟΛ	4Tiro	Puo		Trı	uck		QC	K	QK	Dir	AAWDT	OW/
Houle	Junsaictio	)TI	Lengin	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
East	From:		I-64-W284	B FROM R	T 64 WI	EST											
(264) Ramp	City of Norfolk (M	laint: 64)	0.23	51000	G								NA			51000	G
$\overline{}$	Τα	I-26	4-E015A TO R	Γ 403 SOU	ΓH-NEW	TOWN F	RD	$\neg$ $\vdash$									
East	Prom:												NIA			NIA	
Ramp	City of Norfolk (M	/laint: 64)	0.15	NA									NA			NA	
East	To: From:	SR 403	-S000A FROM	RT 403 SO	UTH-N	EWTOWN	N RD										
Ramp	City of Norfolk (M	Maint: 64)	0.21	NA									NA			NA	
204)	-1						_										
East	From:		4-E015B TO RT	Γ 403 NOR	ΓH-NEW	/TOWN F	RD										
264)Ramp	City of Norfolk (M	faint: 64)	0.17	37000	G	97%	0%	0%	2%	1%	0%	F	NA			77000	G
$\bigcirc$	To:	I-26	4-E END COLI	L RD FROM	ARTS 1	3, 64 & 40	)3										
East	From:		I-264-E0	013X TO I-0	64 EAST	Γ											
(264) Ramp	City of Norfolk (M	faint: 64)	0.16	8300	G								0.137	F		8300	G
$\bigcirc$	To:		I-264-W01	4A I-264- 1	4A TO I	-64											
East	From:		I-264-E0	)13X TO I-6	64 WEST	Γ											
Ramp	City of Norfolk (M	laint: 64)	0.12	3700	G								0.09	F		3700	G
	To:		I-64-W	FROM I-26	4 EAST	•											
East	From:		I-264-	-E TO I-64	WEST												
Ramp	City of Norfolk (M	Maint: 64)	0.25	NA									NA			NA	
204)	To:		I-264-W01	4C I-264- 1	4C TO I	-64											
Rev	From:		I-264-R I-264-	W013C RA	MPS TO	) & FR											
264	City of Norfolk (M	Maint: 64)	0.01	NA									NA			NA	
204)	To:		-264-E FROM I	I-64 REVE	RSIBLE	IN MED											
West	From:			I-64; I-664													
264)	City of Chesapeake	(Maint: 64)	1.17	26000	G	95%	0%	0%	1%	3%	0%	F	NA			28000	G
204)	Combined Traffic Estimates for 2 Parallel		this Boute:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
	T-1	- Iouunayo o.				0070	0 70		. , 0	0,0	0,0	•				00000	<u> </u>
West	From:		W	CL Portsmo	uth												
264)	City of Portsmouth	(Maint: 64)	0.61	26000	G	95%	0%	0%	1%	3%	0%	F	NA			28000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
	Τα		Gr	eenwood Di	rive			$\neg$ $\vdash$									
West	From:	(NA=:===================================				050/	00/	00/	40/	00/	00/	_	0.445	_		07000	_
264	City of Portsmouth		1.34	25000	G	95%	0%	0%	1%	3%	0%	F	0.115	F -		27000	G
_	Combined Traffic Estimates for 2 Parallel	Hoadways or	n this Houte:	51000	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	G
West	To: From:		SR 2	239 Victory	Blvd												
264)	City of Portsmouth	(Maint: 64)	0.75	29000	Α	95%	0%	0%	1%	3%	0%	С	0.124	Α		31000	Α
204)	Combined Traffic Estimates for 2 Parallel	,			A	95%	0%	1%	1%	3%	0%	C	0.092	Α	0.589	64000	Α
	Combined Traine Estimates for 2 Fatallel	. waaways Ul				JJ /6	0 /0	1 /0	1 /0	J /0	0 /0	J	0.032	^	0.505	07000	^
		4	SR 33	7 Portsmout	th Blvd												
West ALT	To: From:		511 55														
	City of Portsmouth	(Maint: 64)	0.84	30000	G	95%	0%	0%	1%	3%	0%	F	0.107	F		32000	G
West ALT 460	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,	0.84		G G	95% 95%	0% 0%	0% 1%	1% 1%	3% 3%	0% 0%	F F	0.107 0.08	F F	0.679	32000 65000	G G

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West ALT	From:		17 Frederick													
264 460	City of Portsmouth	•	36000	G	95%	0%	0%	1%	3%	0%	F	NA			38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	74000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
Vest ALT	To: From:	D	eep Creek B	lvd												
264)(460)	City of Portsmouth	(Maint: 64) 1.17	33000	G	95%	0%	0%	1%	3%	0%	F	NA			35000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	G	95%	0%	1%	1%	3%	0%	F	NA			73000	G
Vest ALT		SR	141 Effingha	ım St												
Elizabeth River D	Downtown Tunnel City of Portsmouth	(Maint: 64) 0.45	44000	В	95%	0%	0%	1%	3%	0%	F	0.079	Α		48000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
/est ALT	To: From:	,	WCL Norfol	k												
64) 460 Elizabeth River D	Downtown Tunnel City of Norfolk (M	Maint: 64) 0.56	44000	В	95%	0%	0%	1%	3%	0%	F	0.079	Α		48000	В
.04)(400)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	NA			93000	В
	Ter	-	I-464, SR 33	7												
Vest ALT 264) 460 (337) Berkley Bri	idge City of Norfolk (N		46000	G	97%	0%	1%	1%	1%	0%	F	0.081	Α		49000	G
264 460 (337 Berkley Br	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	
	To		idewater Dri					.,,	.,.	* / *						
/est	City of Norfolk (N	•	46000	G	97%	0%	1%	1%	1%	0%	_	NA			51000	G
337	Combined Traffic Estimates for 2 Parallel	,		N	97%	0%	1%	1%	1%	0%	N	NA			105000	
	To To	-				0 70		1 70	1 /0	0 70		1471			100000	
/est	From:	US 460, SR 16				00/	40′	10/	40/	00/	_				07000	_
264	City of Norfolk (N	,	61000	G	97%	0% 0%	1%	1%	1% 2%	0%	-	NA NA			67000	G
	Combined Traffic Estimates for 2 Parallel	-		G	96%	0%	1%	1%	270	0%	Г	IVA			131000	G
/est	To: From:		05 Ballentine	e Blvd												
264)	City of Norfolk (M	,	61000	G	97%	0%	1%	1%	1%	0%	С	NA			61000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	118000	G	97%	0%	1%	1%	1%	0%	С	NA			123000	G
/est	To: From:	US	13 Military l	Hwy												
264)	City of Norfolk (N	Maint: 64) 1.08	27000	G	97%	0%	1%	1%	1%	0%	F	NA			31000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
/est		I-64 Har	mpton Roads	Beltwa	y											
Virginia Beach Norfolk	Expwy City of Norfolk (M	Maint: 75) 0.30	94000	N	99%	0%	0%	0%	0%	0%	Ν	NA			100000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	185000	N	98%	0%	0%	1%	0%	0%	Ν	NA			198000	Ν
	To:	WC	L Virginia B	each												
Vest	From:		W TO I-664	WEST												
Ramp	City of Chesapeake	e (Maint: 64) 0.42	NA									NA			NA	

## Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AADT (	OA ATire Bus	Truck-		QC _ K	QK _	Dir . AAWD1	OW
	durisdiction			2Axle 3+Axle 1T	rail 2Trail `	Factor	F F	actor	QW
West	City of Portsmouth (Maint: 64)	I-264-W TO GREENWOO 0.17 <b>2300</b>	<u>D DRIVE</u> <b>G</b>			0.087	F	2300	G
264 Ramp	Tre:	124-8540 FROM RT				0.067	Г	2300	G
	Farm.								
West	City of Boytomouth (Mainty 64)	I-264-W TO GREENWOO				0.100	F	2000	0
Ramp	City of Portsmouth (Maint: 64)		<u>G</u>			0.103	Г	2900	G
		124-8540 FROM RT							
West	From:	I-264-W TO RT 23				0.004	_	2000	0
Ramp	City of Portsmouth (Maint: 64)		G			0.084	F	8600	G
	10.	SR 239 SR 239- A TO AND							
West ALT	From:	I-264-W TO RT 33					_		_
264 460 Ramp	City of Portsmouth (Maint: 64)		G			0.1	F	3900	G
<u> </u>	To:	SR 337 FROM RT 2	264						
West		-264-W TO ROUTE 1700- FREI							
(264) Ramp	City of Portsmouth (Maint: 64)		G			0.096	F	11000	G
$\overline{}$	To:	US 17 FROM ROUTE 26	4 WEST						
West	From: I-2	64-W005A TO ROUTE 17 SOU	TH00- FREDRIC						
(264) Ramp	City of Portsmouth (Maint: 64)	0.04 <b>NA</b>		<del></del> -		NA		NA	
	To:	US 17 FROM ROUTE 26	4 WEST						
West	From: I-2	264-W TO RT 141-EFFINGHAM	1 ST VIA CRAW						
(264) Ramp	City of Portsmouth (Maint: 64)		G			0.098	F	21000	G
	Τα	I-264-W007B TO COU	RT ST						
West	City of Doytomouth (Maint, C4)					NA		NA	
264 Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b> CRAWFORD STREE	CTD NY			INA		INA	
West	From:	I-264-W007A TO COU	RT ST						
264 Ramp	City of Portsmouth (Maint: 64)	0.18 <b>NA</b>				NA		NA	
	10.	124-8761							
West	From:	I-264-W I-464-S; 464-W IN	MEDIAN						
264 (337)	City of Norfolk (Maint: 64)	0.22 <b>NA</b>				NA		NA	
	To:	I-264-E008A TO BER	KLE						
West 264		264-W(B)/INSPECTION STA RO	OAD (RESTRICTED						
(264)	City of Norfolk (Maint: 64)	0.06 <b>NA</b>				NA		NA	
	To:	IS-00464-S(B)/FROM INSPECT	ION STATION						
West	From:	I-264 WB							
Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	0.19 <b>NA</b>				NA		NA	
$\overline{}$	To:	City Hall Ave WE	3						
West	From:	IS-00264-W(B)/TO WATERS	SIDE DRIVE						
264)	City of Norfolk (Maint: 64)	0.44 <b>NA</b>				NA		NA	
		SR-00337(U)/A1SR-00337-S003	A(L)/Gap Terminu						
West	From: I_26	64-W TO ROUTE 460 WEST-BI	RAMBLETON AV						
(264) Ramp	City of Norfolk (Maint: 64)		G			0.119	F	6200	G
207	To:	I-264-W011C TO CLAIBORN					-	3200	<del>-</del> -

## Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		Nonoik Maintenance Area			
Route	Jurisdiction	Langth AADT OA ATira Rus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	r AAWDT QW
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011C TO CLAIBORNE AVENUE  0.09 NA  US 460 FROM ROUTE 264 WEST		NA	NA
West 264 Ramp	$\begin{array}{c c} & & & \underline{\text{From}} & & \underline{\text{L-2}} \\ \text{City of Norfolk (Maint: 64)} & & & \\ & & & & \\ & & & & \\ & & & & \\ \end{array}$	264-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 9400 G US 460 FROM ROUTE 264 WEST		0.081 F	9400 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUE  0.07 NA  CLAIBORNE AVENUE		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W TO ROUTE 405-MERRIMAC AVENUE 0.15		0.076 F	5600 G
West 264 Ramp	$\begin{array}{c c} & & I \\ \hline \text{City of Norfolk (Maint: 64)} \\ & & \\ & & \\ & & \\ & & \\ & & \\ \end{array}$	1-264-W013X TO RT 13 SOUTH-MILITARY HIG 0.12 6500 G US 13 FROM ROUTE 264 WEST COLL RD		0.102 F	6500 G
West 264 Ramp	$\begin{array}{c c} & & & I - \\ \hline \text{City of Norfolk (Maint: 64)} \\ & & & & \\ & & & & \\ & & & & \\ \end{array}$	264-W013X O ROUTE 13 NORTH00- MILITARY  0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WEST COLL RD		0.078 F	9200 G
West 264	From: City of Norfolk (Maint: 64) _{Tα}	I-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 NA  I-264-R I-264-R000A RAMPS TO & FR		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.09 <b>49000 G</b> 99% 0% SR 403 N000B	0% 0% 0% 0%	F NA	52000 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST  0.27 NA  403-S000B FROM RT 403 SOUTH-NEWTOWN R		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b> 1-264-W014C TO RT 64 WEST		NA	67000 G
West 264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b> I-64-W284A FROM RT 64 WEST	<del>-</del>	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	0.17 <b>37000 G</b> I-264-W014B TO RT 64 EAST	_	0.092 F	37000 G
West 264 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b> I-64-E284A FROM RT 64 EAST		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	0.42 <b>40000 G</b> 264-W013B O ROUTE 13 NORTH00- MILITARY		0.083 F	40000 G
West 264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b> S 13-N047B FROM ROUTE 13 NORTH00- MILIT	<del>-</del>	NA	NA

Route	Jurisdiction		AADT		4Tire			Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64)	<u>US 13-N047B FROM</u> 0.11	33000 33000	3 NORT	TH00- MII	<u>IT                                    </u>						0.089	F		33000	G
Nest 264) Ramp	City of Norfolk (Maint: 64)	I-264-W013A TO R	T 13 SOUT	ΓH-MILI	TARY HI	G						NA			NA	
<u> </u>	·	US 13-S047B FROM		3 SOUT	H00- MII	IT										
Vest 264 Ramp	City of Norfolk (Maint: 64)	0.16 I-264-W END COI	32000	G								0.079	F		32000	G
Vest	From:	I-264-	W TO I-64	EAST	403, 04 &	•							_			_
Ramp	City of Norfolk (Maint: 64)	0.24 I-264-E014	<b>18000</b> A I-264- 14	<b>G</b> 4A TO I-	-64							0.096	F		18000	G
Vest 264)Ramp	City of Norfolk (Maint: 64)	0.18	10000 10000	G								0.148	F		10000	G
Voct	To: From:		OM I-264													
Vest 164 Ramp	City of Norfolk (Maint: 64)	0.08 I-264-E014	NA									NA			NA	
	From:		ECL Suffoll													
Portsmouth Blvd	City of Chesapeake	0.72	13000	G	95%	0%	1%	1%	2%	0%	С	0.083	F	0.553	14000	G
97) Portsmouth Blvd	City of Chesapeake	0.68	191 Joliff 20000	Rd <b>G</b>	95%	0%	1%	1%	2%	0%	F	0.083	F	0.581	21000	G
937)Portsmouth Blvd	City of Chesapeake	0.60	I-664 <b>31000</b>	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.544	33000	G
<u> </u>	To From:	Cap	ori Circle W	Vest												
Portsmouth Blvd	City of Chesapeake	0.67	21000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.514	22000	G
37)Portsmouth Blvd	City of Chesapeake	0.24	Taylor Rd 26000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.519	27000	G
	To: From:		ck Landing		000/	201		201	40/	00/	_	0.000	_	0.504	22222	_
Portsmouth Blvd	City of Chesapeake	0.49 WO	27000 CL Portsmo	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.564	29000	G
937)Portsmouth Blvd	City of Portsmouth	EC 0.34	L Chesapea <b>25000</b>	ake <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	27000	F
	To: From:	Но	dges Ferry	Rd												
Portsmouth Blvd	City of Portsmouth	0.60	22000	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	24000	F
Portsmouth Blvd	City of Portsmouth	1.17	lmhurst Lar 20000	ne <b>F</b>	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	21000	F
337)Portsmouth Blvd	City of Portsmouth	SR 2 0.23	39 Victory <b>13000</b>	Blvd <b>F</b>	99%	0%	0%	0%	0%	0%		0.082	F	0.617	14000	F
337) i Orisinoutii bivu	City of Portsmouth	US 58, AL				U 70	070	U-76	U-70	U 7/0	r	0.002	1-	0.017	14000	۲

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

						Tru	ck			K		Dir		_
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ALT	From:	US 58, ALT US 460 Airli	line Blvd											
337)(460)Portsmouth Blvd	City of Portsmouth	0.10 <b>14000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	15000	
	To	ALT SR 337 Turnpike	e Rd											
ALT	From:	•							_		_			
337)(460)Portsmouth Blvd	City of Portsmouth		<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
	To:	Ramp to I-264 E												
ALT		Ramp to I-264 E; Functional C		00/	20/	00/	00/	00/		0.000		0.040	10000	
Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N 99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.616	12000	
<u> </u>	To: From:	Ramp From I-264 E, U	JS 460											
Portsmouth Blvd	City of Portsmouth	0.98 <b>11000</b>	<b>F</b> 96%	1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	
	To	D C 1 D1 1												
Portsmouth Blvd	City of Portsmouth	Deep Creek Blvd	F 96%	1%	00/	10/	10/	0%	F	0.083	F	0.625	6800	
337 Portsmouth bivo	City of Portsmouth	0.17 <b>6300</b>	F 90%	170	0%	1%	1%	0%	Г	0.063	Г	0.625	6600	
_	To: From:	ALT US 17 Frederick	Blvd											
Portsmouth Blvd	City of Portsmouth	0.79 <b>8300</b>	<b>F</b> 96%	1%	0%	1%	1%	0%	С	0.122	F	0.763	8900	
	To:	US 17 Elm Ave												
	From:	US 17 Portsmouth B	Blvd											
Elm Ave	City of Portsmouth	0.32 <b>5900</b>	<b>F</b> 96%	1%	0%	1%	1%	0%	F	0.104	F	0.522	6200	
$\mathcal{L}$	To:	US 17 George Washington H	łwy; SR 141											
		US 17 George Washington Hy												
Elm Ave	City of Portsmouth	0.72 <b>6500</b>	<b>F</b> 96%	1%	0%	1%	1%	0%	F	0.121	F	0.616	6900	
$\mathcal{L}$	To:	SR 239 Victory Blv	vd											
337)Elm Ave	City of Portsmouth		<b>F</b> 93%	0%	1%	3%	2%	0%	F	0.149	F	0.546	8700	
337 Emi Ave	Only of Fortsmouth	0.20 0100	1 3376	0 70	1 70	0 /0	2 /0	0 70		0.145	'	0.540	0700	
	To: From:	Burtons Point Rd												
Elm Ave	City of Portsmouth	0.32 <b>6400</b>	<b>F</b> 93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	
$\mathcal{L}$	То:	WCL Chesapeake	e											
	From:	ECL Portsmouth												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 <b>6400</b>	N 93%	0%	1%	3%	2%	0%	Ν	0.16	Ν	0.533	6800	
<u> </u>	To:	Toll Authority Bound	darv											
Poindexter St	City of Chesapeake	•	<b>F</b> 93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	
337) Tomacker of	Oity of Official peaker		1 0070	0 70	1 70	0 / 0	270	0 70	O	0.10	•	0.000	0000	
	To: From:	I-464												
Poindexter St	City of Chesapeake	0.56 <b>9700</b>	<b>G</b> 96%	1%	0%	1%	1%	0%	F	0.079	F	0.589	10000	
	To:	US 460 Bainbridge B												
	From:	US 460; Poindexter												
Bainbridge Blvd	City of Chesapeake	0.74 <b>1600</b>	<b>G</b> 96%	1%	0%	1%	1%	0%	F	0.104	F	0.579	1600	
<u> </u>	То:	SCL Norfolk												
	From:	NCL Chesapeake												
337)Bainbridge Blvd	City of Norfolk	0.28 <b>1500</b>	<b>G</b> 93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	
$\sim$	To:	Main St												
	From:	Bainbridge Blvd							_		_			
₃₃₇ )Main St	City of Norfolk		<b>G</b> 93%	1%	2%	2%	3%	0%	F	0.119	F	0.703	8900	
<u> </u>	To:	Liberty St												
	From:	Main St							_		_			
Liberty St	City of Norfolk	0.11 <b>3800</b>	<b>G</b> 93%	1%	2%	2%	3%	0%	F	0.091	F	0.643	4000	
$\smile$	To:	State St	· · · · · · · · · · · · · · · · · · ·											

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:		Liberty St													
337)State St	City of Norfolk	0.05	3800	N	93%	1%	2%	2%	3%	0%	Ν	0.091	Ν	0.643	4000	Ν
	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									NA			NA	
	To		Berkley Ave	<u>,</u>												
337)State St	City of Norfolk	0.07	12000	N	97%	1%	1%	1%	0%	0%	Ν	0.078	Ν	0.548	13000	Ν
<u> </u>	To:		I-464													
	From:		R 337 State	St												
337)(337)Ramp	City of Norfolk (Maint: 64	4) 0.12	NA									NA			NA	
	To: From:		I-464 NB State St													
207	City of Norfolk (Maint: 64	4) 0.16	State St		Se	ا م <u>ا</u>	for dire	ectional t	raffic ve	م مسام	etimat	es for thi	2 2 2 0	ment		
337 (464)	Combined Traffic Estimates for 2 Parallel Roadw	,	44000	N	95%	0%	1%	1%	2%	0%	N	NA	s scg	mont.	50000	N
	To:	ays on this rioute.	I-264	IN	33 /6	0 /6	1/0	1 /0	2 /0	0 /6	14	INA			30000	14
ALT	From:		I-464													
337 264 460 Berkley Brid	dge City of Norfolk (Maint: 64	4) 0.41			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	99000	G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
	То:	•	EndLabel													
ALT	From:		State St													
337 (264) (460)	City of Norfolk (Maint: 64	•										es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadw	,	95000	G	97%	0%	1%	1%	1%	0%	F	NA			103000	G
AL T	To:	ALT U	S 460 St Pau	ıls Blvd												
ALT	City of Norfolk (Maint: 64	4) 0.22	I-264 <b>30000</b>	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	32000	N
337 (460)	To:	,	Fidewater D		30 /6	1 /0		0 /6	0 /8	0 /6	14	0.000	IN	0.757	32000	11
	From:		S 460 St Pau													
337)(264)	City of Norfolk (Maint: 64	4) 0.26			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	96000	N	97%	0%	1%	1%	1%	0%	Ν	NA	_		105000	Ν
	To:	•	Гidewater D	r												
	From:		S 460 St Pau													
Tidewater Dr	City of Norfolk	0.81	19000	G	96%	0%	0%	1%	2%	0%	F	0.086	F	0.531	22000	G
<u> </u>	To:	US 460 Brai														
337)(460)Brambleton Ave	City of Norfolk	0.10	Brambleton 25000	Avenue	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	G
337 460 Brambleton Ave	City of Nortoik	0.10	23000	G	94%	1 70	1 70	1 70	3%	0%	C	0.064	Г	0.602	27000	G
	To: From:		Church St													
337 (460) Brambleton Ave	City of Norfolk	0.31	18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	G
	To: From:		S 460 St Pau													
337)Brambleton Ave	City of Norfolk	0.20	0 Saint Paul 26000	s Blvd <b>G</b>	96%	0%	0%	1%	2%	0%	F	0.071	F	0.629	30000	G
337 Diambicton Ave	Oity of Notion	0.20	20000	G	JU /6	0 /0	0 /0	1 /0	<u>~</u> /0	0 /0	'	0.071		0.023	55000	G
	To: From:		Boush St			•			•	•						
337 Brambleton Ave	City of Norfolk	0.07	34000	N	96%	0%	0%	1%	2%	0%	N	0.072	N	0.638	39000	N
$\smile$	T _{CC} . From:	SR	337 Par Duk	te St			_									
337) (58) Brambleton Ave	City of Norfolk	0.83	34000	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	G
	To:		Colley Ave													

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		11011011	iviairiteriai	100 7 11	<u> </u>			Т				I/		D:-		
Route	Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
_	From:		Colley Ave				ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
337) 58 Brambleton Ave	City of Norfo	olk 0.26		G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	G
(337) (36)	То:		US 58													
	From:		US 58 .													
337 Brambleton Ave	City of Norfo	olk 0.22	27000	N	96%	0%	0%	1%	2%	0%	Ν	0.075	Ν	0.567	32000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 27000	N								NA			NA	
	To:		Hampton Blv													
	From:		58 Brambleto		000/	00/		40/	00/	00/	_		_	0.500	0.4000	_
337 Hampton Blvd	City of Norfo	olk 0.90	30000	G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	34000	G
<u> </u>	To: From:		21st Street													
(337) Hampton Blvd	City of Norfo	olk 0.22	34000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	39000	G
$\bigcirc$	To:		SR 247, 26th	St												
337 Hampton Blvd	From: City of Norfo		35000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	40000	G
337	- [															-
Llamaton Dlvd	From:		Old Dominion			0%	0%	10/	2%	00/	С	0.006	۸	0.500	20000	Α
337 Hampton Blvd	City of Norfo	olk 2.07	34000	Α	96%	0%	0%	1%	2%	0%	C	0.096	Α	0.582	39000	А
	To- From:	SR	165 Little Cre	ek Rd												
(337) Hampton Blvd	City of Norfo	olk 0.18	34000	G	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	39000	G
$\overline{}$	To	SR	406 Terminal	Blvd												
337 Hampton Blvd	City of Norfo			G	96%	0%	0%	1%	2%	0%	F	NA			27000	G
	To:	Ad	miral Taussig	Blvd												
	From:	Hampto	on Blvd; Mary	land Av	re											
$\binom{337}{4}$ Admiral Taussig Blvd	City of Norfo	olk 0.91	24000	G	96%	0%	0%	1%	2%	0%	F	0.096	F	0.867	28000	G
$\overline{}$	To:		I-564													
	From:		SR 337 State	St												
(337) Ramp	City of Norfolk (M	aint: 64) 0.12	NA									NA			NA	
$\smile$	To:		I-464 NB													
East	From:	S	R 337 TO I-6	664												
337 Ramp	City of Chesapeake	(Maint: 64) 0.29	NA									NA			NA	
	To:	I-66	4-E FROM R	T 337												
East	From:	SR 337 I-664	-W011A TO	I-664 A	ND FR											
337 Ramp	City of Chesapeake		NA									NA			NA	
	To:		4-W FROM F	RT 337												
East ALT	From:	ÇI	R 337 TO RT	264												
337)(460)Ramp	City of Portsmouth		3600	G								0.077	F		3600	G
(337) (400) 1401	To:	,	4-E FROM R													-
East	From:	SR 337 TRUXTO			TE 464 S	0	<del>-</del>									
East 337 Ramp	City of Chesapeake		800	<b>G</b>	1E 404 S	U						0.17	F		800	G
337) 1 101111	Oity of Offesapeake	I-464-S004X FRO			POINDEX	/Т	$\overline{}$					0.17	'		500	u
	_ 1				LOHADEA	× i										
East	From:		R 337 TO RT									0 1 10	_		640	_
337 Ramp	City of Chesapeake		610	G								0.142	F		610	G
	10:	I-46	4-N FROM R	(1 33/												

Route	Jurisdiction	l	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 337 Ramp	City of Chesapeake (I		SR 337 I-664-E 0.24 I-664-	011B TO A  NA  E FROM R		OM I-6							NA			NA	
West 337 Ramp	City of Chesapeake (I	Maint: 64)	SR 0.24	337 TO I-6 <b>NA</b> W FROM F	564								NA			NA	
West 337 Ramp	City of Portsmouth (N		SR 3 0.17 64-W RAMP F	337 TO RT <b>1400</b> ROM RT 3	G	M RT 337							0.099	F		1400	G
West 337 Ramp	City of Chesapeake (I		SR 337 7 0.18 -S004X FROM	TO RT 464 1800 ROUTE 33	G		D						0.112	F		1800	G
West 337 Ramp	City of Chesapeake (I	Maint: 64)	SR 337 TO 0.12 N FROM ROU	ROUTE 40 <b>3100</b>	64 NORT	ГН							0.082	F		3100	G
West 337	City of Norfolk (Ma	1 aint: 64)	SR-00337-P(B) 0.08 0264-W010B(B)	/TO WATI	ERSIDE	DRIVE							NA			NA	
337 264	City of Norfolk (Ma	aint: 64)	64-E008A(L)/IS 0.18 00337-P(L)/122	NA									NA			NA	
337 264	City of Norfolk (Ma	IS-00 aint: 64)	0.22 0.22 0.4-E008A(L)/I	0464-S(L)/-	464-W Iî	MEDIAI Se	N e I-264	for dire	ctional t	affic vo	lume es	stimat	es for thi	s seg	ment.		
Ramp From Tidewater Dr to I-264 W	Fron: City of Norfol	lk		I-264 W  NA  idewater D									NA			NA	
337 Tidewater Dr	City of Norfol	lk	0.12	NA t City Hall									NA			NA	
Tidewater Dr	City of Norfol	lk	0.15	NA Charlotte St									NA			NA	
ALT 337 Turnpike Rd	City of Portsmo	outh	1.05	3900	F	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	4100	F
ALT 337 Turnpike Rd	City of Portsmo	outh	0.30	7 Frederick 11000 Howard St	F	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	11000	F
ALT 337 Turnpike Rd	City of Portsmo	outh	0.54	9000 Harbor Dr	F	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	9500	F
ALT 337 Harbor Dr	City of Portsmo	outh	0.05	Cassell Ave 4400 County St	F	85%	1%	1%	3%	10%	0%	F	0.097	F	0.552	4700	F

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

5 .					4	_		Tru	ıck			K	01/	Dir		٥.,
Route	Jurisdiction	n Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
ALT	From:		County St		050/	40/	10/	00/	100/	00/	_	0.000	_	0.500	5000	١
Harbor Dr	City of Portsmo	outn 0.11	5600	F	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5900	F
ALT	To: From:		High St													
337 Harbor Dr	City of Portsme	outh 0.24	13000	F	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	14000	F
$\mathcal{L}$	To:		US 58													
	City of Norfo					0%	1%	1%	0%	0%	F	ΝΔ			31000	c
Waterside Dirbousii St											F					
	- F				30 70	0 70		1 70	0 70	0 70	'	IVA			33000	
ALT	From:		City Hall Av													
337) Waterside Dr/Boush St			23000				1%	1%	0%	0%	F	0.094	F	0.53	24000	
	Combined Traffic Estimates for 2 Parallel F				98%	0%	1%	1%	0%	0%	F	0.095	F	0.503	27000	C
	To:	N SR 3.	37 Bramble	ton Ave												
	From:			10B Ga	p											
Ramp	City of Norfolk (Ma	,										NA			NA	
<u> </u>	10:	I-264-E FRO	M WATER	SIDE D	RIVE											
	From:										_		_			
.03 Newtown Rd	City of Norfo	olk 0.31	28000	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	30000	(
<u> </u>	To: From:	I-264 Va l	Beach Norfo	olk Expv	vy											
_{.03} )Newtown Rd	City of Norfo		33000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	35000	(
<u> </u>	To:	US 5	8 Va Beach	Blvd												
	From															
Princess Anne Rd	City of Norfo				99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	(
	10:	SR		ve												
	From:	"									_		_			_
.05 Ballentine Blvd	City of Norto				94%	1%	1%	2%	2%	0%	C	0.082	F	0.589	23000	(
	10.															
	From:											0.000	_		4000	,
105 Hamp	City of Norioik (Ma	,			CAVEN	TIE						0.089	F		4800	Ċ
Houte   Jurisdiction   Length   AADT   QA   4   Fire   Bus   2Axle   34Axle   1Tail   2Trail   QC   Factor   AAWD   QN   Factor   AAWD   QN   AATD   QN   AAVD   QN   AAVD																
Domn	City of Norfalls (Me				E							0.000	_		7600	_
105 Hamp	City of Norioik (Ma				AC AVEN	TIE						0.082	Г		7600	(
					AC AVEN	UE										
International Plud	City of Norfo				049/	Λο/	09/	10/	10/	09/	0	0.002	۸	0.507	27000	
.06 international bivo	•				94%	U 70	0%	170	4 70	0%	C		A	0.597		
	Combined Trainic Estimates for 2 Parallel F											INA			40000	(
	To: From				0.454	051		461	46'	000		0.000		0.505	07000	-
106 Terminal Blvd	City of Norfolk (Ma	aint: 64) 0.28		N	94%	υ%	υ%	1%	4%	0%	N	0.092	N	0.597	2/000	ľ
	10.															
Barrer	From:				Eastboun	d						0.440	_		7000	_
106 Hamp	City of Nortolk (Ma				. C1 . C		<del></del> 1					0.119	F		7200	Ċ
	100	Kamps to 1-64 Wes	swouna and	US 460	Grandy S	ι										

## Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Tru	ck			K		Dir		
Route	Jurisdiction	n Len	gth <b>A</b>	ADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
	From:		I-564 N	Northbound	ıd												
Ramp	City of Norfolk (Ma	aint: 64) 0.3	34 <b>1</b> 9	9000	G								0.117	F		19000	C
(	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	ute: <b>4</b> :	3000	G								NA			46000	(
	To:	SR 40	6 Termin	nal Blvd W	/estbou	ınd											
	From:		R 168 C	ampostella	a Rd												
407) Indian River Rd	City of Norfo	olk 0.7		6000	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	17000	
<u> </u>	To:			Chesapeak	te												
₁₀₇ )Indian River Rd	City of Chesap	eake 0.7		Norfolk 9000	G	98%	0%	1%	0%	0%	0%	E	0.092	F	0.573	20000	
407 Indian riiverrid	Oity of Offesap	care 0.7			<u>u</u>	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.032	•	0.575	20000	
	To: From:			lette Ave				<u> </u>						_			
Indian River Rd	City of Chesap			6000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.525	27000	
	10:			irginia Bea	ach												
~~~~~	From:			Suffolk								_					
460 $\left(58\right)$ $\left(13\right)$ Military Highw	vay City of Chesapeake	(Maint: 64) 2.9	94 6	8000	Α	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	
~ ~ ~	To: From:		I	I-664													
460 (58) (13)	City of Chesapeake	(Maint: 64) 0.1	11 9	9900	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	
\sim	Tα		US 58	8; SR 191													
460 (13) (191)	City of Chesap	eake 0.1		5400	G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	
400 (10) (101)	To-		D 101 G														
460 (13) Military Highway	City of Chesap			<u> Military I</u> 5 000	G Hwy	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	
	Combined Traffic Estimates for 2 Parallel F		_	5000		31/6	1 /0	2 /0	2 /0	J /6	0 /6	'	NA	•	0.001	NA	
•	Combined Trainic Estimates for 2 Faraller r	noadways on this not	ule. g	5000	G								INA			INA	
~~~	To: From:			itary Hwy				<u> </u>						_			
460) (13) Military Highway	City of Chesap	eake 2.4	44 6	5900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	
<del>~</del> <del>~</del>	To: From:			I-64													
460 13 Military Highway	City of Chesap	eake 1.3	37 <b>1</b> :	5000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.564	16000	
~~	Tα	US 1	7 George	Washingt	ton Hw	/V											
460 (13) Military Highway	City of Chesap			0000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	
100 (10)	To		CD 10	6 Canal D													
460 13 Military Highway	From:L City of Chesap	eake 2.2		7000	A	97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	
460 (13) Military Highway	To:	Carc 2.2		tary Hwy		31 /6	0 70		1 /0	1 /0	0 70	O	0.147	^	0.511	13000	
	From:			Military Hv	wy												
460 166 Bainbridge Blvd	City of Chesap	eake 0.7	74 <b>1</b> :	2000	G	97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	
	Та		Free	man Ave													
160 (166) Bainbridge Blvd	From: L City of Chesap	eake 1.2		9300	G	97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	
100 20000000000000000000000000000000000	- F					0.70	. 70	- /~	. /0	. /0	0,0	•	0.000	•	0.020	2000	
Delintrature Divis	To: From:			peake Ave		070/	10/		10/	10/	00/		NI A			0000	
460 166 Bainbridge Blvd	City of Chesap			3200	G	97%	1%	1%	1%	1%	0%	С	NA			8900	(
	To: From:			Poindexter ridge Blvd													
166 Poindexter St	City of Chesap	eake 0.5		паде віча <b>3100</b>	G	96%	1%	1%	1%	1%	0%	С	NA			8800	(
460 (\166 Poindexter St	To:	0.0		berty St	۷	00/0	1 /0	1 /0	1 /0	1 /0	0 /0	9	14/1			5500	,

### Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~	From:	Liberty S		070/	00/		00/	00/	00/	0	0.447	_	0.700	5000	
60 (166) 22nd St	City of Chesapeake	0.39 5300	G	97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	(
*	From:	SCL Norfo NCL Chesap													
60 (166) Wilson Rd	City of Norfolk	0.65 8100	G	96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	
00)(100)	To:	Campostella													
	From:	Wilson R													
60)(166)(168)Campostella Rd	City of Norfolk	0.73 35000	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	
	To	Kimball Te	err												
60 (166) (168) Brambleton Ave	City of Norfolk	0.30 41000	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	
	To	De de Acc													
60 (168) Brambleton Ave	City of Norfolk	9ark Ave 0.40 30000	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	
168 Brambleton Ave	Oity of Norioik	0.40 30000	<u> </u>	33 /6	1 /0	1 /0	1 /0	2 /0	0 /6	O	0.000	'	0.50	32000	
~	To: From:	Tidewater				 _						_			
337 Brambleton Ave	City of Norfolk	0.10 25000	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	
\sim \sim	To: From:	Church S	t			\neg									
60 (337)Brambleton Ave	City of Norfolk	0.31 18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	
	To:	ALT US 460 St P	auls Blvd												
ALT ~~~	From:	ALT US 460, Bram													
60 (460) (460) St Pauls Blvd	City of Norfolk	0.24 21000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	23000	
Combined Traf	fic Estimates for 2 Parallel Roadways of	on this Route: 26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	
	To	ALT US 460 Par; Mo	nticello A	Ave		\neg \vdash									
60 St Pauls Blvd	City of Norfolk	0.07 24000	F	95%	2%	2%	0%	1%	0%	F	0.078	F	0.525	26000	
39)	To	110 20 11 D	1 D1 1												
Monticello Ave	City of Norfolk	US 58 Virginia Be 0.66 23000	G G	95%	2%	2%	0%	1%	0%	С	0.078	F	0.543	24000	
50 Monticello Ave	Oity of Norton	0.00 23000	<u> </u>	33 /6	2 /0		0 /6	1 /0	0 /6	O	0.070	'	0.545	24000	
~	To: From:	21st St				 						_			
Monticello Ave	City of Norfolk	0.49 17000	G	95%	2%	2%	0%	1%	0%	F	0.115	F	0.558	18000	
~~	Too From:	Church S	t												
Granby St	City of Norfolk	0.81 25000	G	95%	2%	2%	0%	1%	0%	F	0.081	F	0.587	27000	
	To	Llewellyn A	. Tro												
60 Granby St	From: City of Norfolk	0.45 36000	G	95%	2%	2%	0%	1%	0%	F	NA			38000	
60) Grandy Gr	ony or rionom			0070			070	1 /0	0 70	•				00000	
~~	From	Willow Woo		000/	40/		001	00/	00/	_	0.004	_	0.550	22222	
Granby St	City of Norfolk	1.30 34000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.559	36000	
~	To: From:	Thole St													
Granby St	City of Norfolk	0.37 32000	G	95%	2%	2%	0%	1%	0%	F	0.085	F	0.535	34000	
~	Too	SR 165 Little Ci	eek Rd			<u> </u>									
60 Granby St	City of Norfolk	0.44 23000	G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.504	24000	
00), 01	- T				-/-		0,0	. , •	0,0	•	5.001	•	3.001		
~	To: From:	I-64; I-56		000/	401		001	00′	061	F 1	N. A			05000	
Granby St	City of Norfolk	0.69 23000	N	98%	1%	1%	0%	0%	0%	Ν	NA			25000	
~	То:	I-64 East													

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Outside Of	From:	I-64 East	_	000/	40/	10/	00/	00/	00/	_	NIA			05000	_
Granby St	City of Norfolk	0.30 23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	(
Cranby St	City of Norfolk	Bay View Blvd 0.89 13000	G G	98%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	(
Granby St	City of Norloik			90%	170	1%	0%	0%	0%	C	0.122	Г	0.765	13000	,
Granby St	City of Norfolk	SR 168 Tidewater 0.71 12000	r Dr G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	(
Granby St	To:	US 60 Ocean View		30 /6	1 /0	1/8	0 76	0 /6	0 /6	'	0.030	'	0.074	13000	
	From:	US 460 TO I-64 W													_
Ramp	City of Norfolk (Maint: 64)	0.07 4300	G								0.100	F		4300	
<u> </u>	To:	I-64-W FROM US 460-GRA	NBY S	TREET											
East	From:	US 460 TO ROUTE 26		Т											
Ramp	City of Norfolk (Maint: 64)	0.14 4400	G								0.103	F		4400	
~	^{10:} I-26	64-E FROM ROUTE 460 EAS		MBLETC	ON										
East	City of Norfolk (Maint: 64)	US 460 Granby 9	St G								0.141	F		4300	
Ramp	To:	I-564 Northbour				_					0.141	Г		4300	
Vest	From:	US 460 TO ROUTE 26		Т											_
460 Ramp	City of Norfolk (Maint: 64)	0.19 8000	G								0.099	F		8000	
	To: I-264	4-E FROM ROUTE 460 WES	T00- B	RAMBLE	TO										
ALT ~~	From:	Joliff Rd													
460 (58) Airline Blvd	City of Chesapeake	1.72 6300	G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.5	6700	
ALT	To: From:	WCL Portsmout ECL Chesapeak													
460 58 Airline Blvd	City of Portsmouth	0.29 12000	F	96%	1%	1%	0%	1%	0%	F	0.082	F	0.529	12000	
	To:	Greenwood Dr	r												
ALT 460 (58) Airline Blvd	City of Portsmouth		F	96%	1%	1%	0%	10/	0%	F	0.079	F	0.602	16000	
460 58 Airline Blvd	City of Fortsmouth			90%	1 70	1 70	0%	1%	0%	Г	0.079	Г	0.602	16000	
ALT	To: From:	Elmhurst Lane													_
460) (58) Airline Blvd	City of Portsmouth	1.30 9000	F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	
ALT	To: From:	VICTORY BLV	'n			\Box									_
460 58 Airline Blvd	City of Portsmouth	0.28 11000	F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	
\longrightarrow	To:	US 58, SR 337	7												
ALT 460 (337)Portsmouth Blvd	City of Portsmouth		F	99%	0%	00/	00/	00/	00/	F	0.080	F	0.501	15000	
160 337 Portsmouth Blvd	City of Portsmouth	0.10 14000		99%	0%	0%	0%	0%	0%	Г	0.080	Г	0.581	15000	
ALT	To: From:	ALT SR 337 Turnpil	ke Rd												_
460 337 Portsmouth Blvd	City of Portsmouth	0.16 11000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
ALT	To: From:	I-264													
460 (337) Portsmouth Blvd	City of Portsmouth	0.29 11000	N	99%	0%	0%	0%	0%	0%	Ν	0.083	N	0.616	12000	
400 007 - 12 - 12 - 12	To:	RT 337 & I-264						- / -				-	· -		

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Trı	uck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From	(Moint 64)	SR: 0.57	337 TO RT	264	Coo	. \/ \ 00'	7 for dir	aatiana	troffic :	, aluma	o otima	taa far ti	io oo	amant		
460 337 Ramp	City of Portsmouth	(Mairit. 64)	• • • •	E FROM R	F 227	566	VA 33	7 101 dir	ectional	trailic v	volume (esuma	ates for th	iis se	gment.		
ALT	Fron	n:		- <u>Е FROM R</u> Г 337 & I-26													
460 (264)	City of Portsmouth	(Maint: 64)	0.50	1 557 661 20	, .	Se	e I-264	for dire	ctional	traffic vo	olume e	stimat	es for thi	s seg	ment.		
400)(204)	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
	T			7 Frederick	D11												
ALT	Fron	n:		/ Frederick	BIVO												
460 (264)	City of Portsmouth	,	0.99			Se	e I-264	for dire	ctional 1	traffic vo	olume e	stimat	es for thi		ment.		
~ 0	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	74000	G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.591	79000	G
AI T	Tc	or n:	De	ep Creek Bl	vd												
ALT 460 (264)	City of Portsmouth	(Maint: 64)	0.67			Se	e I-264	for dire	ctional	traffic vo	olume e	etimat	es for thi	s sen	ment		
460 (264)	Combined Traffic Estimates for 2 Parallel	,		68000	G	95%	0%	1%	1%	3%	0%	F	0.09		0.577	73000	G
	Combined Traine Estimates for 2 Taransi	Troddways on this				0070	0 70	- 70	1 70	0 70	0 70	•	0.00	•	0.077	70000	u
ALT	Fron	n:	SR 1	41 Effingha	m St												
460 (264) Elizabeth River Do	owntown Tunnel City of Portsmouth	ı (Maint: 64)	0.87			Se	e I-264	for dire	ctional	traffic vo	olume e	stimat	es for thi	s seg	ment.		
~~	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	T.	0.	V	WCL Norfoll	(\neg									
ALT 460 (264) Elizabeth River Do	owntown Tunnel City of Norfolk (M	Moint: 64)	0.55			20	0 1 264	for dire	otional	troffic v	ماريسم مر	otimot	es for thi		mont		
460 264 Elizabeth River Do		,		00000	_	95%	0%	1%	1%	3%	0%	Siiiiiai r	NA	s seg	ment.	93000	В
	Combined Traffic Estimates for 2 Parallel	Hoadways on this	s Houle.	86000	В	95%	0%	170	170	3%	0%	Г	INA			93000	ь
ALT	Te From	n:		I-464													
460 (264) (337) Berkley Brid	lge City of Norfolk (M	Maint: 64)	0.41			Se	e I-264	for dire	ctional t	traffic vo	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	99000	G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
	Te	o.	SR	337 Main St	reet												
ALT	Pron	14-i				٠-	- 1.004	fo., alius	-4:1	66:		_4:4	f ila:				
460 264 337	City of Norfolk (N	,	0.65	05000	_							sumai	es for thi	s seg	ment.	400000	_
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Houte:	95000	G	97%	0%	1%	1%	1%	0%	F	NA			103000	G
ALT	Te From	n:		I-264													
460 (337)	City of Norfolk (M	Maint: 64)	0.22	30000	N	98%	1%	1%	0%	0%	0%	Ν	0.086	Ν	0.757	32000	Ν
	To	o.	SD 33	7 Tidewater	Drive												
ALT_	From	n:										_		_			
460)	City of Norfolk (N	•	0.24	30000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	32000	G
~	Combined Traffic Estimates for 3 Parallel	Roadways on this			G								0.086	F	0.757	NA	
ALT	Fron	o: n:		St Pauls Blvo Fenchurch St													
460 St Pauls Blvd	City of Norfolk (N	Maint: 64)	0.45	42000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	45000	G
+00) 517 4410 2174	Combined Traffic Estimates for 2 Parallel	•			G	98%	1%	1%	0%	0%	0%	F	NA	•	3.000	48000	G
						0070	. 70	. /0	J /U	J /U	0 /0	•	, .			.0000	u
ALT	Tr Fron	n:	US 46	0 Brambleto	n Ave												
460 460 460 St Pauls Blv	d City of Nor	folk	0.24	21000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	23000	G
	Combined Traffic Estimates for 2 Parallel	l Roadways on this	s Route:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G
	To	0:	ALT US 40	60 Par; Mon	ticello A	Ave											

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdictio	n Ler	ngth	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
ALT	From: City of Norfolk (M	A1US-004	60(B)/T .17	O CITY F	IALL A	VENUE							NA			NA	
460)	To:	IS-00264-W010B			264 EA	ST VIA A	LT 4						14/1			1471	
ALT	From:		I-264-	W TO RT	337												
60 264 Ramp	City of Portsmouth	,	37			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
\Rightarrow	Te:			FROM R													
60 (264)	City of Portsmouth		84	Portsmoutl	n Biva	Se	e I-264	for dire	ectional	traffic v	olume e:	stimat	es for thi	s sec	ıment.		
90 (204)	Combined Traffic Estimates for 2 Parallel		-	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
	To	,		Frederick	Rlvd												
LT	City of Portsmouth	(Mainte C4)	55	Trederick	Divu	Ca	- LOC4	for dire	antional	troffic v	م مسم	atim at	aa far thi		·m ont		
60 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,		74000	G	95%	e 1-264 0%	1%	1%	3%	olume e: 0%	sumai	es for thi NA	s seg	inent.	79000	C
	Combined Trainc Estimates for 2 Parallel	noadways on this no				95%	0%	1 70	170	3%	0%	г	INA			79000	
LT	From:		Deep	Creek Bl	vd												
60 264	City of Portsmouth	•	17									stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	68000	G	95%	0%	1%	1%	3%	0%	F	NA			73000	(
LT	To: From:		SR 14	1 Effingha	m St												
	ver Downtown Tunnel City of Portsmouth	(Maint: 64) 0.	45			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	E
	To:		W	CL Norfoll	C.			\neg									
LT CO OCA Flizabeth Riv	ver Downtown Tunnel City of Norfolk (M	laint: 64) 0	56			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s sen	ıment		
60 264 Elizabeth Riv	Combined Traffic Estimates for 2 Parallel	*		86000	В	95%	0%	1%	1%	3%	0%	F	NA	o oog	,	93000	Е
	Τσ:			64, SR 33					.,,			-					
orth	From:			I-64													
64)	City of Chesapeake	(Maint: 64) 0.	79	28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	54000	G	95%	0%	1%	1%	2%	0%	F	NA			61000	C
a utla	To: From:		US 13	Military I	lwy			\Box \vdash									
orth	City of Chesapeake	(Maint: 64) 1.	06	24000	G	94%	0%	2%	1%	3%	0%	С	NA			28000	c
04)	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	2%	1%	3%	0%	C	NA			53000	
	Tor	,		eeman Ave													
orth	From:	(Maint: C4) 4				050/	00/	10/	10/	00/	00/	0	0.450	^		07000	,
64	City of Chesapeake Combined Traffic Estimates for 2 Parallel	'		23000	A	95% 95%	0% 0%	1%	1%	2% 2%	0% 0%	C C	0.153 0.105	A A	0.651	27000 51000	F
	Combined Trainic Estimates for 2 Parallel	nuauways on this Ro			Α	95%	υ%	1%	1%	۷%	0%	U	0.105	Α	1 60.0	51000	P
orth	To: From:		SR 33	7 Poindext	er St												
164)	City of Chesapeake		-	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
	To:		SC	CL Norfolk													

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ck			K		Dir		
Jurisdiction	l	Length	AADT	QA	4Tire	Bus		_	-		QC	Factor	QK	Factor	AAWDT	QW
From:		S	CL Norfolk													
· · · · · · · · · · · · · · · · · · ·	,			G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
Combined Traffic Estimates for 2 Parallel Ro	oadways on this	Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
To: From:		N	Main Street													
City of Norfolk (Mair	nt: 64)	0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
Combined Traffic Estimates for 2 Parallel Ro	oadways on this	Route:	44000	G	95%	0%	1%	1%	2%	0%	F	NA			50000	G
To: From:			SR 337				\neg -									
City of Norfolk (Mair	nt: 64)	0.16	24000	N	95%	0%	1%	1%	2%	0%	N	NA			27000	N
· · · · · · · · · · · · · · · · · · ·	,			N	95%	0%	1%	1%	2%	0%	Ν	NA			50000	Ν
Τα	·		I-264													
From:																
City of Virginia Beach (I				-								0.120	F		9500	G
10.	I.				H		_									
City of Chesapeake (M	/laint: 64)											0 121	F		5500	G
To:					M RT							0	•		0000	
From:	I-4	164-N TO	FREEMAN	AVEN	UE											
City of Chesapeake (N		0.10	4500	G								0.099	F		4500	G
To:	131-85				O TO R											
City of Changapaka (M	Acint: 64)											0 111	_		2100	G
Trac	лапп. 64)											0.111	Г		2100	G
From:																
City of Chesapeake (N	Maint: 64)	0.10	720	G								0.184	F		720	G
To:		SR 3	37 TO RT 4	464												
From:																
City of Norfolk (Mair	nt: 64)	0.12		G	93%	0%	1%	3%	2%	0%	F	NA			1200	G
From:	LACA NITO	O DOLUTE		r e DEI	IZI EX CO	Г										
City of Norfolk (Mair				C BEI	KKLEY S	l .						NA			NA	
Τα				@ ROU	TE 337											
From:		64-N006A	TO ROUTE	E 264 W	EST											
City of Norfolk (Mair	nt: 64)	0.04	NA									NA			NA	
To: From:	SR	R 337-N02	5A FROM	STATE	ST											
City of Norfolk (Mair	nt: 64)	0.08	NA									NA			NA	
To	I-464-N0	006T INSF	PECTION S	TATIO	N ROAD											
City of Norfolk (Mair												NA			NA	
Oity of Norioik (Mail			M ROUTE									13/7			11/7	
	City of Norfolk (Mai Combined Traffic Estimates for 2 Parallel Re City of Norfolk (Mai Combined Traffic Estimates for 2 Parallel Re City of Norfolk (Mai Combined Traffic Estimates for 2 Parallel Re City of Norfolk (Mai Combined Traffic Estimates for 2 Parallel Re City of Virginia Beach (City of Virginia Beach (City of Chesapeake (N Too City of Norfolk (Mai Too City of Norfolk (Mai	City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this City of Virginia Beach (Maint: 64) City of Chesapeake (Maint: 64) City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64) 0.41	Norfolk (Maint: 64) 0.41 25000	City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64) 0.41 25000 G 95%	City of Norfolk (Maint: 64) 0.41 25000 G 95% 0%	City of Norfolk (Maint: 64)	SCL_Norfolk	City of Norfolk (Maint: 64) 0.41 25000 G 95% 0% 1% 1% 2% 2% 2% 2% 2% 2	City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64)	SCL Norfall City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64) 0.41 25000 G 95% 0% 1% 1% 2% 0% F NA	City of Norfolk (Maint: 64)	STL Nurful STL

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			waintenar					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
orth	From:	I-464-N006B INS		STATIC	ON ROAD											
Ramp	City of Norfolk (M		NA TATE STRE	ET			_					NA			NA	
	Front	51		E1												
South 464	City of Chesapeake	(Maint: 64) 1.32	I-64 26000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
464)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	NA			61000	G
	Too				0070	0 70		170	_,0	070	·				0.000	·
outh	From:		13 Military													
164)	City of Chesapeake	,	22000	G	93%	0%	2%	1%	3%	0%	С	NA			25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	94%	0%	2%	1%	3%	0%	С	NA			53000	G
outh	To: From:	Fı	eeman Aver	nue												
164)	City of Chesapeake	(Maint: 64) 2.01	21000	Α	95%	0%	1%	1%	2%	0%	С	0.143	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.651	51000	Α
	To:	(Collector Roa	ad												
outh 464	City of Chesapeake	(Maint: 64) 0.43	22000	G	95%	0%	1%	1%	2%	0%	F	NA			25000	c
104)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	NA			54000	Ò
	To:				0070	0,0		. 70	_,,	0,0	•				0.000	
outh	From:		SCL Norfoll								_					
164	City of Norfolk (M	,	22000	G	95%	0%	1%	1%	2%	0%	F -	NA			25000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	(
outh	To: From:		Main Street													_
164)	City of Norfolk (M	faint: 64) 0.87	21000	G	95%	0%	1%	1%	2%	0%	F	NA			23000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	G	95%	0%	1%	1%	2%	0%	F	NA			50000	(
	Tex		I-264													
outh	From:		04 TO I-64 V													
Ramp	City of Chesapeake		8200	G								0.092	F		8200	C
	10.	I-64-W291X			UTH											_
Outh	City of Chesapeake		-S TO I-64 I	EAST G								0.177	F		4300	C
Ramp	City of Chesapeake		ROM RT 46		н							0.177	Г		4300	
outh	From:	•	64-S TO RT													_
Ramp	City of Chesapeake		2900	G								0.107	F		2900	(
104)	To:		AND FRO		64								•			
outh	From:	I-464-S	TO FREEM	IAN Av	e											
Ramp	City of Chesapeake		3000	G								0.117	F		3000	C
\mathcal{L}	To:	131-8598; 131-	-8598- A TC	AND I	FROM I											
outh	From:	I-464-S004X TO R		700- PO	INDEXTE	R										
Ramp	City of Chesapeake		NA									NA			NA	
\sim	To:	SR 337 FRC	OM ROUTE	464 SO	UTH											

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			TTOTION	namichai	1100 711	ou											
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	1	464-S BEG COLL	ECTOR RE)_RT 33′	7 POINDE	Y	ZAXIE	3+AXIE	TITAL	ZIIali		i actor		i actor		
Ramp	City of Chesapeake			NA	J ICI 33	TORIBL	21						NA			NA	
+04) * ******	- 1																
outh	From:		337-W023A FROM	A ROUTE:	337 WE	ST00- POI	ND										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
$\underline{\hspace{0.1cm}}$	Tec	Ī-	464-S004A TO RT	337 FAST	ΓΩ0- PΩ	NDEXTE	R										
South	From:				100 10	TOLATE											
Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
outh	To: From:	SR	337-E023A FROM	A RT 337 E	EAST00-	POINDE	XT										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
164 / 161119	To:		464-S END COLL)()(_ RT	337 POIN	D						1471			14/1	
	F					337 I OIIV	D										
lorth Domn	City of Norfalls (M	laint C1\		4-Westbou	ınd								NIA			NIA	
Ramp	City of Norfolk (M	iaint: 64)	0.29	NA									NA			NA	
orth	To: From:		Ramps from	US 460 an	nd I-564	Rev											
Ramp	City of Norfolk (M	laint: 64)	0.16	NA									NA			NA	
104) ramp	To:	141111. 0 1)		om I-64 Ea	esthound								1471				
orth	From:			JS 460 Gra													
64)	City of Norfolk (M	laint: 64)	0.51	34000	G	98%	0%	0%	0%	1%	0%	F	0.126	F		42000	G
9)	Combined Traffic Estimates for 2 Parallel		on this Route:	56000	G	98%	0%	0%	0%	1%	0%	F	NA			68000	G
	To:	1	SR 406 Inter														
orth	From:		SR 406 Inte	national Te	erminal I	3lvd											
564)	City of Norfolk (M	laint: 64)	1.81	18000	Α	98%	0%	0%	0%	1%	0%	С	0.211	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	38000	F	98%	0%	0%	0%	1%	0%	С	0.13	Α	0.865	46000	F
	To:		SR 337 A	dmiral Tau	ıssig Blv	d											
Rev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (M	laint: 64)	0.31	NA				•					NA			NA	
1	To:	,	Ramps to I-56		From I-5	64 SB											
Dov	From:		-	I-564 Rev													
Rev 564 Ramp	City of Norfolk (M	laint: 64)	0.08	4500	G								0.292	F		4500	G
164 / Tump	To:	iaiii. 04)		64 Northbo									0.202			4000	
	Front	I						<u> </u>									
outh Domp		loint C1\	0.16	64 Eastbour NA	nd								NA			NA	
Ramp	City of Norfolk (M	iaini. 64)	Ramp to S		- C1-1	D.1							INA			INA	
outh	From:			JS 460 Gra		Ka											
64)	City of Norfolk (M	laint: 64)	0.64	21000	G	98%	0%	0%	0%	1%	0%	F	NA			26000	G
04)	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	0%	1%	0%	F	NA			68000	G
	To:	1 loauways		6 Terminia		JU /0	U /0	0 /0	U /0	1 /0	U /0	1	INA			00000	C
outh	From:		SR 406 Inter			Blvd											
64)	City of Norfolk (M	laint: 64)	1.84	20000	F	98%	0%	0%	0%	1%	0%	С	0.224	Α		24000	F
,,,,	Combined Traffic Estimates for 2 Parallel	,		38000	F	98%	0%	0%	0%	1%	0%	C	0.135	Α	0.880	46000	F
		·······································	on timo riouto.	30000		00/0	0 / 0	0 / 0	J / U	1 /0	0 /0	_	0.100	<i>,</i> ¬	0.000	70000	

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 564 Ramp	From: City of Norfolk (N To:	Maint: 64)	0.16	64 Southbou 2600 East Little (G	1							0.176	F		2600	G
South 564 Ramp	From City of Norfolk (N		I-50 0.35	64 Southbou	ınd		1.00						NA			NA	
South 564 Ramp	From: City of Norfolk (N	·	SR 406-E 0.12	nd to I-64 W 001A FROM NA 0C TO RT	M RT 40	16	460						NA			NA	
South 564 Ramp	From: City of Norfolk (N		1-564 Sout 0.25	hbound and NA 460 Granby	SR 406		lvd						NA			NA	
South 564)Ramp	City of Norfolk (M	Maint: 64)	Ramp fro	m I-564 Soi	uthbound	i							0.107	F		NA	
South Ramp	From: City of Norfolk (N	Maint: 64)		64 Southbou 7400									0.294	F		7400	G
East 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,	0.16	I-564 Rev WCL Suffoll 38000 82000	G G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.095 NA	F		41000 88000	G G
	To	•	t I-664 is	signed as	s Souti	h I-664		_									
East 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this		39000 82000 signed as	G G s Souti	94% 94% h I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.089 0.085	F F	0.537	42000 88000	G G
East	To: From:	(Mainta OA)		7 Portsmout		0.40/	00/		40/	40/	00/		0.000			44000	
664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this		41000 86000 signed as	G G s Souti	94% 94% h I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.086 NA	F		44000 93000	G G
East	To: From:		64-663	Dock Landin	ng Road												
664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this		41000 87000 signed as	G G s Souti	94% 94% h I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.088 0.083	F F	0.505	45000 93000	G G
East_		US	13, US 58,	US 460 Mi	liatry Hi	ghway											
Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this		43000 111000 signed as	G G s Souti	94% 94% h I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.101 NA	F		47000 119000	G G

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdictio	n	Length	AADT	ΟΛ	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	From:							2Axle	3+Axle	1Trail	2Trail	Q 0	Factor	QI.	Factor	70,000	
East 064 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	US 13, US 46 0.73	52000	G G	94%	0%	1%	1%	4%	0%	F	0.101	F		56000	G
	Combined Traffic Estimates for 2 Parallel	. ,			-	94%	0%	1%	1%	4%	0%	F	NA	•		129000	
	Combined Traine Estimates for 2 T drainer	-	East I-664 is				0 /0	1 70	1 /0	470	0 70	•	1471			120000	G
	To:		Last 1 004 13	I-64; I-264		77 004											
ast	From:		I-664-E TO	PUGHSVI	LLE RO	AD											
Ramp	City of Chesapeake	(Maint: 64)	0.35	6200	G								0.282	F		6200	G
ast	To: From:	I-6	664-E010B TO F	UGHSVILI	LE ROA	O NORTH	I										
Ramp	City of Chesapeake		0.08	NA									NA			NA	
	То:		131-8529 FROM	I ROUTE 6	64 EAST	SOUTH											
ast	From:		664-E010A TO F		LE ROA	D NORTH	ł										
Ramp	City of Chesapeake	(Maint: 64)	0.03	NA 9 TO & FRO	OM BOL	r		_					NA			NA	
· net	From:			64-E TO RT		,											_
ast 64)Ramp	City of Chesapeake	(Maint: 64)	0.36	2700	337 G								0.093	F		2700	
104)	To:	(11 1 7)		337 FROM I													
ast	From:		I-66	4-E TO RT	337												
Ramp	City of Chesapeake		0.22	5400	G								0.101	F		5400	(
<u> </u>	To:		SR 337 SR 337-														
East Pamp	City of Chesapeake	(Maint: 64)	I-664-E TO I 0.06	OOCK LAN	DING R	OAD							NA			NA	
Ramp	City of Chesapeake												INA			INA	
ast	From:		-E012B TO DO			D00- NO	RT										
Ramp	City of Chesapeake		0.17	2300	G								0.115	F		2300	C
	10.		131-8527 FROM														
East 664)Ramp	City of Chesapeake		-E012A TO DO 0.08	CK LANDI NA	NG ROA	AD00- NO	RT						NA			NA	
564) 1 14111	To:	(Mant. 04)		7 TO & FRO	OM ROU	J							1471			1471	
East	From:		I-664-E TO R														
Ramp	City of Chesapeake	(Maint: 64)	0.47	9900	G								0.096	F		9900	G
<u> </u>	To:		US 58 FROM	ROUTE 664	4 EASTS	OUTH											
East	From:		I-664-E TO R			EAST											
Ramp	City of Chesapeake	(Maint: 64)	0.25	1900	G	OLUTIL							0.110	F		1900	G
-	Trone		US 58 FROM		+ EASTS	OUTH											
East 664)Ramp	City of Chesapeake	(Maint: 64)	0.12	I-664 East 2400	G	92%	0%	1%	1%	6%	0%	F	0.142	F		2500	G
J04)	To:	(3; 1US 13-F					. , ,								
East	From:			E TO I-264													
Ramp	City of Chesapeake	(Maint: 64)	0.56	25000	G			-					0.115	F		25000	G
\smile	To:		I-264-E	FROM I-66	64 EAST												

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							_		Tru	ıck			K	211	Dir		011
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	From:			WCL Suffol													
Hampton Roads Beltway		. ,	0.62	44000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	NA			88000	G
		W	/est I-664 is	s signed a	as Nort	h I-664											
Vt	To: From:		64-65	9 Pughsville	e Road												
Vest 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	43000	G	94%	0%	1%	1%	4%	0%	F	0.076	F		46000	G
,	Combined Traffic Estimates for 2 Parallel		_		G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.537	88000	G
	Combined Traine Estimates for 2 Taraffer	•	/est I-664 is				0 70	1 /0	1 /0	770	0 70	•	0.000	•	0.557	00000	u
	To:			7 Portsmout													
Vest 664) Hampton Roads Beltway	City of Chesapeake	(Maintr C4)	1.03		G	94%	0%	1%	1%	4%	00/	_	0.078	F		49000	G
/		,		45000	-		- / -				0%			Г			_
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
		W	/est I-664 is	s signed a	as Nort	h I-664											
√est	To: From:		Doc	k Landing I	Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	45000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		48000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	87000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	93000	G
		, w	/est I-664 is	s signed a	as Nort	h I-664											
	To:	1	US 13, US 58.	US 460 Mi	ilitary Hi	ghway											
/est 64)Hampton Roads Beltway	City of Channaka			67000		94%	0%	1%	1%	4%	09/	_	NA			73000	G
,		,	1.21		G						0%	F					
	Combined Traffic Estimates for 2 Parallel	•				94%	0%	1%	1%	4%	0%	г	NA			119000	G
	To:		/est I-664 is	<i>s signed a</i> I-64; I-264		n I-664											
Vest	City of Channaka	(Moint: 64)	I-664-W TO	6700		DAD							0.106	F		6700	G
Ramp	City of Chesapeake				G								0.106	Г		6700	G
/est	To: From:	I	-664-W010B	TO PUGHS	VILLE S	SOUTH											
Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
	To:		131-8	529 Pughsv	ille Rd												
Vest	From:	I-	-664-W010A	TO PUGHS	VILLE S	SOUTH											
Ramp	City of Chesapeake	(Maint: 64)	0.05	NA									NA			NA	
	To:	131	1-8529 FROM	ROUTE 66	64 WEST	INORTH											
Vest	From:		I-66	4-W TO RT	Г 337												
Ramp	City of Chesapeake	(Maint: 64)	0.22	3600	G								0.096	F		3600	G
<u> </u>	To:	S	SR 337 SR 337	'-E014B TO	I-664 A	ND FR											
/est	From:		· ·	I-664 West	t												
Ramp	City of Chesapeake	(Maint: 64)	0.36	6600	G								0.094	F		6600	G
	To:		SR 33	7 Portsmout	th Blvd												
Vest	From:		I-664-W TO I	DOCK LAN	IDING R	ROAD							·				
Ramp	City of Chesapeake		0.14	2500	G								0.14	F		2500	G
	To:		W012B TO D0	OCK LAND	OING RO	AD-SOU	TH										

Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K	QK or	Dir Factor	AAWDT	QW
West 664 Ramp	From:	I-664-W012B TO DO		ING RO	AD-SOUTI	I						
664 Ramp	City of Chesapeake (Mai	int: 64) 0.10	NA					NA			NA	
$\overline{}$	То:	131-8527 FROM	ROUTE 66	4 WEST	NORTH							
West	From:	I-664-W012A TO DO	OCK LAND	ING RO	AD-SOUTI	ł						
West 664 Ramp	City of Chesapeake (Mai	int: 64) 0.07	NA					NA			NA	
	To:	131-8527	TO & FRO	M DOC								
West	From:	I-664-W TO R	OUTE 58.11	3&460 V	VEST							
664 Ramp	City of Chesapeake (Mai		26000	G				0.10	7 F		26000	G
	To	1 CCA W(012	D TO 50 12	0.460 E.A	CIT		_					
West	From:	I-664-W013	B 10 58,136	&460 EA	ST							
West 664 Ramp	City of Chesapeake (Mai	int: 64) 0.53	23000	G				0.10	8 F		23000	G
\bigcirc	To:	US 58 7	O ROUTE	664 EA								
West	From:	I-664-W013	A TO 58,13	&460 EA	ST							
(664) Ramp	City of Chesapeake (Mai		2900	G				0.18	2 F		2900	G
	To:	US 58 FROM F	OUTE 664	WESTN	ORTH							

					140	I IOIK IVI	amenai	ice Alea								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From					7 A1US 40									
Monticello Ave	0.25	5000	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G	2013
('B') (152)																2013
Combii	ned Traffic:	26000 _{To}	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G	
City of Virginia Beach			1			US 40	O St Pauls	Biva								
		From				I	Dead End									
F ₁₄₃ Midtown Way	0.55	330 To	G		13	4-8661 R	egent Univ	versity Dr			NA			330	G	2013
City of Chesaneake					13	1 0001 1	едене ст	versity Di								
	0.40	From	<u> </u>			В	us SR 168				<u> </u>					0.4/0.0/0.00
(F144)	0.10	1200 _{To}	R				15.1				NA			NA		04/28/200
			1				Dead End									
Dulldon Dd	0.00	From	<u> </u>				Tintern St							0.40	_	0010
F ₁₄₅ Bulldog Rd	0.06	840 To	G			т	Dead End				NA			840	G	2013
			<u> </u>													
(F148) Tennyson St	0.10	40				1	Dead End				NA			40	G	2013
F ₁₄₈ Tennyson St	0.10	40	G			SD 100 C	Great Bridg	re Blvd			INA			40	G	2013
		From	-					אות א								
Libortuvillo Pd	0.24					N	Aullen Rd				N			1300	G	2013
(F ₁₅₀) Libertyville Rd	0.34	1300 _{To}	G			SR 166	Bainbridge	Rlvd			NA			1300	G	2013
		From									_					
Cirmon Ct	0.17		G			Sc	outhway St							100	G	0010
F ₁₅₁ Firman St	0.17	100 To				T	Dead End				NA			100	G	2013
O Datumda Aus	1.07	From	<u> </u>	000/	00/		Ailitary Hi		00/		0.007	_	0.000	000	_	0010
(F153) Rotunda Ave	1.67	590	G	96%	0%	2%	1%	0%	0%	С	0.097	F	0.609	630	G	2013
<u> </u>		From					L Portsmou									
(F153) Rotunda Ave	0.69	590	N	96%	0%	2%	1%	0%	0%	N	0.097	N	0.609	630	N	2013
		То	9			124-854	0 Greenwo	ood Dr								
City of Portsmouth		From														
Liborty Ct	0.40		<u> </u>			1	Dead End				NIA			20	C	2012
F ₁₅₄ Liberty St	0.40	20	G			т	11 C4				NA			20	G	2013
			1			1	azewell St									
City of Chesaneake		From					Oorcas Rd				1					
(F156) Burns St	0.12	60	G			L	oicas Ku				NA			60	G	2013
F156 Burns Ot	0.12	То	<u> </u>			ī	Dead End				— i"`			00	ď	2010
C'4 EN EIL																
City of Norfolk		From	:			I	Dead End									
(F157)	0.29	2600	G								NA			2600	G	2013
		To				US 13	Military I	łwy								
City of Chesapeake																
		From	:			SR 1	91 Jolliff l	Rd								
(F336) Jolliff Rd	0.19	30	G								NA			30	G	2013
\bigcirc		To				I	Dead End									
		From				I	Dead End									
(F337) Branchview Way	0.47	60	G								NA			60	G	2013
$\overline{}$		То				SR 1	91 Jolliff l	Rd								
		From	:			SR 190 C	Great Bridg	ge Blvd								
(F683) Blake St	0.32	840	G								NA			840	G	2013
		To				I	Dead End									
		From	:			SR 190 C	Great Bridg	e Blvd								
(F684) Finck Lane	0.13	690	G				u. Dridg	,- 2.1u			NA			690	G	2013
1 004)		To	<u> </u>			Ī	Dead End								_	
		From	:													
(F808) W Military Hwy	0.06	40	G			1	Dead End				NA			40	G	2013
(F808) W Military Hwy	0.00	40	_			He	58; FR-92	3						40	G	2013
			1			US	Jo, 1'K-92	, J								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:				Dead En	d			1					
F809)	0.65	100	G			Dead Li	u			NA			100	G	2013
		To				US 58 Militar	y Hwy								
		From:				US 13 Militar	y Hwy								
F812 Ridgeway Ave	0.46	70	G							NA			70	G	2013
<u> </u>		To				Dead En	d								
		From:				US 58 Militar	y Hwy			<u> Д., </u>					
F ₉₂₃ Snowden St	0.58	20	G			D 1F				NA			20	G	2013
						Dead En	a								
City of Norfolk		From:				Curlew I)r								
1 Corporate Blvd	0.47	2900	G	98%	1%	0% 0%		0%	F	0.128	F	0.527	3000	G	2013
122		To				US 13 Militar	y Hwy								
		From:				SR 247 Norvi	ew Ave								
3 Sewells Point Rd	1.96	7700	G	98%	1%	1% 0%		0%	С	0.096	F	0.550	8200	G	2013
122/		To				SR 165 Little C	reek Rd								
		From				Duke S	t								
4 Tazewell St	0.06	NA								NA			NA		
<i></i>		To				Alt SR 337 B	oush St	-							
		From:				Tazewell	St								
5 Duke St	0.29	2100	G	98%	0%	1% 1%	6 0%	0%	С	0.109	F	0.664	2200	G	2013
Com	bined Traffic:	54000	G	98%	0%	1% 1%		0%	F	NA			57000	G	
		To				Brambleton	Ave								
	0.40	From:		SR-003	337(L)/12	22-08592(R)/ST	ATE & BERK	LEY AVI	Е				NIA		
6	0.40	NA To:			D 11	E. 4/@ DUCINE	CC DADIZ I O	T		NA			NA		
		From:				End/@ BUSINE									
6 Ramp	0.07	NA Prom.			I-464-N	006A STATE S	Γ @ ROUTE	337		NA			NA		
Ramp	0.07	INA To:			I_46	64-N006B FROM	A STATE ST						INA		
		From:			1 10										
7 Monticello Ave	0.47	3100	G	98%	1%	City Hall 2		0%	С	0.11	F	0.569	3300	G	2013
199 /			G	98%	1%	1% 0%		0%	F	NA	•	0.000	48000	G	_0.0
5 5		To	<u> </u>	0070				0 / 0	•				.0000	O .	
7 Monticello Ave		From:				SR 337 Bramble	eton Ave								
. 122 /	0.25	5000	G	98%	1%	1% 0%	6 0%	0%	F	NA			4700	G	2013
	0.25	5000 26000	G G	98% 96%	1% 2%	1% 0%		0% 0%	F F	NA NA			4700 27000	G G	2013
20111	0.25 bined Traffic:		G G	98% 96%	1% 2%	1% 0% 1% 0% US 460 St Pau	6 1%	0% 0%	F F	NA NA			4700 27000	G G	2013
						1% 0% US 460 St Pau	/s 1%								2013
_	bined Traffic:	26000 To:				1% 0%	/s 1%								2013
8 City Hall Ave WB		26000 _{To:}				1% 0% US 460 St Pau	% 1%			NA 			27000		2013
_	bined Traffic:	26000 To:			2%	1% 0% US 460 St Pau Alt US 460 O	% 1% els Blvd everpass 64 WB			NA 			27000		2013
(8) City Hall Ave WB	bined Traffic:	26000 To: Prom: NA			2%	1% 0% US 460 St Pau Alt US 460 O	% 1% els Blvd everpass 64 WB			NA 	F		27000		
City Hall Ave WB	0.13	Prom.	G		2%	1% 0% US 460 St Pau Alt US 460 O	% 1% dls Blvd verpass 64 WB 54 EAST			NA NA	F		27000 NA	G	2013
City Hall Ave WB	0.13	26000 To: From: NA To: 5800	G		2%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan	6 1% dis Bivd verpass 64 WB 64 EAST 7 AVENUE			NA NA NA 0.205	F		27000 NA	G	2013
City Hall Ave WB	0.13	26000 To: NA To: From: 5800	G		2%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09	6 1% lls Blvd verpass 64 WB 54 EAST 7 AVENUE Ave 6 0%			NA NA	F	0.51	27000 NA	G	2013
Gity Hall Ave WB	0.13	26000 To From NA To 5800 To 5700 To	G G	96%	2% I-6	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt	6 1% dls Blvd verpass 64 WB 64 EAST 7 AVENUE Ave 6 0% on Blvd	0%	F	NA NA NA 0.205		0.51	27000 NA 5800	G G	2013
8023 Ramp 6560 49th St	0.13 0.14 0.56	26000 To From: NA To From: 5800 To From: 5700 To From:	G G G	96%	2% I-6	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton I	6 1% dls Blvd verpass 64 WB 64 EAST 7 AVENUE Ave 60 0% on Blvd Blvd	0%	F C	NA NA 0.205 0.087	F		27000 NA 5800 6100	G G G	2013
Gity Hall Ave WB Ramp 49th St	0.13	26000 To From NA To 5800 To 5700 To	G G	96%	2% I-6	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton I- 4% 09	6 1% dis Blvd verpass 64 WB 64 EAST AVENUE Ave 6 0% on Blvd Blvd 6 0%	0%	F	NA NA NA 0.205		0.51	27000 NA 5800	G G	2013
8023 Ramp 8560 49th St	0.13 0.14 0.56	26000 To From 5800 To From 3900 To	G G G	96%	2% I-6	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton E 4% 09 Colley A	6 1% lls Blvd verpass 64 WB 54 EAST 7 AVENUE Ave 60 0% on Blvd blvd 60 0% ve	0%	F C	NA NA 0.205 0.087	F		27000 NA 5800 6100	G G G	2013
8302333 Ramp 85560) 49th St 85560) 49th St	0.13 0.14 0.56	260000 To From 58000 To From 57000 To From 39000 To	G G G	96%	1% 1%	Alt US 460 OF Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampton Hampt	6 1% Ils Blvd verpass 64 WB 54 EAST 7 AVENUE Ave 60 0% 60 0% 60 0% 60 0% 60 0% 60 0% 60 0% 60 0% 60 0% 60 0% 60 0%	0%	F C	NA NA 0.205 0.087	F	0.518	27000 NA 5800 6100 4100	G G G	2013 2013 2013
8023 Ramp 8560 49th St	0.13 0.14 0.56	26000 To From 5800 To From 3900 To	G G G	96%	2% I-6	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampton I Hampton I 4% 09 Colley A Powhatan 4% 09	6 1% Is Blvd verpass 64 WB 64 EAST AVENUE Ave 60 0% on Blvd 60 0% ove Ave 60 0%	0%	F C	NA NA 0.205 0.087	F		27000 NA 5800 6100	G G G	2013 2013 2013
8560) 49th St 8561) Bolling Ave	0.13 0.14 0.56 0.42	260000 To From 5800 To 5700 From 3900 To From 2200	G G G G	96% 95% 95%	1% 1%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton I 4% 09 Colley A Powhatan 4% 09 SR 337 Hampt SR 337 Hampt Ampton I Ampto	6 1% Is Blvd verpass 64 WB 64 EAST AVENUE Ave 6 0% on Blvd Blvd 6 0% on Blvd on Blvd on Blvd on Blvd	0%	F C F	NA NA 0.205 0.087 0.086	F F	0.518	27000 NA 5800 6100 4100	G G G	2013 2013 2013
8023 Ramp 8560 49th St 8560 49th St	0.13 0.14 0.56	26000 To From 5800 To From 3900 To From 2200	G G G	96%	1% 1%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton I- 4% 09 Colley A Powhatan 4% 09 SR 337 Hampt 4% 09 SR 337 Hampt 4% 09	6 1% Is Blvd verpass 64 WB 64 EAST AVENUE Ave 6 0% on Blvd 6 0% on Blvd on Blvd 6 0% on Blvd 6 0% on Blvd 6 0%	0%	F C	NA NA 0.205 0.087	F	0.518	27000 NA 5800 6100 4100	G G G	2013 2013 2013
8923 Ramp 8560 49th St 8560 Bolling Ave	0.13 0.14 0.56 0.42	26000 To From 5800 To From 3900 To From 22000 To	G G G G	96% 95% 95%	1% 1%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton H 4% 09 Colley A Powhatan 4% 09 SR 337 Hampt 4% 09 Jamestown C	6 1% Is Blvd verpass 64 WB 54 EAST (AVENUE Ave (6 0% on Blvd 81vd (6 0% on Blvd on Blvd	0%	F C F	NA NA 0.205 0.087 0.086	F F	0.518	27000 NA 5800 6100 4100	G G G	2013 2013 2013
8023 Ramp 8560 49th St 8560 Bolling Ave	0.13 0.14 0.56 0.42	26000 To From 5800 To From 3900 To 2200 To 2000	G G G G	96% 95% 95%	1% 1%	1% 09 US 460 St Pau Alt US 460 O Ramp From I- 122-8623 TO I- 4-E FROM BA Powhatan 4% 09 SR 337 Hampt Hampton I- 4% 09 Colley A Powhatan 4% 09 SR 337 Hampt 4% 09 SR 337 Hampt 4% 09	6 1% Is Blvd verpass 64 WB 64 EAST AVENUE Ave 6 0% on Blvd 6 0% on Blvd 6 0% on Blvd 6 0% on Blvd Ave 6 0% on Blvd Ave 6 0%	0%	F C F	NA NA 0.205 0.087 0.086	F F	0.518	27000 NA 5800 6100 4100	G G G	

					INO	rtoik Ma	menand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk											1					
8563) Colley Ave	0.21	16000	G	98%	1%	US 58 Bi	ambleton 0%	Ave 0%	0%	F	0.083	F	0.649	17000	G	2013
Colley Ave		To													-	
8563) Colley Ave	0.40	14000	G	98%	1%	0%	ney Rd 0%	0%	0%	F	0.082	F	0.614	15000	G	2013
(8563) Colley Ave		To								-		•			-	
8563) Colley Ave	0.37	15000	G	98%	1%	0%	ss Anne R 0%	0%	0%	F	0.082	F	0.524	16000	G	2013
(8563) Colley Ave	0.07				1 /0			070	070	•	——————————————————————————————————————	•	0.021	10000	ŭ	2010
8563 Colley Ave	0.30	16000	G	98%	1%	0%	st Street 0%	0%	0%	F	0.089	F	0.510	17000	G	2013
8563 Colley Ave	0.30	To		90 /6	1 /0		th Street	0 /6	0 /6	1	0.009	'	0.510	17000	G	2010
		From:					7th St									
Colley Ave	1.04	14000	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.500	15000	G	2013
122		To				52,	d Street									
8563 Jamestown Crescent	0.74	7200 From:	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.506	7700	G	2013
8563) Jamestown Crescent	0	To:	Ť		. , ,		Hampton I		0 70	•		•	0.000		О.	_0
		From:					ad End				i I					
Powhatan Ave	0.75	1700	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.562	1800	G	2013
Powhatan Ave	3.70			20 /0	3 /0			3,0	3 70	•		•	5.002	.000	<u> </u>	_510
Dowleston Arm	0.01	From	<u> </u>	000/	00/		ling Ave	00/	00/		0.075		0.500	6400		0010
Powhatan Ave	0.81	6000	G	99%	0%	1%	0%	0%	0%	F	0.075	F	0.569	6400	G	2013
_		From:					8th St hatan Ave									
8564) 38th St	0.57	4300	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.651	4600	G	2013
(8564) 38th St			_	/-	- / -				- / •	•		-		. 300		
20th St	0.41	From:		000/	Λ9/		Hampton I		00/		0.00		0.620	6400	G	2010
8564 1222 38th St	0.41	6000	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.629	6400	G	2013
O		To: From:					lley Ave									
8564 122 38th St	0.53	8800	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.645	9400	G	2013
		To:				Llew	ellyn Ave	:			—					
8564 1222 38th St	0.17	4400	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.684	4700	G	2013
122/		To					0 Granby	St								
		From:					JS 460					_			_	
8564 La Vallette Ave	0.48	2100	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.504	2200	G	2013
		To:				Colu	mbus Ave									
\sim		From:					ney Rd									
8565 Colonial Ave	1.08	6800	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	7300	G	2013
		To:				2	7th St				\neg \vdash					
8565 Colonial Ave	1.07	2500	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.687	2700	G	2013
122		To					ımpshire A	Ave								
<u> </u>		From					nold Ave					_			_	
New Hampshire Ave	0.24	140	G	99%	0%	1%	0%	0%	0%	F	0.139	F	0.646	150	G	2013
$\overline{}$		To				Cole	onial Ave									
		From:					lley Ave									
8566 41st St	0.05	850	G	99%	1%	0%	0%	0%	0%	F	0.179	F	0.765	910	G	2013
····		To: From:		-			flower Rd		-							
8566) Mayflower Ave	0.22	1800	G	99%	1%	Car	olina Ave 0%	0%	0%	F	0.100	F	0.710	1900	G	2013
Mayflower Ave	0.22	To		JJ %	170		ware Ave	U 7/0	U 70	۲	0.100	Г	0.718	1900	G	201
		From:					ware Ave flower Rd									
8566 Delaware Ave	0.55	4100	G	99%	1%	0%	0%	0%	0%	F	0.084	F	0.543	4400	G	2013
8566 Delaware Ave	2.20			/ -						-		-	10		-	
Doloworo Ava	0.10	From:	<u> </u>	000/	10/		ellyn Ave		Λο/		0.100		0.000	9200		2010
8566 Delaware Ave	0.12	7800 To	G	99%	1%	0%	0%	0%	0%	С	0.108	F	0.803	8300	G	2013
		10.					0 Granby									
<u> </u>		From:	<u> </u>				bleton Av					_				
8567 Boush St	0.21	9000	F	99%	1%	0%	0%	0%	0%	F	0.125	F	0.620	9600	F	2013
\sim		To				Va B	each Blvd	l								
		From:														
8567 Llewellyn Ave	0.30	8200 From:	G	99%	0%	0%	0%	0%	0%	F	NA			8800	G	2013

Route Length AADT QA 4Tire Bus 2Axle 1Trail 2Trail QC K Factor AAWDT	G G G G G	Year 2013 2013 2013 2013 2013 2013
Princess Anne Rd Princes Princess Anne Rd P	G G G G	2013 2013 2013 2013 2013
College Clewellyn Ave 0.50 8100 G 99% 0% 0% 0% 0% 0% 0% 0	G G G G	2013 2013 2013 2013 2013
Second Company College Ave College A	G G G G	2013 2013 2013 2013 2013
Segge Clewellyn Ave 0.72 6900 G 99% 0% 0% 0% 0% 0% 0% 0	G G G	2013 2013 2013 2013
College Coll	G G G	2013 2013 2013 2013
Sth Street	G G F	2013
Company Comp	G G F	2013
Self Street	G G F	2013
Second Color Col	G G F	2013
Second College Colle	G G F	2013
Delaware Ave Section Delaware Ave Delaware	G F	2013
Second College Colle	G F	2013
To US 460 Granby St State Stat	G F	2013
Second Colley Ave Colley	F	
Secondary St	F	
Second S	F	
Second		2013
To		2013
Second S	G	
Second	G	
Second	G	
S S S S S S S S S S		2013
Second St 1.27 8700 G 98% 1% 1% 0% 0% 0% F NA 8200		
Church St Raleigh Ave Server Raleigh Ave Server		
Church St	G	2013
Claremont Ave 0.51 1100 G 98% 1% 0% 0% 0% 0% 0% F 0.14 F 1200 SR 337 Hampton Blvd S		
Claremont Ave 0.51 1100 G 98% 1% 0% 0% 0% 0% F 0.14 F 1200 SR 337 Hampton Blvd SR 3		
SR 337 Hampton Blvd	G	2013
21st St 0.29 7400 G 98% 1% 0% 0% 0% 0% C 0.089 F 0.527 7900 Colley Ave Colley Ave Colley St C		
Colley Ave September Colley Ave College	G	2013
Colley Ave S72 21st St 0.48 14000 G 98% 1% 0% 0% 0% 0% 0% F 0.081 F 0.558 15000	G	2013
21st St 0.25 9800 G 98% 1% 0% 0% 0% 0% F 0.085 F 0.568 10000 To Monticello Ave US 58 Va Beach Blvd 0.50 12000 G 95% 1% 2% 2% 1% 0% C 0.084 F 0.584 13000 SR 166 Princess Anne Rd		
21st St 0.25 9800 G 98% 1% 0% 0% 0% 0% F 0.085 F 0.568 10000 To Monticello Ave US 58 Va Beach Blvd 12000 G 95% 1% 2% 2% 1% 0% C 0.084 F 0.584 13000 SR 166 Princess Anne Rd	G	2013
21st St 0.25 9800 G 98% 1% 0% 0% 0% 0% F 0.085 F 0.568 10000 To Monticello Ave From: US 58 Va Beach Blvd 8573 Ballentine Blvd 0.50 12000 G 95% 1% 2% 2% 1% 0% C 0.084 F 0.584 13000 SR 166 Princess Anne Rd		
To Monticello Ave	G	2013
US 58 Va Beach Blvd	G	2010
Ballentine Blvd 0.50 12000 G 95% 1% 2% 2% 1% 0% C 0.084 F 0.584 13000 SR 166 Princess Anne Rd		
SR 166 Princess Anne Rd	_	0010
SR 166 Princess Anne Rd	G	2013
8573) Ballentine Blvd 0.54 9900 G 95% 1% 2% 2% 1% 0% F 0.081 F 0.511 11000	G	2013
88573) Ballentine Blvd 0.54 9900 G 95% 1% 2% 2% 1% 0% F 0.081 F 0.511 11000		
From: 122-8834 Tait Terr		
8573) Ballentine Blvd 0.49 8600 G 95% 1% 2% 2% 1% 0% F 0.079 F 0.513 9200	G	2013
To 122-8613 Chesapeake Blvd		
From: US 460 Granby St		
O 1400 140 150 140 1400	G	2013
8574 Willow Wood Dr 1.10 11000 G 99% 1% 1% 0% 0% C 0.095 F 0.54 12000 SR 168 Tidewater Dr	_	_0.0
ALI SK 357 Waterside Di	_	0010
8575 St Pauls Blvd 0.31 13000 G 99% 1% 1% 0% 0% F NA 14000	G	2013
To Alt US 460; Market St		
<u> </u>	G	2013
<u> </u>		
US 460 Brambleton Ave Church St		0010
8575 Church St 0.23 14000 G 97% 1% 1% 1% 0% F 0.085 F 0.581 15000	\sim	2013
Tor From US 58 Virginia Beach Blvd	G	
01 101 01 010 1000 0 070/ 10/ 10/ 10/ 10/ 10/ 10/ 00/ 5 0 000 5 0 000	G 	2013
	G G	
Princess Anne Rd Church St. 0.94 1900 C 0.79/ 19/ 19/ 19/ 0.9/ C 0.097 E 0.544 10000		0010
	G	
8575 Church St 0.84 18000 G 97% 1% 1% 1% 1% 0% C 0.087 F 0.544 19000	G	0010
SR 247 Lafayette Blvd; 26th Street		2013

					No	rtoik Ma	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk											-					
8575 Church St	0.05	13000	G	97%	1%	1%	ette Blvd; 2	26th Street 1%	0%	F	0.081	F	0.518	14000	G	2013
8575 Church St	0.21	11000 To	G	97%	1%	1%	27th St 1%	1%	0%	F	0.086	F	0.580	11000	G	2013
					US 4		y St; Mont	ncello Ave	2		J					
8576 Princess Anne Rd	0.62	980	G	97%	1%	1%	ead End 1%	0%	0%	С	0.132	F	0.547	1000	G	2013
Princess Anne Rd	0.08	6200	G	97%	1%	SR 337 2%	Hampton I 0%	Blvd 0%	0%	F	0.075	F	0.501	6600	G	2013
Princess Anne Rd	0.32	8600 From	G	97%	1%	2%	0%	0%	0%	F	0.079	F	0.585	9200	G	2013
		From	:				lonial Ave 5 Colonial	Ave								
Princess Anne Rd	0.18	11000	G	97%	1%	2%	0%	0%	0%	F	0.081	F	0.530	12000	G	2013
Princess Anne Rd	0.28	11000 From	G	97%	1%	2%	0%	0%	0%	F	0.077	F	0.549	11000	G	2013
8576) Princess Anne Rd	0.49	8600 From	G	97%	1%	2%	0%	0%	0%	С	0.088	F	0.587	9100	G	2013
8576) Princess Anne Rd	0.29	12000	G	97%	1%	2%	hurch St 0%	0%	0%	F	0.085	F	0.522	13000	G	2013
Princess Anne Rd	0.29	1 2000		3170	1 /0		ewater Dr	U /0	U /0	- 11	0.000	1.	0.522	13000	G	2013
		From	:					2								
Charlotte St	0.17	3400 To	G				Bus Wood				NA			3700	G	2013
8580 Wood St	0.13	1100	G				us US 460				0.114	F	0.673	1200	G	2013
S580 Charlotte St	0.32	1900 To	G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.633	2000	G	2013
			1				ewater Dr									
8581 Fishermans Rd	0.44	4400 To	G	98%	0%	1%	apeake Bly 1% turgis Rd	^{/d} 0%	0%	С	0.096	F	0.611	4700	G	2013
		From					ermans Rd	1								
Sturgis Rd	0.11	680	G	98%	0%	1%	1% View Blvo	0%	0%	F	0.160	F	0.566	730	G	2013
Sturgis St	0.64	1400 From	G	98%	0%	1%	1% n View Av	0%	0%	F	0.096	F	0.622	1500	G	2013
		From	:			Alt SR	337 Bouch	n St								
City Hall Ave	0.14	NA To					nticello Ave				NA			NA		
8582) City Hall Ave	0.45	NA From				IVIOL	ilicello Ave	.			NA			NA		
122 /	ed Traffic:	NA To					110.460				NA			NA		
City Hall Ave	0.18	NA From		122-85	82-E001F		t US 460 ET STREE	T CONN	UNDERP	PA	NA			NA		
East		From					TO RTE 2				i					
3582 122	0.10	NA To		A1US-			264-W(B)/			В	NA			NA		
East	0.45	From					FREET CO				NA			NA		
8582		То			I-264-E	E FROM (CITY HAL	L AVEN	UE							
		From				F	Boush St									
8585 Main St	0.25	4700 _{To}	G	98%	0%	1%	1% Bank St	0%	0%	F	0.108	F	0.515	5000	G	2013
					-	-										

					140	TIOIR Main	Chance 7 lice	•							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		F					a:								
8585 Bank St	0.16	3500	G	98%	0%	1%	n St 1% 0%	0%	F	 NA			3800	G	2013
8585 Bank St	0.10	3300 To:		90 /0			City Hall Ave	0 /6					3000	G	2013
		From:	! !				•								
8586) Plume St	0.42	2500	G	98%	0%	1%	1% 0%	0%	F	0.142	F	0.747	2700	G	2013
(8586) Plume St	0.42	2300 To:	г с	3070	0 70	St Paul		070			•	0.7 47	2700	u	2010
		From:													
8588 Corprew Ave	0.77	5000	G	98%	0%	Park 1%	1% 0%	0%	F	0.078	F	0.620	5300	G	2013
(8588) Corprew Ave	0.77	To:	_	3070	0 70	Merrim		070		0.070	•	0.020	0000	G	2010
		From:	!												
8590) Indian River Rd	0.23	1200	G	98%	0%	SR 337 1%	1% 0%	0%	F	0.181	F	0.926	1300	G	2013
122) Indian River Rd	0.23	1200		30 /6	0 /6	1 /0	170 070	0 /6	'	0.101	'	0.320	1300	u	2013
<u> </u>		From:				Main								_	
8590 Indian River Rd	0.66	2700	G	98%	0%	1%	1% 0%	0%	С	0.131	F	0.626	2900	G	2013
		To: From:				Mars									
8590) Indian River Rd	0.53	13000	G	98%	0%	Berkle 1%	y Ave 1% 0%	0%	F	0.091	F	0.693	14000	G	2013
100 Indian River Rd	0.55	To:		JU /0	U /0	US 460 V		U /0		0.091	'	0.033	17000	a	2013
										_					
Liborty Ct	0.57	4500	ᠸ	020/	10/	SR 337		00/			_	O FO4	4000	C	2012
Liberty St	0.57	4500 To:	G	93%	1%	1%	4% 1%	0%	F	0.09	F	0.504	4800	G	2013
						WCL Ch									
○ B ·		From	<u> </u>	0=::		Stat					_	0 = : =	400	_	
Berkley Ave	0.11	12000	G	97%	1%	1%	1% 0%	0%	F	0.078	F	0.548	13000	G	2013
<u> </u>		To From:				Mai	n St			<u> </u>					
Berkley Ave	0.21	12000	G	97%	1%	1%	1% 0%	0%	F	0.088	F	0.558	13000	G	2013
Berkley Ave		To				г.									
Berkley Ave Ext	0.80	3800 From:		97%	1%	Fauqu 1%	1% 0%	0%	С	0.082	F	0.563	4100	G	2013
Berkley Ave Ext	0.00	3000	G	31 /6	1 /0	1 /0	176 076	0 /6	0	0.002	'	0.505	4100	u	2013
$\overline{}$		To: From:				US 460 V									
Berkley Ave Ext	0.45	3200	G	97%	1%	1%	1% 0%	0%	F	0.082	F	0.508	3400	G	2013
		To				Campos	tella Rd			_					
Berkley Ave Ext	0.27	2800	G	97%	1%		1% 0%	0%	F	0.079	F	0.505	2900	G	2013
8592 Berkley Ave Ext		To				WCL Ch									
		From:			1CD 2		92 BERKLEY A	A \$7		<u> </u>					
Ramp	0.09	1500	G		15K 3	037-P; 122-03	92 DERKLET A	4 V		0.228	F		1500	G	2013
8592) Ramp	0.03	To:			I 464	S EDOM RE	RKLEY AVEN	LIE		-0.220			1300	a	2010
		F			1-404			CL							
Continue tiple Acce	0.50	From:		000/	C 0/	Campos		00/	_	0 111	_	0.571	100	0	0010
Springfield Ave	0.52	180	G	88%	6%		1% 0%	0%	С	0.111	г	0.571	190	G	2013
						Sycam									
<u> </u>		From:	ــِــا		4	Militar					_			_	
8594 Spring Meadow Blvd	0.55	880	G	99%	1%		0% 0%	0%	С	0.097	F	0.559	940	G	2013
<u> </u>		To	<u> </u>			Hun									
		From:				Liber									
8595) S Main St	0.27	2400	G	89%	4%	6%	1% 0%	0%	С	0.142	F	0.507	2500	G	2013
		To				Indian R	River Rd								
		From				Inglesi	ide Rd								
Village Ave/Sewells Po	oint 1R0 17	3900	G	88%	2%	1%	3% 6%	0%	С	0.095	F	0.518	4100	G	2013
122/		To				Princess									
		From:				Cloncu									
North Shore Rd	0.57	720	G	97%	1%		0% 0%	0%	F	0.099	F	0.686	770	G	2013
North Shore Rd	5.57	. 20		J1 /0	1 /0			0 /0			•	0.000	, , ,	G	2010
	0 = 0	From:		0==:	4-7	Hampto		0-1				0.670	1600		001-
North Shore Rd	0.73	1200	G	97%	1%		1% 0%	0%	F	0.099	F	0.672	1300	G	2013
		To: From:				Dive				_					
8609) Diven St	0.60	1600	F	97%	1%	North S	0% 0%	0%	С	0.087	F	0.594	1700	F	2013
(8609) Diven St	0.00			31 70				U /o	U	0.007	17	0.034	1700	1	2013
144		To]	International 7	Terminal Blvd								

					INO	HOIK IVIA	intenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
Beechwood Ave	0.40	Prom	G	99%	1%		Hampton Bl 0%		00/	F	0.112	F	0.651	270	G	2013
Beechwood Ave	0.49	250 To		99%	1 70	0% Reech	nwood Ave	0%	0%	Г	0.112	Г	0.651	270	G	2013
		From									<u> </u>					
Kingleav Lana	0.25	4800	G	97%	2%	1%	anby St 0%	0%	0%	F	0.094	F	0.726	5200	G	2013
Kinglsey Lane	0.23	4000 To		9770	270			076	0%		0.094	Г	0.726	3200	G	2013
		From					port Ave sley Lane									
8611 Newport Ave	1.16	2500	G	97%	2%	1%	0%	0%	0%	С	0.099	F	0.552	2700	G	2013
Newport Ave	_	To	Ť				Creek Rd									
		From						l			i					
8613 Maltby Ave	0.27	2600	F	97%	1%	1%	ss Anne Rd	0%	0%	F	0.098	F	0.547	2700	F	2013
Maltby Ave	0.27	2000		37 70	1 70	1 70	1 /0	0 70	0 70	'	0.000	'	0.547	2700	'	2010
$\widehat{}$		From					Cary St									
Maltby Ave	0.15	3100	F	97%	1%	1%	1%	0%	0%	F	0.092	F	0.507	3300	F	2013
		То	-			St I	ulian Ave				\neg					
8613) Maltby Ave	0.20	940 From	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.544	1000	G	2013
Maltby Ave	0.20	To	Ť	0.70	.,,		ugby St		0 70			•	0.0	.000	.	_0.0
		From					Rugby Str	eet								
8613) Maltby Ave	0.12	80	G	97%	1%	1%	1%	0%	0%	F	0.165	F	0.577	80	G	2013
Maltby Ave		To					ead End				1					
_		From					t Terrace									
8613 Chesapeake Blvd	0.62	1400	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.52	1500	G	2013
122/		To				IZ:+-1	hanar Aria									
Chananaaka Plyd	0.10	1500 From	G	97%	1%	1%	hener Ave 1%	0%	0%	F	0.08	F	0.542	1600	G	2012
Chesapeake Blvd	0.10	1500	G	9770	1 70	1 70	1 70	076	0%	Г	0.06	Г	0.542	1600	G	2013
		To From				122-8573	Ballentine I	Blvd								
8613 Chesapeake Blvd	0.04	1500	N	97%	1%	1%	1%	0%	0%	Ν	0.08	Ν	0.542	1600	Ν	2013
122		To				Mai	tom: Urin				_					
Norview Ave	0.51	13000	G	99%	0%	0%	tary Hwy 0%	0%	0%	С	0.079	F	0.535	14000	G	2013
Norview Ave	0.51	13000		33 76	0 70	0 70	0 70	0 70	0 70	0	0.073		0.555	14000	ч	2010
^		From				Azalea	Garden Ro									
Norview Ave	0.21	13000	G	99%	0%	0%	0%	0%	0%	F	0.072	F	0.531	14000	G	2013
122)		To			N	Jorfolk Inte	ernational A	irport								
		From	:			Gı	anby St									
8618) Bay View Blvd	0.61	7700	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.600	8200	G	2013
8618 Bay View Blvd		т-														
Day Viano Divel	0.50	From		000/	00/		ewater Dr	00/	00/				0.050	10000		0010
8618 Bay View Blvd	0.52	11000	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.650	12000	G	2013
		To From				Chesa	peake Blvd									
8618 Bay View Blvd	1.10	6100	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.589	6500	G	2013
122/		To				Cape	View Ave									
		From				Bay `	View Blvd									
8618 Cape View Ave	0.41	4200	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.599	4400	G	2013
121)		To		•		US 60 Oc	ean View A	Ave								
		From	=			Chesa	peake Blvd									
8619 Beach View St	0.71	1000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.535	1100	G	2013
Beach View St		To	<u> </u>				ın View St		- , -	•						
		From									i					
8620) Shepard Ave	0.54	1200	G	98%	0%	1%	ewater Dr	00/	00/	С	0.105	_	0.607	1000	G	2013
Shepard Ave	0.54	1200	G	96%	0%	170	0%	0%	0%	C	0.105	F	0.607	1200	G	2013
		From				Chesa	peake Blvd		_							
Shepard Ave	0.49	1500	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.638	1600	G	2013
122/		To				Cape	View Ave									
		From					pard Ave							-		
8620 Cape View Ave	0.19	360	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.563	380	G	2013
122/		To				To1	lwood St									
8620) Cape View Ave	0.04	360 From	N	98%	0%	1%	lwood St 0%	0%	0%	N	0.113	N	0.563	380	N	2013
8620 Cape View Ave	0.04	30U To		JO 76	U /0			U /0	U /0	IN	0.113	IN	0.505	300	IN	2013
_		From					End; Gap set Drive									
8620 Cape View Ave	0.46	560	G	97%	0%	1%	0%	0%	0%	С	0.106	F	0.627	600	G	2013
122	0.40	To	<u> </u>	J. 70	0 /0			J /J	3 /0			•	0.021	000	G	2010
Gape View Ave	U.46 		<u> </u>	9/%	U%		0% View Blvd	U%	U%		0.106		0.027	600	<u></u>	2013

					No	irfolk Maintenand	e Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
O 0110 N' D1	0.04	Fron		000/	00/	Little Creek Rd		00/			_	0.050	0000	_	0010
Old Ocean View Rd	0.64	3500	G	98%	0%	1% 0%	0%	0%	F	0.099	F	0.653	3800	G	2013
		To From	Y.			Sheppard Ave									
8621 Old Ocean View Rd	0.73	3600	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.569	3900	G	2013
122)		To				Bay View Blvd									
8621) Old Ocean View Rd	0.76	920 From	G	98%	0%	1% 0%	0%	0%	F	0.097	F	0.605	980	G	2013
(8621) Old Ocean View Rd	0.70	920 To		30 /6	0 /6		0 76	0 76		0.037	'	0.003	300	u	2013
						Tidewater Dr									
<u> </u>		Fron	1:			US 460 Granby S					_			_	
8623 Bay Ave	0.33	2900	G	98%	0%	1% 0%	0%	0%	F	0.176	F		3100	G	2013
		Т.	x.			I-64									
8623) Bay Ave	0.30	17000	G	99%	0%	0% 0%	0%	0%	С	0.109	F	0.869	18000	G	2013
8623 Bay Ave		To):			First View St									
		Fron	1:			Bay Ave									
8623) First View St	0.36	8500	G	99%	0%	0% 0%	0%	0%	F	NA			9100	G	2013
8623 First View St		T													
First Visco Ot	0.47	Fron		000/	00/	Beardon Ave	00/	00/					0000		0040
First View St	0.47	5600	G	99%	0%	0% 0%	0%	0%	F	NA			6200	G	2013
		Te Epon	Y			Cherry St									
8623) First View St	0.44	13000	G	99%	0%	0% 0%	0%	0%	F	NA			14000	G	2013
8623 First View St		To):			US 60 Ocean View	Ave								
		Fron	12			First View St				i					
Manla Ava	0.25		<u></u>	000/	09/		00/	00/		NIA			050	G	2012
Maple Ave	0.35	790	G	99%	0%	0% 0%	0%	0%	F	NA			850	G	2013
<u> </u>		10).			Dead End									
		Fron	1:			Granby St									
Suburban Pkwy	0.87	1500	G	98%	1%	1% 0%	0%	0%	F	0.133	F	0.544	1600	G	2013
122		To),			Thole St									
		Fron	1:			Granby St									
R626 Thole St	0.39	9900	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.552	11000	G	2013
8626 Thole St	0.55	9900	<u> </u>	30 /6	1 /0	176 076	0 76	0 76		0.033	'	0.552	11000	u	2010
		To Fron););			Parkdale Dr									
8626 Thole St	0.72	9900	G	98%	1%	1% 0%	0%	0%	С	0.099	F	0.580	11000	G	2013
122		To):			SR 168 Tidewater	Dr								
		Fron	1:			Little Cueels Dd									
8629) Meadow Creek Rd	0.49	2200	G	98%	1%	Little Creek Rd	0%	0%	F	0.11	F	0.577	2300	G	2013
Meadow Creek Rd	0.49	2200		30 /6	1 /0		0 /6	0 /6	- 1		'	0.577	2300	G	2013
<u> </u>						Dead End									
		Fron	1:			Azalea Garden R	d								
8630 Heutte Dr	1.20	2400	G	98%	1%	1% 0%	0%	0%	F	0.108	F	0.518	2600	G	2013
122)		To):			Shore Dr									
		Fron	n:			122-3 Sewells Point	Road			1					
3631) Johnstons Rd	0.21	6500	G	97%	1%	1% 0%	0%	0%	С	0.09	F	0.569	7000	G	2013
Johnstons Rd	0.21	0300		37 70	1 /0	170 070	0 70	0 70	0	0.00	•	0.505	7000	ч	2010
		Fron	1:			Chesapeake Blve	d								
8631 Johnstons Rd	0.58	11000	G	97%	1%	1% 0%	0%	0%	F	0.090	F	0.607	12000	G	2013
122/		т	×			Military II									
O Johnstone Dd	0.00	Fron		000/	00/	Military Hwy	00/	00/		0.002	_	0 E11	7700		2012
3631 Johnstons Rd	0.93	7200	G	99%	0%	1% 0%	0%	0%	С	0.093	F	0.511	7700	G	2013
		To Fron	Y.			Little Creek Rd									
8631 Halprin Dr	1.05	3800	G	99%	0%	1% 0%	0%	0%	F	0.109	F	0.704	4000	G	2013
122		T													
CH Day Of	0.40	Fron		000/	00/	Dead End	00/	00/				0.575	400		0040
5th Bay St	0.16	450	G	99%	0%	1% 0%	0%	0%	F	0.093	F	0.575	480	G	2013
\sim		To):			Pleasant Ave									
		Fron	1:			Tidewater Dr									
8632 Norview Ave	0.29	6000	G	99%	0%	1% 0%	0%	0%	F	0.093	F	0.656	6400	G	2013
Norview Ave								- / -	•		•				
<u> </u>		Fron	1:			Sedgefield Dr				<u> </u>	_				
Norview Ave	0.79	5600	G	99%	0%	1% 0%	0%	0%	С	0.098	F	0.606	5900	G	2013
		To	00			Chesapeake Blve	d								
		Fron	1:			Heutte Dr									
8633) Walters Dr	0.20	390	G	98%	1%	0% 1%	0%	0%	F	0.102	F	0.634	420	G	2013
Walters Dr		To):	/ -	. , ,	Little Creek Rd			-		-		•	-	_5.0
			1			Liuic Cleek Ru									

QK	Dir	AAWDT	0144	
	Factor	AAMDI	QW	Year
F	0 569	1300	G	2013
•	0.505	1000	u	2010
F	0.543	790	G	2013
_	0 EE1	6000	_	2012
Г	0.551	6000	G	2013
F	0.558	4600	G	2013
_				
F	0.535	7900	G	2013
_	0.004	40000		0010
г	0.684	10000	G	2013
F	0.602	4700	G	2013
F	0 571	1200	G	2013
_	0.07 1		_	
		19000	G	2013
_	0.617	EEOO	_	2012
Г	0.617	5500	G	2013
F	0.536	2900	G	2013
F	0.513	150	G	2013
F	0.631	3300	G	2013
F	0.539	13000	G	2013
F	0.505	14000	G	2013
F	0.592	15000	G	2013
F	0.500	13000	G	2013
_	0.525	10000	G	2012
'	0.000	10000	u	2013
F	0.507	14000	G	2013
F	0.537	8500	G	2013
	-		-	
F	0.559	8800	G	2013
F	0.506	7600	G	2013
	F F F F F F F F F F	F 0.535 F 0.602 F 0.602 F 0.617 F 0.536 F 0.536 F 0.536 F 0.539 F 0.505 F 0.505 F 0.505 F 0.505 F 0.505 F 0.505	F 0.543 790 F 0.551 6000 F 0.535 7900 F 0.684 10000 F 0.602 4700 F 0.571 1200 F 0.617 5500 F 0.536 2900 F 0.536 2900 F 0.531 150 F 0.539 13000 F 0.592 15000 F 0.592 15000 F 0.592 15000 F 0.535 10000 F 0.537 14000 F 0.537 8500 F 0.559 8800	F 0.543 790 G F 0.551 6000 G F 0.558 4600 G F 0.535 7900 G F 0.684 10000 G F 0.602 4700 G F 0.571 1200 G F 0.617 5500 G F 0.536 2900 G F 0.536 2900 G F 0.531 150 G F 0.533 13000 G F 0.539 13000 G F 0.592 15000 G F 0.592 15000 G F 0.535 10000 G F 0.535 10000 G F 0.537 8500 G F 0.559 8800 G

Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			,												
8642) Raby Rd	0.25	11000	G	93%	3%	US 58 Va Beach Bl 3% 1%	1%	0%	С	0.082	F	0.598	11000	G	2013
(8642) Raby Rd	0.20	То		0070	070	Harmony Rd	170	070		0.002		0.000	11000	<u> </u>	2010
O 0 1 D 1/1 D 1	0.45	From		000/	00/	Raby Rd	40/	201	_		_	0.500	0700		0010
Sabre Rd/Lowery Rd	0.45	9100	G	93%	3%	3% 1%	1%	0%	F	0.078	F	0.529	9700	G	2013
O Laurent Bri	0.40	From	<u> </u>	000/	00/	US 13 Military Hw		00/				0.500	7000		0040
Lowery Rd	0.43	7400 To	G	93%	3%	3% 1% SR 165 Kempsville	1%	0%	F	0.101	F	0.508	7900	G	2013
		From					Ku								
8644) Poplar Hall Dr	0.56	1800	G	98%	1%	Sandpiper Lane 1% 0%	0%	0%	F	0.089	F	0.563	1900	G	2013
Poplar Hall Dr		To	_			US 13 Military Hw	/N/								
8644) Poplar Hall Dr	0.59	13000	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.584	14000	G	2013
8644 Poplar Hall Dr		To				Glenrock Rd									
Oleman de Del	0.40	From	<u> </u>	000/	40/	Poplar Hall Dr	00/	00/			_	0.500	0000	_	0040
8644 Glenrock Rd	0.40	5700	G	98%	1%	1% 0% US 58 Va Beach Bl	0%	0%	F	0.102	F	0.536	6000	G	2013
		From					ıvu								
8646) S Military Hwy	0.19	3000	G	98%	1%	Curlew Dr 1% 0%	0%	0%	F	0.094	F	0.67	3200	G	2013
S Military Hwy	0.10	То	Ť	0070	1 70	Sellger Dr	0 70	0 70	•		•	0.07	0200	ŭ	2010
		From				Military Hwy									
8646) Sellger Dr	0.59	3200	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.542	3400	G	2013
		From				Kidd Blvd Sellger Dr				+					
8646) Kidd Blvd	0.24	2600	G	98%	1%	1% 0%	0%	0%	F	0.100	F	0.526	2800	G	2013
Kidd Blvd		To	:			Curlew Dr									
_		From				Susquehanna Dr									
Newtown Rd	0.57	5500	G	98%	0%	1% 0%	0%	0%	F	0.091	F	0.628	5900	G	2013
122)		To From	<u> </u>			SR 165 Princess Anne									
8678) Newtown Rd	0.16	38000	G	98%	0%	US 58 Va Beach Bl	0%	0%	С	0.082	F	0.508	41000	G	2013
Newtown Rd	00	То		0070	0 70	NCL Va Beach	0 70	0 70			•	0.000		<u>.</u>	_0.0
		From				Robin Hood Rd									
8754 Herbert St	0.42	500	G	97%	2%	2% 0%	0%	0%	С	0.108	F	0.638	540	G	2013
122		To				Windermere Ave									
8754) Windermere Ave		From				Herbert St	0%	0%	F	0.119	F	0.598			2013
Windermere Ave	0.33		C	070/		20/ No/	U /0						200	C	
	0.23	360 To	G	97%	2%	2% 0% Sewells Pt Rd		070			•	0.550	380	G	2010
	0.23	То		97%	2%	Sewells Pt Rd		070				0.590	380	G	2010
Raleigh Ave		To	:			Sewells Pt Rd Cul-de-Sac									
8763) Raleigh Ave	0.23	То		97%	1%	Sewells Pt Rd	3%	0%	C	0.11	F	0.551	2000	G G	2013
Raleigh Ave		To	:			Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St									
		From 1800	:			Sewells Pt Rd Cul-de-Sac 1% 2%									
122)	0.15	From 1800 To From	G G	93%	1%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave	3%	0%	С	0.11	F	0.551	2000	G	2013
8765) Sedgefield Dr	0.15	1800 To From 1200 To From From To From	G G	93%	1%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St	3%	0%	C F	0.11 0.11 0.117	F	0.551	2000	G	2013
8765 Sedgefield Dr	0.15	To From 1800 To From 1200 To	G G	93%	1%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1%	3%	0%	С	0.11	F	0.551	2000	G	2013
8765 Sedgefield Dr	0.15	1800 To From 1200 To From From To From	G G	93%	1%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr	3% 1%	0%	C F	0.11 0.11 0.117	F	0.551	2000	G G	2013
8766) Sedgefield Dr 8766) Pleasant Ave	0.15	From 1800 To From 1200 To From 1000	G G	93%	1%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1%	3% 1%	0%	C F	0.11 0.11 0.117	F	0.551	2000	G G	2013
8765 Sedgefield Dr 8766 Pleasant Ave	0.15	From 1800 To From 1200 To From 17000 From 17000 To From 17000	G G G	93%	1% 3% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave	3% 1%	0%	C F	0.11 0.117 0.117 0.117	F F	0.551 0.572 0.517	2000 1300 1100	G G	2013 2013 2013
8765 Sedgefield Dr 8766 Pleasant Ave	0.15	From 1800 To From 1200 To From 17000 From 17000 To From 17000	G G G	93%	1% 3% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1%	3% 1%	0%	C F	0.11 0.117 0.117 0.117	F F	0.551 0.572 0.517	2000 1300 1100	G G	2013 2013 2013
8765 Sedgefield Dr 8766 Pleasant Ave 8766 Pleasant Ave	0.15	From 1800 To From 1000 To From 1300 To From 1300	G G G	93%	1% 3% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave 1% 1%	3% 1% 0% 0%	0%	C F	0.11 0.117 0.117 0.117	F F	0.551 0.572 0.517	2000 1300 1100	G G	2013 2013 2013
8766 Pleasant Ave 8766 Pleasant Ave	0.15 0.54 1.18 0.49	From 1800 To From 1200 To From 1300 To From 1700 From 1700 From 1700 From 1700 From 1700 From 1700	G G G	93% 93% 96%	1% 3% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave	3% 1% 0% 0%	0%	C F C	0.117 0.117 0.117 0.095	F F	0.551 0.572 0.517 0.612	2000 1300 1100 1400	G G G	2013 2013 2013 2013
8765 Sedgefield Dr 8766 Pleasant Ave 8766 Pleasant Ave 8767 Norway Place	0.15 0.54 1.18 0.49	From 1800 To From 1200 To From 1300 To From 1300 To From 1200 To From 1200 To From 1200	G G G G	93% 93% 96% 96%	1% 3% 2% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave 1% 1% Willow Wood Dr Meadow Creek Re	3% 1% 0% 0% 0%	0%	F F F	0.117 0.117 0.117 0.095 0.149	F F F	0.551 0.572 0.517 0.612 0.508	2000 1300 1100 1400	G G G G	2013 2013 2013 2013
8765) Sedgefield Dr 8766) Pleasant Ave 8766) Pleasant Ave 8767) Norway Place	0.15 0.54 1.18 0.49	From 1800 To From 1200 To From 1300 To From 1300 To From 1300 To From 1300	G G G	93% 93% 96%	1% 3% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave 1% 1% Willow Wood Dr Meadow Creek Re 1% 1%	3% 1% 0%	0%	C F C	0.117 0.117 0.117 0.095	F F	0.551 0.572 0.517 0.612	2000 1300 1100 1400	G G G	2013 2013 2013 2013
8765) Sedgefield Dr 8766) Pleasant Ave 8766) Pleasant Ave 8767) Norway Place	0.15 0.54 1.18 0.49	From 1800 To From 1200 To From 1300	G G G G	93% 93% 96% 96%	1% 3% 2% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave 1% 1% Willow Wood Dr Meadow Creek Rd 1% 1% Walters Dr	3% 1% 0% 0% 0%	0%	F F F	0.117 0.117 0.117 0.095 0.149	F F F	0.551 0.572 0.517 0.612 0.508	2000 1300 1100 1400	G G G G	2013 2013 2013 2013
8765 Sedgefield Dr 8766 Pleasant Ave 8766 Pleasant Ave 8767 Norway Place	0.15 0.54 1.18 0.49	From 1800 To From 1200 To From 1300 To From 1300 To From 1300 To From 1300	G G G G	93% 93% 96% 96%	1% 3% 2% 2%	Sewells Pt Rd Cul-de-Sac 1% 2% Claremont St Norview Ave 3% 1% Philpotts Rd 5Th Bay St 2% 1% Shore Dr US 60 Shore Ave 2% 1% 30th Bay Street Versailles Ave 1% 1% Willow Wood Dr Meadow Creek Re 1% 1%	3% 1% 0% 0% 0%	0%	F F F	0.117 0.117 0.117 0.095 0.149	F F F	0.551 0.572 0.517 0.612 0.508	2000 1300 1100 1400	G G G G	2013 2013 2013 2013

					INO	noik Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8780 Lindenwood Ave	0.52	3800	G	97%	1%	26Th St 1% 1%	0%	0%	С	0.087	F	0.528	4100	G	2013
122 EIIIGETIWOOG AVE	0.52	To:	Ť	31 /0	1 /0	Tidewater Dr	0 70	0 70		0.007	•	0.520	4100	ч	2010
		From				Tappahannock I)r			i					
Muskogee Ave	0.29	1500	G	97%	1%	2% 0%	0%	0%	F	0.11	F	0.664	1600	G	2013
Muskogee Ave		To				Tidayyatan Du									
9782 Philpotts Rd	0.80	1900	G	97%	1%	Tidewater Dr 2% 0%	0%	0%	С	0.099	F	0.621	2000	G	2013
78782) Philipotts Rd	0.00	To:	<u> </u>	07.70	1 /0	Sewells Point R		070		0.000	·	0.021	2000	G	20.0
		From:				Huntsman Rd									
8784) Curlew Dr	1.61	3700	G	98%	1%	1% 1%	0%	0%	F	0.121	F	0.542	4000	G	2013
Curlew Dr		To				Newtown Rd									
		From:				Hampton Blvd									
8791 1221 35th St	0.22	1600	G	98%	1%	1% 1%	0%	0%	F	0.101	F	0.505	1700	G	2013
122		To													
35th St	0.18	2200 From:	G	98%	1%	Killam Ave	0%	0%	F	0.098	F	0.58	2300	G	2013
8791 1222 35th St	0.10	2200		30 /6	1 /0	1/6 1/6	0 76	0 76	'		•	0.50	2300	ч	2013
05:1.0:	0.47	From:		000/	40/	Colley Ave	20/	201				0.570	4000		0010
8791 122) 35th St	0.47	3700	G	98%	1%	1% 1%	0%	0%	С	0.092	F	0.579	4000	G	2013
		From				Debree Ave	_	_							
8791 35th St	0.08	4100	G	98%	1%	1% 1%	0%	0%	F	0.085	F	0.55	4400	G	2013
		To:				Llewellyn Ave				<u> </u>					
9791 35th St	0.16	3700	G	98%	1%	1% 1%	0%	0%	F	0.077	F	0.681	3900	G	2013
122		To				Granby St									
		From:	:			Olney Rd W									
8795 Mowbray Arch	0.66	540	G	98%	1%	1% 1%	0%	0%	F	0.107	F	0.516	570	G	2013
122)		To				Olney Rd E									
		From				Ballentine Blvd	1								
78834 Tait Terrace	0.09	2300	G	98%	1%	1% 1%	0%	0%	F	0.090	F	0.521	2500	G	2013
122)		To				Ingleside Rd									
		From:	1			21St Street									
8836 Ocean View Ave	0.44	270	G	98%	1%	1% 1%	0%	0%	F	NA			300	G	2013
122		To				28Th Street									
		From				Tidewater Dr									
Rugby St	0.33	1100	G	98%	1%	1% 1%	0%	0%	F	0.102	F	0.508	1100	G	2013
122		To				Maltby Ave									
		From:	:			122-8644 Glenrock	Rd								
8838) Poplar Hall Dr	0.41	8100	G	99%	0%	0% 0%	0%	0%	С	0.11	F	0.600	8700	G	2013
122		To				US 58 Va Beach E	Blvd								
		From:				A1SR 337 Watersid	le Dr								
8840) Atlantic St	0.07	3400	G	97%	1%	1% 1%	0%	0%	F	NA			3600	G	2013
Atlantic St		To				122-8585 Main St									
		From	:	I-6	64-F272	A BAYVILLE STRE		М&Т							
99001 Ramp	0.03	640	G	1,	01 112721	TELE STRE	LITRO	141 66 1		0.122	F		640	G	2013
122		To			I-64-I	E FROM BAYVILL	E STREE	T			-			-	
		From:				New Gate Rd									
Bamp	0.13	1200	G			New Gate Ru				0.152	F		1200	G	2013
99002 Ramp	5.10	To	Ť			I-64 E					•		00	~	_0.0
		From:				SR 337				i					
Bamp	0.10	1800	G	93%	0%	1% 3%	2%	0%	F	0.22	F		2000	G	2013
99017 Ramp	5.10	To:	Ť	0070	0 /0	I-464 South	- /0	0 /0	•		•		_500	J	_0.0
		From:					MD								
Ramn	0.06	NA				ROBIN HOOD RO	JAD			NA			NA		
99026 Ramp	0.00	To:		CI	R 165-NO	34A FROM ROBIN	T HOOD	ROAD					INA		
				SI	V 100-INC	O MATROM ROBIN	, 11000	NOAD							
City of Portsmouth		From:	:			Mt Vernon Ave	3								
1 Bayview Blvd	0.21	360	F	96%	2%	2% 0%	0%	0%	С	0.104	F	0.643	390	F	2013
1 Bayview Blvd		To:				Chautauqua Av									
		То	1			Chautauqua Av	e								

					INO	rioik iviai	intenance A	rea								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1T		Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				104 9505	Diana Chana Da									
8516) Cedar Lane	0.42	700	F			124-6323	River Shore Ro	ı			0.152	F	0.636	750	F	2013
(8516) Cedar Lane		To	c			De	ead End									
		From					L Suffolk									
(8520) Towne Point Rd	0.71	9400	F	98%	0%	1%	0% 09	%	0%	F	0.094	F	0.566	10000	F	2013
		From					Pines Rd									
8520 Towne Point Rd	0.13	21000	F	98%	1%	1%	0% 09	%	0%	С	0.082	F	0.519	22000	F	2013
<u> </u>		From					Western Fwy									
8520 Towne Point Rd	0.31	21000 To	F	98%	0%	1%	0% 0	%	0%	С	0.085	F	0.521	22000	F	2013
		From					Chesapeake									
Portsmouth Blvd	0.34	5800		99%	0%	1%	lm Ave 0% 0°	%	0%	F	0.146	F	0.759	6100	F	2013
Portsmouth Blvd	0.01	To		0070	0 70			,,,	0 70				0.700	0.00	•	2010
8522) Portsmouth Blvd	0.55	4100	1	99%	0%	1%	ngham St 0% 0°	%	0%	С	0.142	F	0.808	4300	F	2013
Portsmouth Blvd	0.00	To	Ė	0070	0 70		enter Pkwy	,,	0 70				0.000	1000	•	2010
		From				Town	n Point Rd									
8523 Twin Pines Rd	0.90	8900	F	99%	1%	0%	0% 09	%	0%	С	0.091	F	0.567	9500	F	2013
124/		To From				Swar	nnanoa Dr				\neg —					
8523 Twin Pines Rd	0.51	3400	F	99%	1%	0%	0% 09	%	0%	F	0.096	F	0.561	3700	F	2013
124/		To From				Twin	Pines Rd				—					
7 Twin Pines Rd	0.12	3400	N	99%	1%	0%	0% 09	%	0%	N	0.096	Ν	0.561	3700	Ν	2013
124/		To				Twin	Pines Rd				—					
Hedgerow Ln	0.28	1400	F	99%	1%	0%	0% 09	%	0%	F	0.129	F	0.554	1400	F	2013
124)		To	c			River	Shore Rd									
<u> </u>		From					Chesapeake									
Churchland Blvd	0.09	13000	<u>_</u> F_	99%	1%	0%	0% 09	%	0%	F	0.097	F	0.557	13000	F	2013
		From	-				Norfolk Rd hland Blvd									
W Norfolk Rd	0.11	3100	F	99%	1%	0%	0% 09	%	0%	F	0.089	F	0.536	3200	F	2013
124/		To From				Tyre	Neck Rd									
W Norfolk Rd	1.05	6100	F	99%	1%	0%	0% 09	%	0%	С	0.094	F	0.594	6400	F	2013
124/		To				Ced	dar Lane				\neg —					
W Norfolk Rd	1.47	4500	F	99%	1%	0%	0% 09	%	0%	F	0.129	F	0.754	4800	F	2013
124/		To				SR 164	Western Fwy									
W Norfolk Rd	0.46	550	F	99%	1%	0%	0% 09	%	0%	F	0.136	F	0.672	580	F	2013
124)		To				Broa	adway St									
<u> </u>		From					dist Drive									
8525 Sterling Point Rd	0.38	1500	F	98%	1%	1%	0% 09	%	0%	F	0.101	F	0.534	1600	F	2013
^		From					ligh St				<u> </u>					
8525 Cedar Lane	1.18	11000	F	98%	1%	1%	0% 0° Norfolk Rd	%	0%	С	0.088	F	0.528	11000	F	2013
		From	:				orfolk Rd									
8525 Cedar Ln	0.23	15000	F	98%	1%	1%	0% 09	%	0%	F	0.126	F	0.694	16000	F	2013
124/		To From				SR 164 W	estern Freeway	/			\neg —					
8525 Cedar Ln	0.47	9600	F	98%	1%	1%	0% 09		0%	F	0.103	F	0.518	10000	F	2013
124		To					Shore Rd									
8525) River Shore Rd	0.11	7500		98%	1%	1%	dar Lane 0% 0°	%	0%	F	0.091	F	0.585	8000	F	2013
River Shore Rd	0.11	. 500		JU /0	1 /0			,0	J /U			'	0.000	3000	'	2010
8525) River Shore Rd	0.85	3300 From		98%	1%	Oak 1%	thurst Rd 0% 0°	%	0%	F	0.084	F	0.543	3600	F	2013
8525 River Snore Rd	0.00	To	-	00 /0	1 /0		erow Lane	, 5	J /J	•	0.004	•	0.040	5500	•	2010
		From	:				ıl-d-Sac				Ì					
8526 Chautauqua Ave	0.58	1100	F	98%	1%	1%	0% 0	%	0%	F	0.099	F	0.688	1200	F	2013
124		To	c				veland St									

					No	rtolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				C1	valord Cr				ı					
8526 Chautauqua Ave	0.12	1800	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.58	1900	F	2013
8526 Chautauqua Ave	0.14	980	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.5	1000	F	2013
8526 Chaltauqua Ave	0.26	1100 From	F	98%	1%	1%	esley St 0% view Blvd	0%	0%	F	0.078	F	0.684	1200	F	2013
		From						1								
8528 Churchland Blvd	0.13	8600	F	98%	0%	1%	Norfolk Ro 0%	0%	0%	F	0.097	F	0.502	9100	F	2013
8528 Churchland Blvd	0.27	9200 From	F	98%	0%	1%	Neck Rd 0% St US 17	0%	0%	С	0.099	F	0.501	9800	F	2013
		From	:					2								
8532 124 Tyre Neck Rd	0.24	11000	F	99%	0%	0%	Chesapeak 0%	0%	0%	F	0.097	F	0.608	11000	F	2013
8532 Tyre Neck Rd	0.18	5200 From	F	99%	0%	0%	ligh St 0%	0%	0%	С	0.094	F	0.522	5600	F	2013
O =	0.00	From	<u> </u>	000/	00/		hland Blvd		00/	F	NIA			2400	•	2010
Tyre Neck Rd	0.09	3200 To	G	99%	0%	0% W N	0% Iorfolk Rd	0%	0%	Г	NA			3400	G	2013
		From									L					
8534 124 Hatton Pt Rd	0.56	2600	F	99%	0%	0%	dar Lane 0% Goff St	0%	0%	F	0.1	F	0.628	2800	F	2013
		From					ligh St				1					
Western Branch Blvd	0.58	5100	F	97%	2%	1%	0%	0%	0%	F	0.094	F	0.578	5500	F	2013
8536 Hartford St	1.00	3000 From	F	97%	2%	1%	ligh St 0% ernon Ave	0%	0%	С	0.093	F	0.529	3200	F	2013
		From	:				tory Blvd									
Elmhurst Ln	1.41	3400 _{To}	F	97%	3%	1%	0%	0%	0%	F	0.085	F	0.547	3600	F	2013
8537) Elmhurst Ln	0.18	3300 From	1	97%	3%	1%	wood Ave 0%	0%	0%	F	0.094	F	0.658	3600	F	2013
224	0.71	From 6600	· F	97%	3%		line Blvd	0%	0%	C	0.095	F	0.506	7100	· F	2013
Elmhurst Ln	0.71	0000		31 /6	J /6	1 /0	0 /6	0 /6	0 /6	0	0.033	'	0.500	7100	'	2013
8537 Elmhurst Ln	0.31	6400 From	F	97%	3%	1%	0%	0%	0%	F	0.097	F	0.561	6800	F	2013
	0.00	From		070/	201		mouth Blvo		201			_	0.50	5000		0010
8537 Elmhurst Ln	0.89	4900	F	97%	3%	1% Si	0% hore Dr	0%	0%	F	0.096	F	0.52	5200	F	2013
Oharrakaa Dd	0.67	From	<u> </u>	070/	00/		es Ferry Ro		00/		0.005	_	0.500	0000	_	0010
8538 Cherokee Rd	0.67	3700 To	F	97%	3%	1% City	0% Park Ave	0%	0%	F	0.095	F	0.508	3900	F	2013
		From	:				itution Av	e			i					
8539) County St	0.40	4800	F	96%	1%	1%	1% nsula Ave	1%	0%	F	0.091	F	0.616	5100	F	2013
8539 County St	0.31	5300 From	F	96%	1%	1%	1%	1%	0%	С	0.091	F	0.564	5700	F	2013
8539 County St	0.33	4700 From	G	93%	0%	1%	lm Ave 2%	4%	0%	С	NA			5000	G	2013
(8539) County St	0.34	4100 From	G	97%	2%	Effi 1%	ngham St 0%	0%	0%	С	NA			4400	G	2013
		To From					ourt St				\Box —				_	
8539 County St	0.16	3400 _{To}	G	97%	2%	1% Cra	0% wford St	0%	0%	F	NA			3700	G	2013
			-			CIO										

					No	rtolk Ma	ıntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			1													
O Hadaaa Faaa Rd	0.00	From	<u> </u>	000/	00/	Portsmou			00/			_	0.55	7400	_	0040
Hodges Ferry Rd	0.28	6600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	7100	F	2013
		From	e r				ogan St									
(8540) Hodges Ferry Rd	0.26	5700	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	6100	F	2013
		To From				Che	rokee Rd									
8540 Hodges Ferry Rd	0.76	6100	F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.517	6500	F	2013
(124)		To				Air	line Blvd									
Greenwood Dr	0.57	16000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.594	17000	F	2013
Greenwood Dr			-							-					-	
Croonwood Dr	0.00	From	<u> </u>	000/	10/		I-264	00/	00/	F	0.007	г	0 F F	15000	F	2012
Greenwood Dr	0.80	14000	F	98%	1%	1%	0%	0%	0%	Г	0.087	F	0.55	15000	Г	2013
		From				Cav	alier Blvd	l								
Greenwood Dr	0.63	9400	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	10000	F	2013
174)		_т				Vic	tory Blvd				_					
Greenwood Dr	1.05	3900	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.534	4100	F	2013
Greenwood Dr		To				Y 1	1 (G,								
8540 Greenwood Dr	0.36	3800 From	F	98%	1%	1%	endence 9 0%	0%	0%	F	0.111	F	0.523	4100	F	2013
Greenwood Dr	0.30	3000		JU /0	1 /0				U /0	'	<u> </u>	•	0.020	7100	1	2013
<u> </u>		From					Creek Bly			_		_	0 = 5 =		_	65.1
Greenwood Dr	0.50	3100	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.532	3300	F	2013
<u> </u>		To	<u> </u>			George W	/ashingtor	n Hwy								
East		From	C.			124-854	0 TO RT	264								
Ramp	0.19	NA	_								NA NA			NA		
12.7		To	c		I-264-V	V FROM (GREENW	OOD DR	IVE							
West		From	i.			124-854	0 TO RT	264								
8540 Ramp	0.21	1900	G								0.112	F		1900	G	2013
124)		To	c		I-264-V	V FROM (GREENW	OOD DR	IVE							
		From	c			Chandl	er Harper	Dr								
8542 Snead Fairway	0.30	610	F	97%	2%	0%	0%	0%	0%	С	0.107	F	0.714	650	F	2013
124		To	c			Hodg	es Ferry F	Rd								
		From	c			US 58	Airline B	lvd								
8543) City Park Ave	0.79	1800	F	98%	1%	0%	0%	0%	0%	F	0.1	F	0.577	1900	F	2013
(8543) City Park Ave											_					
City Davis Ave	0.50	From		000/	10/	SR 337 P			00/		0 100		0.500	F100		0010
8543 City Park Ave	0.58	4800 To	F	98%	1%	0%	0%	0%	0%	F	0.103	F	0.530	5100	F	2013
		From					ifford St Park Ave	3			+					
8543) Clifford St	0.53	7600	F	98%	1%	0%	0%	0%	0%	С	0.102	F	0.56	8000	F	2013
(8543) Clifford St	0.00	To		JJ /0	1 /0		hatan Ave		0 /0	<u> </u>		•	0.00	5500	•	2010
		From	:				ifford St	-								
8543 Powhatan Ave	0.26	6100	F	98%	1%	0%	0%	0%	0%	F	0.099	F	0.568	6500	F	2013
124		To	c				King St									
$\widehat{}$		From					hatan Ave	e								
8543 King St	0.79	6500	F	98%	1%	0%	0%	0%	0%	F	0.096	F	0.583	6900	F	2013
\L-7		To	c			Roo	lman Ave									
		From	:			SR 337 P	ortsmouth	n Blvd								
8544 Rodman Ave	0.58	7300	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.516	7700	F	2013
124/		To	c			Car	oline Ave	:								
<u> </u>		From					lman Ave				<u> </u>	_				
8544 Caroline Ave	0.19	390	F	98%	1%	1%	0%	0%	0%	F	0.124	F	0.533	410	F	2013
$\overline{}$		To				<u>U</u> S 58	Airline B	lvd			<u> </u>					
8544) Caroline Ave	1.05	2500	F	98%	1%	1%	0%	0%	0%	С	0.105	F	0.557	2600	F	2013
8544 Caroline Ave		To	c			Sher	nandoah S	t								
		From					Airline B									
8545) Rodman Ave	0.61	6300	F			03.38	, millio D	174			0.091	F	0.544	6700	F	2013
Rodman Ave	0.01	To	-			ī	ligh St				0.001	•	0.044	3700	•	2010
		From									1					
8546) Elliott Ave	1 60		<u> </u>			Me	cLean St				0.106	E	0.500	3000	F	2012
(8546) Elliott Ave	1.60	2800 _{тс}	F			D 3 .	1. D11 T	C 17			0.106	F	0.508	3000	Г	2013
<u>~</u>		10	1			Frederic	k Blvd U	5 17								

					No	ттоік іма	untenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Dana Oranic Blod	0.01	From:	ᄂ	070/	10/		Chesapeak		00/		0.000	_	0.010	0000	_	0010
8547 Deep Creek Blvd	0.21	5800	F	97%	1%	1%	0% ilitary Rd	0%	0%	F	0.096	F	0.618	6200	F	2013
		From	 				tory Blvd									
8547 Deep Creek Blvd	0.91	6500	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.567	6900	F	2013
8547 Deep Creek Blvd		_														
O Da ara Ora ala Di ad	0.07	From	<u> </u>	070/	40/		enwood Dr		00/				0.554	0500		0040
(8547) Deep Creek Blvd	0.27	8000	F	97%	1%	1%	0%	0%	0%	F	0.09	F	0.554	8500	F	2013
		To From				Wı	right Ave									
8547 Deep Creek Blvd	0.46	8100	F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.577	8600	F	2013
124		То	-			Ports	mouth Blvo	d								
(8547) Deep Creek Blvd	0.16	8600 From:	F	97%	1%	1%	0%	0%	0%	F	0.079	F	0.542	9200	F	2013
8547 Deep Creek Blvd												-			•	
O D O 1 D 1		From	<u> </u>				lerick Blvd					_				
8547 Deep Creek Blvd	0.78	4700	F	97%	1%	1%	0%	0%	0%	F	0.102	F	0.535	5000	F	2013
		To	<u> </u>			Des N	Moines Ave	e								
		From:				Mt V	ernon Ave	,								
8548 Wesley St	0.21	440	F	89%	1%	2%	3%	4%	0%	F	0.113	F	0.523	470	F	2013
		То	_			Chan	tauqua Ave	<u> </u>								
(8548) Wesley St	0.12	360 From:	F	89%	1%	2%	3%	4%	0%	С	0.105	F	0.632	380	F	2013
(8548) Wesley St	J L	То	ı —		. 70		ee Ave	. /0		<u> </u>		•	0.002		•	_5.5
		From:	_								1					
Mt Varnan Ava	0.14		ᄂ	079/	10/		High St	10/	00/		0.004	_	0.500	0500	г	0010
Mt Vernon Ave	0.14	2300	F	97%	1%	2%	0%	1%	0%	F	0.094	F	0.599	2500	F	2013
~		To From				Lor	ndon Blvd									
Mt Vernon Ave	1.21	2400	F	97%	1%	2%	0%	1%	0%	С	0.09	F	0.524	2600	F	2013
124/		To				Bay	View Blvd									
		From:				Mt V	ernon Ave									
R550 Cleveland St	0.21	1800	F	97%	1%	0%	1%	1%	0%	F	0.088	F	0.552	1900	F	2013
(8550) Cleveland St																
O 01 1 101	0.40	From	<u> </u>	070/	10/		tauqua Ave						0.540	4400		2010
(8550) Cleveland St	0.16	4100	F	97%	1%	0%	1%	1%	0%	С	0.088	F	0.519	4400	F	2013
<u> </u>		To	<u> </u>			SR 168 I	ML King F	rwy								
		From:				Effi	ingham St									
8552 London St	0.49	6800	F	97%	1%	0%	1%	1%	0%	F	0.094	F	0.568	7200	F	2013
124)		To				Cra	awford St									
		From:				C	ounty St									
8553 Peninsula Ave	0.10	680	F	97%	1%	0%	1%	1%	0%	F	0.116	F	0.553	720	F	2013
124		To					T 1 C									
Ponincula Ava	0.16	From:		079/	10/		High St	10/	00/		0.105	F	0.552	2400		2012
8553 Peninsula Ave	0.16	2300	F	97%	1%	0%	1%	1%	0%	F	0.105	F	0.552	2400	F	2013
		From				SR 141	London Bl	lvd								
8553 Peninsula Ave	0.33	2300	F	97%	1%	0%	1%	1%	0%	F	0.090	F	0.583	2400	F	2013
124		To				L	eckie St									
		From:				C	ounty St									
(8554) Constitution Ave	0.10	950	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.665	1000	F	2013
(8554) Constitution Ave	2											-			٠	
Open attraction A	0.40	From		000′	401		High St	001			0.100		0.504	1100		0010
(8554) Constitution Ave	0.19	1100	F	98%	1%	1%	0%	0%	0%	F	0.102	F	0.534	1100	F	2013
<u> </u>		To: From:	4			SR 141	London Bl	lvd								
(8554) Constitution Ave	0.37	2300 From:	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.574	2400	F	2013
(8554) Constitution Ave		To	c				eckie St									
_		From:					titution Ave	e								
(8554) Leckie St	0.06	70	F	98%	1%	1%		0%	0%	F	0.138	F	0.654	80	F	2013
Leckie St		т					and Fr. 1									
		From:	<u> </u>	200/	10/		ead End	00/	0%	F	0.108	F	0.50	700		2012
Lookio Ct	0.74	CE0									U. 1U8	г	0.58	700	F	2013
8554 124 Leckie St	0.74	650	F	98%	1%	1%	0%	0%	0 /6	<u> </u>		=				
8554 Leckie St	0.74	650	Ė	98%	1%	Fo	ort Lane	0%		<u> </u>						
<u> </u>		To:	c			Fo Le	ort Lane eckie St				\exists			1400		2012
Leckie St 8554 Fort Lane	0.74	To	F	98%	1%	Fo La 1%	ort Lane	0%	0%	F	0.203	F	0.848	1400	F	2013

					140	HOIK Mairite				1/		D:-			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	:			Fort La	na								
8554) Crawford Pkwy	0.06	2700	F	98%	1%		% 0%	0%	F	0.132	F	0.757	2800	F	2013
(8554) Crawford Pkwy		To				Effingha									
8554 124 Crawford Pkwy	0.28	3400	F	98%	1%		% 0%	0%	F	0.13	F	0.784	3600	F	2013
124		To	4			Court	St								
8554 124 Crawford Pkwy	0.35	2500 From	G	98%	1%		% 0%	0%	F	NA			2700	G	2013
124		To	_			London l	Blvd								
8554 Crawford St	0.10	4900	F	98%	1%		% 0%	0%	F	0.113	F	0.847	5200	F	2013
124		То	4			High S	St								
8554 124 Crawford St	0.11	5000 From	F	98%	1%		% 0%	0%	F	0.1	F	0.699	5300	F	2013
124/		To	_			County	St								
8554 124 Crawford St	0.12	5300 From	F	98%	1%	1% 0		0%	С	0.099	F	0.655	5600	F	2013
124		To				Wythe	St								
		From				South	St								
Washington St	0.57	910	F	98%	1%	1% 0	% 0%	0%	F	0.115	F	0.592	970	F	2013
		To				Crawford				<u> </u>					
		From	<u> </u>	000	0=1	London l		0-1			_	0 = : :	47000	_	
Effingham St	0.09	16000	F	99%	0%	0% 0	% 0%	0%	F	0.078	F	0.718	17000	F	2013
$\overline{}$		From				North									
Effingham St	0.20	15000	F	99%	0%	0% 0	% 0%	0%	С	0.087	F	0.816	16000	F	2013
<u> </u>		To From				Crawford	Pkwy								
Effingham St	0.09	15000	F	99%	0%		% 0%	0%	F	0.101	F	0.896	16000	F	2013
		To				Ent. OSN. I	Iospital								
	0.70	From	<u> </u>	000/	40/	Portsmouth		22/			_	0.004	7000	_	2016
8558 Elm Ave	0.76	7500	F	98%	1%	0% 0	% 0%	0%	С	0.114	F	0.624	7900	F	2013
^		To From				I-264									
8558 Elm Ave	0.03	9300	G	98%	1%	0% 0	% 0%	0%	F	0.114	N	0.624	10000	G	2013
		From				South									
8558 Elm Ave	0.19	10000	F	98%	1%	0% 0	% 0%	0%	F	0.114	F	0.682	11000	F	2013
<u> </u>		To From				County	St								
8558 Elm Ave	0.10	9700	F	98%	1%	0% 0	% 0%	0%	F	0.109	F	0.517	10000	F	2013
		To From				High S	St								
8558 Elm Ave	0.11	6300	F	98%	1%	0% 0	% 0%	0%	F	0.114	F	0.519	6700	F	2013
124		To From				London l	Blvd			<u> </u>					
8558 Elm Ave	0.38	3700	F	98%	1%	0% 0	% 0%	0%	F	0.137	F	0.833	4000	F	2013
174		To				Leckie	St								
\sim		From	:			Portsmouth									
Des Moines Ave	0.59	1200	F	97%	2%	1% 0	% 0%	0%	F	0.105	F	0.595	1200	F	2013
<u> </u>		From				Deep Cree				\Box					
8559 Des Moines Ave	0.07	6700	F	97%	2%	1% 0	% 0%	0%	С	0.100	F	0.520	7100	F	2013
		To From				I-264									
Des Moines Ave	0.05	8000	G	97%	2%		% 0%	0%	F	0.100	Ν	0.520	8800	G	2013
		To				South									
0	0.00	From		000/	401	NCL Chesa		001		0.00-		0.007	44000		0010
S599 Cavalier Blvd	0.68	9900	F	98%	1%	0% 0	% 0%	0%	С	0.097	F	0.667	11000	F	2013
		From				Tazewell St;				_					
8599 Cavalier Blvd	0.83	3300	F	98%	1%		% 0%	0%	F	0.097	F	0.89	3500	F	2013
		To	1			Victory 1									
	0.70	From		000/	40/	NCL Chesa		00/		0.000	_	0.570	0000	_	0010
8601 Gust Lane	0.70	5900	F	98%	1%		% 0%	0%	F	0.086	F	0.578	6300	F	2013
		To	1			Victory 1	BIVd								

					INO	rfolk Maintena	ince Area	ļ							
Route	Length	AADT	QA	4Tire	Bus	1 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		F			~	*** 1 *	N 110 15								
8606) Afton Pkwy	0.28	2500	F	98%	1%	orge Washington I 0% 0%		0%	F	0.116	F	0.703	2600	F	2013
8606 Afton Pkwy	0.20	2300 To	Ė	30 70	1 /0	Prospect Pkwy		0 70			•	0.700	2000	'	2010
		From				24-3; Gap Prospe	ect Pkwy								
8606 Afton Pkwy	0.51	1600	F	98%	1%	0% 0%		0%	F	0.141	F	0.742	1700	F	2013
		10				Victory Blvd									
(8755) Coast Guard Blvd	0.07	From		010/	1%	West Norfolk		10/	F	0.147	F	0.005	2100	F	2013
8755 Coast Guard Blvd	0.97	2900 _{To}		91%	I 70	1% 1% Main Gate		1%		0.147	Г	0.885	3100	Г	2013
		From				Greenwood				1					
(8756) Garwood Ave	0.17	2900	F	91%	1%	1% 1%		1%	С	0.113	F	0.788	3100	F	2013
(8756) Garwood Ave		To				Elmhurst La	ne								
		From				US 17 Frederic	k Blvd								
8758 High St	0.12	13000	F	98%	1%	1% 0%	0%	0%	F	0.088	F	0.586	14000	F	2013
174		To From				US 58 Airline									
(8758) High St	0.22	11000	F	98%	1%	Airline Blv		0%	F	0.086	F	0.552	11000	F	2013
(8758) High St	0.22	11000		30 70	1 /0			070			•	0.002	11000	•	2010
(8758) High St	0.47	12000	F	98%	1%	Mt Vernon A 1% 0%		0%	F	0.087	F	0.509	12000	F	2013
(8758) High St	0.47	12000		30 70	1 /0			0 70	<u>'</u>	0.007	•	0.505	12000	'	2010
(8758) High St	0.79	15000	F	98%	1%	ML King Fr 1% 0%		0%	С	0.097	F	0.682	16000	F	2013
(8758) High St	0.79	15000	· ·	30 70	I 70		U-70	U 70	U	0.087	r	0.002	10000	1.	2013
Uliah Ct	0.00	From	F	000/	10/	Elm Ave	00/	00/			F	0.701	11000		2012
8758 High St	0.32	10000	<u> </u>	98%	1%	1% 0%	0%	0%	F	0.096	Г	0.781	11000	F	2013
C Hinton	0.54	From	<u> </u>	000/	40/	Effingham :		00/				0.544	0400		0010
8758 High St	0.51	7600 _{To}	F	98%	1%	1% 0% Crawford S		0%	F	0.087	F	0.511	8100	F	2013
		From													
8759 McLean St	0.92	7700	F	98%	1%	Greenwood 1% 0%		0%	F	0.087	F	0.574	8200	F	2013
(8759) McLean St		То				Airline Blv			-		•			·	
		From				Deep Creek I	Blvd								
8760 Lincoln St	0.83	1600	F	98%	0%	1% 0%		0%	F	0.094	F	0.705	1800	F	2013
124		To				Effingham	St			_					
(8760) Lincoln St	0.66	3000 From	F	98%	0%	1% 0%		0%	F	0.162	F	0.959	3200	F	2013
124		To				First St									
		From				Portsmouth E	Blvd								
8761 Port Centre Pkwy	0.67	8600	G	98%	0%	1% 0%	0%	0%	С	NA			9200	G	2013
174		To				Crawford St Nea	ır I-264			—					
8761 Court St	0.21	8000	G	97%	1%	1% 0%	0%	0%	F	NA			8600	G	2013
124)		To				County St	i i								
8761 Court St	0.11	7600	G	97%	1%	1% 0%		0%	С	NA			8100	G	2013
124/		To				High St				_					
8761 Court St	0.11	3400 From	F	97%	1%	1% 0%	0%	0%	F	0.101	F	0.528	3600	F	2013
124		To				London S	t								
(8761) Court St	0.23	1300 From	F	97%	1%	1% 0%		0%	F	0.118	F	0.791	1400	F	2013
(8761) Court St		То				Crawford Pk									
						Columbus Av	enue								
		From				10/ 00/	0%	0%	F	0.127	F	0.970	3300	F	2013
8762 South St	0.10	3100	F	97%	1%	1% 0%					•			•	
8762) South St	0.10	3100 _{To}	F	97%	1%	Swanson Park	way			1					
(124)		3100 To				Swanson Park Swanson Pk	way						3700		2013
(762) South St (762) South St	0.10	3100 _{To}	F	97%	1%	Swanson Park Swanson Pk 1% 0%	way wy 0%	0%	F	0.122	F	0.934	3700	F	2013
(762) South St	0.09	3100 From 3500	F	97%	1%	Swanson Park Swanson Pk 1% 0% Des Moines	way wy 0%	0%	F	0.122	F	0.934		F	
124		3100 From 3500				Swanson Park Swanson Pk 1% 0% Des Moines 1 1% 0%	wy 0% Ave 0%						3700 8100		2013
(762) South St	0.09	3100 From 3500	F	97%	1%	Swanson Park Swanson Pk 1% 0% Des Moines	way 0% Ave 0%	0%	F	0.122	F	0.934		F	

						11011111111	untonan	oc mea								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
West Ramp	0.21	2800	G	CR	AWFOR	D STREE	T N TO R	OUTE 26	4 WEST		0.183	F		2800	G	2013
99024 124 Ramp	0.21	2000		I-264	-W FRO	M CRAW	FORD ST	REET N &	k BART S	}	0.103	'		2000	u	2013
City of Chesapeake																
	0.07	From:		000/	00/		chland Bly		201			_	0.500	04000	_	2210
1 Towne Point Rd	0.07	20000 To.	G	98%	0%	1%	1%	1% Chesapeake	0%	F	0.086	F	0.502	21000	G	2013
_		From:			124-		rolina State									
2 Backwoods Rd	0.73	1700	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.885	1800	G	2013
(2) Backwoods Rd		To					6 Ballahac	k Rd								
		From			US	17 Georg	ge Washing	gton Hwy								
3 Douglas Rd	2.95	340	G	98%	0%	1%	1%	1%	0%	С	0.122	F	0.583	360	G	2013
		To					enefit Rd									
Oundian Oundle Del	F 00	From:	Ļ	050/			8 Battlefie		00/		0.100	_	0.501	0500	0	0010
131 Indian Creek Rd	5.92	2400 To:	G	95%	0%	1%	1% /irginia Be	3%	0%	С	0.102	F	0.561	2500	G	2013
		From:					lvo Pkwy	uc11								
5 Crossways Blvd	0.32	11000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.589	12000	G	2013
(5) Crossways Blvd		To					Way Nort	th								
		From				Gree	nbriar Pkw	y								
6 131 Woodlake Dr	0.23	18000	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.670	19000	G	2013
		To	<u> </u>				eenbriar Pl									
Old Our ambuilan Dd	0.40	From:	<u> </u>	000/	10/		odlake Dr		00/		0.007	_	0.504	10000	0	0010
7 Old Greenbriar Rd	0.43	11000 To:	G	98%	1%	1% US 13	0% Military H	0%	0%	С	0.087	F	0.501	12000	G	2013
		From					itary Hwy	. vv y								
7 Old Greenbriar	0.46	4900	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.575	5200	G	2013
<u> </u>		To					vidence Rd									
Dunch Walnuta Dd	2.01	From:	<u> </u>	000/	00/		lahack Rd		00/		0.005	_	0.650	1200	0	2012
8 Bunch Walnuts Rd	3.01	1200 _{To:}	G	99%	0%	0%	0% enefit Rd	0%	0%	С	0.095	F	0.653	1300	G	2013
		From:					L Va Beach	h								
9 Paramont Ave	1.11	4100	G	91%	2%	5%	0%	1%	0%	С	0.1	F	0.592	4300	G	2013
131		To				US 13	Military H	lwy								
		From				В	enefit Rd									
10 Sign Pine Rd	2.43	2700	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.675	2800	G	2013
		To	<u> </u>				8 Battlefie									
Compostalla Dd	0.44	From	<u> </u>	069/				Atlantic Av			0.007	_	0 E10	12000	•	2010
Campostella Rd	0.44	12000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.519	13000	G	2013
Campostolla Pd	1 24	From:	<u></u>	060/	Nº/		Providence		Λ 0/	F	0.086	F	0.547	12000	G	2012
Campostella Rd	1.34	12000 To:	G	96%	0% S	1% R 246 Lib	1% erty St; Bo	2% order Rd	0%	Г	0.086	F	0.547	12000	G	2013
		From:					loses Gran									
(12) Cedar Rd	3.05	6300	G	99%	1%	0%	0%	0%	0%	С	0.09	F	0.562	6700	G	2013
131/		To					Ioses Gran									
		From				D	ead End/									
13	0.34	NA									NA			NA		
<u> </u>		To	<u> </u>				S-00017(B									
(8524) Churchland Blvd	0.57	From:	<u> </u>	000/	Nº/		n Branch E		O°/	С	0.095	E	0.525	6800	G	2013
(8524) Churchland Blvd	0.57	6400	G	99%	0%	0%	0%	0%	0%	U	0.085	F	0.535	6800	G	2013
Churchland Divid	0.00	From:	<u> </u>	000/	00/		ne Point R		00/		0.000		0 555	10000		0010
8524 Churchland Blvd	0.09	11000 _{To:}	G	99%	0%	0% WCI	0% Portsmou	0% th	0%	F	0.089	F	0.555	12000	G	2013
		From:					91 Jolliff R				\dashv					
8527 Dock Landing Rd	0.27	5500	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	5900	G	2013
100611							I-664					-				

					No	rtolk Ma	untenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
	0.00	From		000/	10/	10/	I-664	00/	201	_		_	0.500	2222	•	0040
8527 Dock Landing Rd	0.89	6300	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.592	6600	G	2013
<u> </u>		From					gle Hill Dr									
8527 Dock Landing Rd	0.24	5000	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.592	5300	G	2013
		To From				D	evon Dr									
8527 Dock Landing Rd	2.23	6400	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.515	6800	G	2013
(131)		To	c			SR 337 F	ortsmouth	Blvd								
_		From	E		1.	31-8527-S	000A FR	OM DO								
8527) Ramp	0.27	NA									NA_			NA		
		To	c		I-664-E	FROM D	OCK LAN	DING RO	DAD							
		From			13	31-8527-N	1000B FR	OM DO								
(8527) Ramp	0.28	NA									NA NA			NA		
1317		To	c		I-664-W	FROM D	OCK LAN	IDING R	OAD							
North		From			131-852	7 TO RO	UTE 664 I	EASTSOU	JTH							
8527 Ramp	0.06	NA									<u>N</u> A			NA		
		To	c		1.	31-8527-S	000A FR	OM DO								
North		From			13	1-8527 TO	0 & FROM	1 DOCK								
8527 Ramp	0.03	NA									NA NA			NA		
		To	c		131-852	7-S000B;	131-8527-	B FROM	I DO							
South		From	i:		13	1-8527 TO	O & FROM	1 ROUT								
8527 Ramp	0.05	NA									NA			NA		
1017		To	c		131-8527	7-N000A;	131-8527-	A FROM	1 DO							
South		From	ı		131-852	7 TO RO	UTE 664 V	VESTNO:	RTH							
8527 Ramp	0.05	NA									NA			NA		
131/		To	r		13	31-8527-N	1000B FR	OM DO								
		From	c		133-6	559 Pughs	ville Rd; E	CL Suffo	lk							
8529 Pughsville Rd	0.85	9000	G	95%	0%	0%	2%	3%	0%	С	0.110	F	0.669	9600	G	2013
1317		To					I-664									
Pughsville Rd	0.16	20000	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.629	22000	G	2013
131		To	c			131-85	30; Taylor	Rd								
		From	c				hsville Rd									
(8529) Taylor Rd	1.65	13000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.507	14000	G	2013
		To	c		J	JS 17 Wes	stern Branc	h Blvd								
		From	E		1	31-8529-8	S000A TO	ROUT								
8529 Ramp	0.09	NA									<u>N</u> A			NA		
		To	c		I-664-	E FROM	PUGHSVI	LLE ROA	AD							
North		From	E		131-852	9 TO RO	UTE 664 I	EASTSOU	JTH							
8529 Ramp	0.07	NA	_								NA NA			NA		
		To	c		1	31-8529-5	5000A TO	ROUT								
North		From	E .		131-852	9 TO RO	UTE 664 V	VESTNO:	RTH							
8529 Ramp	0.19	NA									<u>N</u> A			NA		
		To	c		I-664-V	W FROM	PUGHSV	ILLE RO	AD							
South		From	E .		13	1-8529 TO	O & FROM	1 ROUT								
8529 Ramp	0.05	NA	_								NA NA			NA		
		To	c		131-8529	9-N000A;	131-8529	- A TO R	OUT							
South		From	E		131-852	9 TO RO	UTE 664 V	VESTNO:	RTH							
8529 Ramp	0.29	NA									NA			NA		
<u> </u>		To	1		I-664-V	W FROM	PUGHSV	ILLE RO	AD							
		From	Щ_			SR 337 F	ortsmouth	Blvd								
8530 Taylor Rd	1.70	22000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.522	23000	G	2013
		To From				R	ruce Rd				\neg —					
8530 Taylor Rd	0.29	23000 From	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.532	24000	G	2013
1319		To				131-032	9 Pughsvill	C Ku								
(3)		From	:					c Ku			İ					
(853) Dunedin Dr	0.99	From 1600	G	99%	0%		aylor Rd 0%	0%	0%	С	0.094	F	0.557	1700	G	2013

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Bruce Rd	1 5/	11000	<u> </u>	99%	Nº/	Taylor Ro		09/	С	0.093	F	0.55	12000	G	2012
8532) Bruce Rd	1.54	11000 To	G	99%	0%			0%		0.093	Г	0.55	12000	G	2013
		From				Tyre Neck Bruce St				+					
8532 Tyre Neck Rd	1.26	9000	G	99%	0%	0% 0%		0%	С	0.093	F	0.618	9600	G	2013
1 yre Neck Ha	•	То	<u> </u>			WCL Portsm				\neg				-	
		From													
8547 Deep Creek Blvd	0.60		G	000/	10/	Gust Lan		09/	С	0.100	F	0.560	4500	G	2012
Deep Creek Blvd	0.60	4300 To		98%	1%	1% 0%		0%		0.100	Г	0.569	4500	G	2013
			1			SCL Portsm	outn								
<u> </u>		From				US 460 22n					_			_	
Liberty St	0.40	3900	G	87%	1%	2% 3%	5 7%	0%	F	0.087	F	0.545	4200	G	2013
		To				SCL Norfo	olk								
		From				ECL Norfo	olk								
Berkley Ave	0.39	1900	G	98%	0%	1% 1%	5 0%	0%	С	0.084	F	0.544	2000	G	2013
131/		To				Wingfield A	Ave								
		From				Bank Stre	et								
Rosemont Ave	0.13	840	G	73%	1%	2% 2%		0%	F	0.104	F	0.516	890	G	2013
Rosemont Ave		To				Hill Stree		- / -						-7	
		From				Hill St	<u></u>								
Rosemont Ave	0.37	1500	G	73%	1%	2% 2%	22%	0%	С	0.1	F	0.765	1600	G	2013
131/		To				US 460 Bainbrid									
		From				US 460 Bainbrid				\equiv					
Chesapeake Dr	0.45	2400	G	99%	0%	1% 0%		0%	С	0.102	F	0.51	2600	G	2013
Chesapeake Dr	0.43	2-100 To	<u> </u>	33 /6	0 70	Chesapeake		0 70		-0.102		0.51	2000	ч	2010
			<u> </u>												
		From	<u> </u>			Buell St					_			_	
Freeman Ave	0.65	4600	G	64%	0%	2% 8%	25%	0%	С	0.088	F	0.694	4900	G	2013
<u> </u>		To				I-464				\neg —					
Freeman Ave	0.25	9000	G	64%	0%	2% 8%	25%	0%	F	0.089	F	0.643	9600	G	2013
131		To				US 460 Bainbrid	ige Blvd								
		From			131 8509	8 I-464-S003A T	O AND EDC	M I							
Ramp	0.13	4300	G		131-0370	1-404-3003/11	J / LIVD I KO	171 1-		0.101	F		4300	G	2013
8598 Ramp	0.10	4000	<u> </u>		I 46	64-S FROM FRE	EMAN Ave				•		4000	ď	2010
			<u> </u>												
\bigcirc 5		From	<u> </u>	1	31-8598	I-464-N003A FR	OM AND T	O RT		<u>ا</u>	_			_	
8598 Ramp	0.13	3700	G							0.12	F		3700	G	2013
<u> </u>		To			I_46		EMAN AVA								
_		From			1-40	64-N FROM FRE	LIVIAIVAVC								
8599 Cavalier Blvd						54-N FROM FRE JS 13 & 460 Mili									
131	1.24	11000	G	87%			itary Hwy	0%	С	0.095	F	0.644	12000	G	2013
	1.24	11000 _{To}	G	87%	Į	JS 13 & 460 Mili	itary Hwy	0%	С	0.095	F	0.644	12000	G	2013
	1.24	11000 To	G	87%	1%	JS 13 & 460 Mili 2% 3%	itary Hwy 5 7% outh	0%	С	0.095	F	0.644	12000	G	2013
8601) Deep Creek Blvd		To	G G		1%	US 13 & 460 Mili 2% 3% SCL Portsm US 13 & 460 Mili	itary Hwy 7% outh	0%	C		F	0.644	12000	G G	
B601 Deep Creek Blvd	0.94	То		87% 96%	1% 1	US 13 & 460 Mili 2% 3% SCL Portsm US 13 & 460 Mili	itary Hwy 5 7% outh itary Hwy 5 0%			0.095					
Deep Creek Blvd		To			1% 1	US 13 & 460 Mili 2% 3% SCL Portsm US 13 & 460 Mili 2% 0%	itary Hwy 5 7% outh itary Hwy 6 0%								
		From 3200			1% 1	US 13 & 460 Mili 2% 3% SCL Portsm US 13 & 460 Mili 2% 0% Gust Lan	itary Hwy 5 7% outh itary Hwy 6 0% e Blvd								2013
· · · · · · · · · · · · · · · · · · ·	0.94	From 3200 To From	G	96%	1% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek	itary Hwy 5 7% outh itary Hwy 6 0% e Blvd 6 0%	0%	С	0.096	F	0.584	3400	G	2013
· · · · · · · · · · · · · · · · · · ·	0.94	3200 To From 5600	G	96%	1% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm	itary Hwy 5 7% outh itary Hwy 6 0% e Blvd 5 0% outh	0%	С	0.096	F	0.584	3400	G	2013
Gust Lane	0.94	3200 To From 5600 To	G G	96%	1% 1% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh outh	0%	C	0.096	F	0.584	3400 5900	G G	2013
Gust Lane	0.94	3200 To From 5600	G	96%	1% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0%	itary Hwy o 7% outh itary Hwy o 0% e Blvd o 0% outh I Dr o 0%	0%	С	0.096	F	0.584	3400	G	2013
Goot Camelot Blvd	0.94	7600 From 7600	G G G	96%	1% 1% 1% 0%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek	itary Hwy conth itary Hwy conth itary Hwy conth	0%	C	0.096 0.086 0.082	F F	0.584 0.546 0.541	3400 5900 8000	G G G	2013
Gust Lane George Late George	0.94	7600 To From 4000	G G	96%	1% 1% 0% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3%	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh iDr o 0% Blvd o 7%	0%	C	0.096	F	0.584	3400 5900	G G	2013
Gust Lane George Late George	0.94	7600 From 7600	G G G	96%	1% 1% 0% 1%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh iDr o 0% Blvd o 7%	0%	C	0.096 0.086 0.082	F F	0.584 0.546 0.541	3400 5900 8000	G G G	2013
Gust Lane George	0.94	7600 To From 4000	G G G	96%	1% 1% 1% 1% US	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3%	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh I Dr o 0% Blvd o 7% hington Hwy	0%	C	0.096 0.086 0.082	F F	0.584 0.546 0.541	3400 5900 8000	G G G	2013
Gaot Lane Gaot Camelot Blvd Gaot Camelot Blvd Gaot Camelot Blvd	0.94	70 From 3200 To From 7600 To	G G G	96%	1% 1% 1% 1% US	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh I Dr o 0% Blvd o 7% nington Hwy ary Highway	0%	C	0.096 0.086 0.082	F F	0.584 0.546 0.541	3400 5900 8000	G G G	2013 2013 2013 2013
Gust Lane Geo 2 Gust Lane Gust Lane	0.94 0.44 0.59	7600 To From 4000 To From From From From From From From Fro	G G G	96% 99% 99% 87%	1% 1% 0% 1% US US 0%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash 13, US 460 Millit 1% 1%	itary Hwy o 7% outh itary Hwy o 0% e Blvd o 0% outh I Dr o 0% Blvd o 7% hington Hwy ary Highway o 0%	0%	C C	0.096 0.086 0.082	F F F	0.584 0.546 0.541 0.584	3400 5900 8000 4300	G G G	2013 2013 2013 2013
Georgian Gust Lane	0.94 0.44 0.59 0.32	7600 From 4000 To From 2300	G G G	96% 99% 99% 87%	1% 1% 0% 1% US US 0% Bus U	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash 13, US 460 Millit 1% 1% US 17 George Wash	itary Hwy 7% outh itary Hwy 6 0% e Blvd 6 0% outh I Dr 6 0% Blvd 6 7% hington Hwy ary Highway 6 0% ashington Hw	0% 0% 0% 0% 0%	C C F	0.096 0.086 0.082 0.085	F F F	0.584 0.546 0.541 0.584	3400 5900 8000 4300 2400	G G G	2013 2013 2013 2013
Gust Lane Georgian Gust Lane Georgian Gamelot Blvd Georgian Gamelot Blvd Georgian Gamelot Blvd	0.94 0.44 0.59	7600 To From 4000 To From From From From From From From Fro	G G G	96% 99% 99% 87%	1% 1% 0% 1% US US 0%	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash 13, US 460 Millit 1% 1%	itary Hwy 7% outh itary Hwy 6 0% e Blvd 6 0% outh I Dr 6 0% Blvd 6 7% hington Hwy ary Highway 6 0% ashington Hw	0%	C C	0.096 0.086 0.082	F F F	0.584 0.546 0.541 0.584	3400 5900 8000 4300	G G G	2013 2013 2013 2013 2013
Gust Lane Camelot Blvd Camelot Blvd Camelot Blvd Gamelot Blvd Gamelot Blvd Gamelot Blvd Gamelot Blvd	0.94 0.44 0.59 0.32	7600 7600 7600 7600 7600 7600 7600 7600	G G G	96% 99% 99% 87%	1% 1% 0% 1% US US 0% Bus U	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash 13, US 460 Millit 1% 1% US 17 George Wash	itary Hwy 5 7% outh itary Hwy 6 0% e Blvd 5 0% outh I Dr 5 0% Blvd 6 7% nington Hwy ary Highway 6 0% ashington Hw	0% 0% 0% 0% 0%	C C F	0.096 0.086 0.082 0.085	F F F	0.584 0.546 0.541 0.584	3400 5900 8000 4300 2400	G G G	2013 2013 2013 2013
Gust Lane Georgian Gust Lane Georgian Gamelot Blvd Georgian Gamelot Blvd Georgian Gamelot Blvd	0.94 0.44 0.59 0.32	7600 From 4000 To From 2300	G G G	96% 99% 99% 87%	1% 1% 0% 1% US US 0% Bus U	US 13 & 460 Milli 2% 3% SCL Portsm US 13 & 460 Milli 2% 0% Gust Lan Deep Creek 0% 0% SCL Portsm Sir Galahad 1% 0% Deep Creek 2% 3% 17 George Wash 13, US 460 Millit 1% 1% US 17 George Wash 1% 0%	itary Hwy o 7% outh itary Hwy o 0% e Blvd outh I Dr o 0% Blvd o 7% inington Hwy ary Highway o 0% ashington Hw o 0%	0% 0% 0% 0% 0%	C C F	0.096 0.086 0.082 0.085	F F F	0.584 0.546 0.541 0.584	3400 5900 8000 4300 2400	G G G	2013 2013 2013 2013 2013 2013 2013

							untenano									
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Αxle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From					1 D.									
8604) Shell Rd	1.12	2400	G	98%	1%	1%	Canal Dr 0%	0%	0%	F	0.12	F	0.506	2600	G	2013
8604 131 Shell Rd	1.12	То	Ť	0070			460 Milita		0 70	•	1	•	0.000	2000	ŭ	2010
		From					Shell Rd				i					
8605) Canal Dr Ext	0.51	4600	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.667	4900	G	2013
Canal Dr Ext		To					60 Militar	y Hwy								
		From			US	460, SR	66 Bainbr	idge Blvd								
8622 Portlock Rd	0.89	6900	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.634	7400	G	2013
131/		To				Cam	postella Ro	i								
$\widehat{}$		From				Pro	vidence Rd									
Dunbarton Rd	0.06	3700	G	98%	1%	0%	0%	0%	0%	F	0.14	F	0.537	3900	G	2013
		To From				Longo	lale Cresce	ent								
8635 Dunbarton Rd	0.18	1600	G	98%	1%	0%	0%	0%	0%	С	0.083	F	0.544	1700	G	2013
(131)		To From				Crov	vn Crescen	ıt			—					
8635 Dunbarton Rd	0.16	730	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.538	770	G	2013
131/		To				Longo	lale Cresce	ent								
		From				Cam	postella Ro	1								
8640 Providence Rd	1.55	15000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.525	16000	G	2013
		To From				A	ngora Dr									
8640 Providence Rd	0.99	16000	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.563	17000	G	2013
		To				WCL V	/irginia Be	ach								
		From					itary Hwy									
Sparrow Rd	0.23	4800	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.579	5100	G	2013
		To From				Pro	vidence Rd									
8645 Sparrow Rd	0.84	8700	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.535	9200	G	2013
1317		To From				India	ın River Ro	i								
Sparrow Rd	0.57	3300	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.603	3500	G	2013
131/		To				Little	Beaver R	d								
8645) Sparrow Rd	0.28	1700 From	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.609	1800	G	2013
131		To				Go	ldcrest Dr									
		From				SR 168 0	Campostell	a Rd								
8647 Border Rd	0.47	4600	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	4900	G	2013
131/		To					igfield Ave									
Minafield Ave	0.00	From	<u> </u>	000/	10/		order Rd	00/	00/	F		_	0.557	0500	0	0010
8647 Wingfield Ave	0.08	2300	G	98%	1%	1%	0%	0%	0%	Г	0.089	F	0.557	2500	G	2013
O 1477 - 17 1 1 4	2 12	From	<u> </u>	0001	001		2 Berkley		601				0.50:	0500		001-
8647 Wingfield Ave	0.48	2400 _{To}	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.564	2500	G	2013
		From					mstown Ro									
8647 Tatemstown Rd	0.34	3600	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.584	3900	G	2013
131/		То				SR 407 l	ndian Rive	er Rd								
		From			I	3us SR 16	8 Battlefie	ld Blvd								
8648 Albemarle Dr	1.19	4200	G	99%	1%	0%	0%	0%	0%	С	0.146	F	0.957	4400	G	2013
131/		To				C	edar Rd									
		From					Pleasant									
8649 131 Woodford Dr	0.28	880	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.573	940	G	2013
		То	<u> </u>			Roy	al Oak Dr									
		From					alnut Ave									
8650 Cornick Ave	0.14	750	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.609	790	G	2013
		To From				Ole	ander Ave									
8650 Cornick Ave	0.60	1100	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.591	1100	G	2013
131/		То				Sp	arrow Rd									
		From				Do	ouglas Rd									
8653) West Rd	0.79	180	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.581	190	G	2013
8653 West Rd							enefit Rd									

					140	TION WIG	interiance Are	u							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:					C: D 1								
8653) West Rd	5.27	920	G	97%	0%	Ве	nefit Rd 1% 1%	0%	С	0.103	F	0.515	970	G	2013
78653) West Rd	3.27	920 To		97%	0%		Oominion Blvd	0%		0.103	Г	0.515	970	G	2013
		From:								1					
8655) Shillelagh Rd	6.96	730	G	99%	0%	1%	nefit Rd 0% 0%	0%	С	0.092	F	0.563	780	G	2013
Shillelagh Rd	0.50	7 30 To		33 /6	0 /6		Ominion Blvd	0 /6	U	0.092	'	0.505	700	G	2013
			_												
Danasia Dal	1.00	From:	پ	070/			Battlefield Blvd	00/			_	0.510	1.400	0	0010
Benefit Rd	1.96	1300	G	97%	0%	1%	0% 1%	0%	С	0.109	F	0.513	1400	G	2013
		To: From:				Sign	n Pine Rd								
Benefit Rd	1.92	2300	G	97%	0%	1%	0% 1%	0%	F	0.113	F	0.549	2400	G	2013
(131)		То	-			Iohr	stown Rd								
8656) Benefit Rd	3.16	980 From:	G	95%	2%	2%	1% 0%	0%	С	0.125	F	0.629	1000	G	2013
Benefit Rd		То	Ţ				uglas Rd				-	****		-	
		From:	_												
8657) Old Atlantic Ave	0.07		N	95%	2%	2%	Atlantic Ave 1% 0%	0%	N	0.08	N	0.529	4400	N	2013
Old Atlantic Ave	0.07	4100	-14	<i>33</i> /0	£ /0	£ /0	1 /0 U /0	U /0	1 N	0.00	IN	0.525	4400	14	2013
^		To:					ark Ave	-							
Old Atlantic Ave	0.24	4100	G	95%	2%	2%	1% 0%	0%	F	0.08	F	0.529	4400	G	2013
		То	-			SR 24	6 Liberty St								
8657) Cascade Blvd	0.41	910 From:	G	95%	2%	2%	1% 0%	0%	F	0.141	F	0.722	970	G	2013
8657 Cascade Blvd		To		/ -	_,,		dina Ave	- / 0	-	\neg	-		•	-	
		From:													
Poolsor Ct	0.50			000/	00/		ainbridge Blvd	00/	С	0.120	_	0.60	000	G	2013
Booker St	0.58	850	G	98%	0%	1%	0% 0%	0%	U	0.129	F	0.68	900	G	2013
			<u> </u>			SR 190 G	eat Bridge Blvd								
<u> </u>		From:	<u> </u>				Battlefield Blvd				_			_	
8661 Centerville Tpke	3.76	6100	G	96%	1%	1%	1% 0%	0%	С	0.127	F	0.702	6500	G	2013
		To:				Etheridg	e Manor Blvd			— —					
8661) Centerville Tpke	1.03	8100	G	96%	1%	1%	1% 0%	0%	F	0.105	F	0.64	8700	G	2013
8661 Centerville Tpke		To													
Contonvillo Toko	1 1 /	From	┶	98%	1%	1%	tress Rd 1% 0%	0%	С	NA			0400	G	2013
Centerville Tpke	1.14	8600	G	90%	170	1 70	1% 0%	076	C	INA			9400	G	2013
		To: From:				SR 165 N	At Pleasant Rd								
8661 Centerville Tpke	1.25	16000	G	98%	0%	1%	1% 0%	0%	F	0.100	F	0.678	17000	G	2013
(131)		To				131-8665	Butts Station Rd								
<u> </u>		From:					Station Rd				_			_	
8661 Centerville Tpke	0.46	9500	G	98%	0%	1%	1% 0%	0%	С	0.106	F	0.646	10000	G	2013
		To					05 Elbow Rd								
Conton illa Talia	1 70	From:	<u> </u>	000/	00/		bow Rd	00/					7000	_	0010
8661 Centerville Tpke	1.76	6900	G	98%	0%	1%	1% 0%	0%	F	NA			7600	G	2013
		To	<u></u>				Va Beach								
<u> </u>		From:					Kempsville Rd						· <u> </u>		
8662 Green Tree Rd	0.73	7000	G	99%	0%	0%	0% 0%	0%	С	0.103	F	0.611	7500	G	2013
<u> </u>		To	<u> </u>				Grove Rd		-						
0.1.0. 51	0.00	From:	<u></u>	0001			Battlefield Blvd	601			_	0.004	0000	_	001
8662 Oak Grove Rd	0.86	7800	G	99%	0%	0%	0% 0%	0%	С	0.087	F	0.624	8200	G	2013
<u> </u>		To	<u>—</u>			Gree	n Tree Rd								
		From:					nefit Rd	-							
3663 Johnstown Rd	5.94	3200	G	98%	1%	0%	0% 0%	0%	С	0.098	F	0.578	3400	G	2013
		To			I	Bus US 168	Battlefield Blvd								
		From:				Johr	stown Rd								
8664) Woodbridge Dr	0.19	910	G	99%	0%	0%	0% 0%	0%	С	0.121	F	0.664	960	G	2013
131/		To													
		From:					dbridge Dr								
		2600	G	99%	0%	0%	0% 0%	0%	С	0.13	F	0.535	2700	G	2013
8664) Briarfield Dr	0.68														
Briarfield Dr	0.68	To:	c			Sr 16	5 Cedar Rd								
Briarfield Dr	0.68	To:								<u> </u>					
		From:	G	98%	1%	Prov	idence Rd	0%	С	0.11	F	0,587	6200	G	2013
Woodbridge Dr		To:	c C			Bria Woo	arfield Dr dbridge Dr								
Briarfield Dr	0.68	To								<u> </u>					
8665 Briarfield Dr 8665 Dunbarton Rd	0.68	To	G	98%	1%			0%	С	0.11	F	0.587	6200	G	201

					INO	rtoik Ma	intenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
(8665) Greenbrier Pkwy	0.28	28000	G	98%	0%	1%	Military H 0%	1wy 0%	0%	F	0.079	F	0.537	30000	G	2013
8665 Greenbrier Pkwy	0.22	52000	G	98%	0%	1%	odlake Dr 0%	0%	0%	F	0.076	F	0.599	55000	G	2013
8665 (31) Greenbrier Pkwy	0.94	71000	G	98%	0%	1%	I-64 0%	0%	0%	F	0.087	F	0.551	75000	G	2013
8665 (31) Greenbrier Pkwy	0.42	39000	G	98%	0%	1%	en Way 0%	0%	0%	F	0.083	F	0.552	42000	G	2013
8665 Greenbrier Pkwy	1.78	25000	G	98%	0%	1%	vo Pkwy 0%	0%	0%	С	0.093	F	0.654	27000	G	2013
8665 Butts Station Rd	2.08	From 13000	G	96%	0%	1%	Zempsville 2%	1%	0%	С	0.107	F	0.661	14000	G	2013
		From				131-8661										
East 8665 Ramp	0.35	6900 To	G	I-64-I		131-8665 T			WAY EAS	5	0.096	F		6900	G	2013
East		From				31-8665 Т										
8665 Ramp	0.19	4800	G								0.116	F		4800	G	2013
		То		I-64		K FROM C			RKWAY							
West 8665 Ramp	0.20	10000	G	Y 64 Y		131-8665					0.08	F		10000	G	2013
		From	l	I-64-E		ROM GRE			VAY WES	5	1					
Nest Ramp	0.38	15000	G		1	31-8665 Т	O RT 64	WEST			0.091	F		15000	G	2013
8665 Ramp		To		I-64-W	V289X F	ROM GRI	EENBRIE	R PARK	WAY WE	S						
		From				WCL	Va Beac	h								
8667 Blackwater Rd	2.62	2100	G	94%	1%	1%	2%	2%	0%	С	0.099	F	0.717	2300	G	2013
		To					s Airfield kwater Ro									
8667 Fentress Airfield Rd	0.15	4200	G	85%	2%	9%	1%	2%	0%	С	NA			4600	G	2013
Rentress Airfield Hd		To				SR 165 N	At Pleasar	nt Rd								
		From			E	Bus SR 168	Battlefie	ld Blvd								
Hickory Rd East	0.81	3200	G	98%	0%	1%	1%	0%	0%	С	0.089	F	0.531	3400	G	2013
		From					rville Tpk									
Head Of River Rd	4.89	1800	G	96%	0%	1%	1%	1%	0%	С	0.106	F	0.527	1900	G	2013
		- 10					irginia Be									
8674) Ashley Rd	0.42	3400	G	99%	0%	3us SR 168 0%	0%	0%	0%	С	0.108	F	0.599	3600	G	2013
Ashley Rd	0.42	To	Ĕ	0070	0 70		At Pleasar		0 70			•	0.000	0000	u	2010
		From					ostella R									
8695 Lindale Dr	0.67	3500	G	98%	1%	1%	0%	0%	0%	С	0.144	F	0.816	3700	G	2013
131		To					Baun Ave									
8695) DeBaun Ave	0.49	4100	G	98%	1%	Liı 1%	ndale Dr 0%	1%	0%	С	0.132	F	0.743	4300	G	2013
DeBaun Ave	0.43	4100		30 /6	1 /0	SR 168 E			0 /6		0.132	'	0.740	4300	ч	2013
		From					wood Cir				l					
Volvo Pkwy	0.30	740 To	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.506	780	G	2013
8717) Volvo Pkwy	0.26	9100 From	G	99%	0%	0%	yron St 0%	0%	0%	С	0.105	F	0.793	9600	G	2013
8717 Volvo Pkwy	0.25	15000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.704	16000	G	2013
8717) Volvo Pkwy	1.38	23000 From	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.504	25000	G	2013
		To	1			Green	brier Pkw	/ y								

					No	rfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Value Plans	0.45	From	<u> </u>	000/	00/	Greenbrier Pkwy		00/	F	0.000	_	0.650	05000	_	2012
(8717) Volvo Pkwy	0.45	23000 _{To}	G	98%	0%	1% 0% Eden Way	1%	0%	Г	0.098	F	0.653	25000	G	2013
		From			131-88	06 Eden Way; 8717-	Volvo Pk	wy							
8717 Volvo Pkwy	1.49	26000	G	98%	0%	1% 0%	1%	0%	F	0.099	F	0.641	27000	G	2013
1017		То				Dead End									
O 0 11 - 12 - 1		From				Docklanding Ro							.=	_	
(8757) Coffman Blvd	0.70	1600	G	98%	0%	1% 0%	0%	0%	С	0.104	F	0.524	1700	G	2013
		From	1			SR 337 Portsmouth				1					
8763) Campostella Rd	1.34	5300	G	97%	1%	SR 190 Great Bridge 2% 0%	0%	0%	С	0.125	F	0.695	5600	G	2013
(8763) Campostella Rd	1.01	To		07.70	1 /0			070			•	0.000	0000	Ğ	20.0
8763) Campostella Rd	1.06	14000	G	95%	1%	US 13 Military Hv 1% 1%	wy 1%	0%	С	0.089	F	0.617	15000	G	2013
(8763) Campostella Rd	1.00	To		33 76	1 /0	SR 168 Battlefield l		0 70		0.003	'	0.017	13000	u	2010
		From				US 460 Bainbridge				l					
8771 Virginia Ave	0.50	1200	G	99%	0%	0% 1%	0%	0%	С	0.094	F	0.544	1300	G	2013
131		To	c			Chesapeake Ave	e								
Change also Asso	1 10	From	<u> </u>	070/	00/	Virginia Ave	00/	00/		0.100	_	0.640	0000	_	0010
(8771) Chesapeake Ave	1.12	2700	G	97%	2%	1% 0%	0%	0%	С	0.108	F	0.642	2800	G	2013
		From	<u> </u>			Park Ave				<u> </u>					
(8771) Chesapeake Ave	0.41	1800 _{то}	G	97%	2%	1% 0% SR 246 Poindexter	0%	0%	F	0.099	F	0.566	2000	G	2013
		From	<u> </u>							<u> </u>					
8776) Park Ave	0.37	1300	G	97%	1%	1% 1%	0%	0%	С	0.097	F	0.5	1400	G	2013
(8776) Park Ave	0.07	1300	<u> </u>	37 76	1 /0			0 70		0.037	'	0.5	1400	u	2010
8776 Park Ave	0.35	3400	G	97%	1%	Chesapeake Ave	0%	0%	F	0.099	F	0.696	3600	G	2013
(8776) Park Ave	0.00	3400 To		37 70	1 /0	Old Atlantic Av		0 70	'	0.000	'	0.000	3000	u	2010
		From	:			Dead End									
8778 131 Barnes Rd	0.45	1000	G	66%	1%	3% 3%	28%	0%	С	0.112	F	0.646	1100	G	2013
(131)		To	d			US 460 Bainbridge	Blvd								
		From			US	17 George Washing	ton Hwy								
8796 Ballahack Rd	11.72	860	G	98%	1%	1% 0%	1%	0%	С	0.11	F	0.775	910	G	2013
(31)		To From				Old Battlefield Bl	vd			—					
8796 Ballahack Rd	0.10	5000	G	98%	1%	1% 0%	1%	0%	F	0.11	Ν	0.775	5500	G	2013
(101)		To				SR 168 Battlefield l	Blvd								
<u> </u>		From	:			JS 17 Western Branc								_	
(8797) Poplar Hill Rd	0.23	11000	G	99%	0%	0% 0%	0%	0%	С	0.094	F	0.523	11000	G	2013
		То	1			Churchland Blvo									
Pollo Mill Dd	0.00	From		000/	00/	SR 165 W, Cedar		00/		0.100	_	0.607	1000	_	2012
8798 Bells Mill Rd	2.38	1600 _{To}	G	98%	0%	1% 0% SR 165 E, Cedar I	0% Pd	0%	С	0.109	F	0.687	1600	G	2013
		From	:												
(8799) Waters Rd	0.36	8200	G	98%	1%	Washington Dr 1% 0%	0%	0%	С	0.089	F	0.616	8700	G	2013
(8799) Waters Rd		То				SR 165 Cedar R									
		From	:			Cedar Rd									
8800 Millville Rd	0.69	1800	G	98%	1%	0% 0%	0%	0%	С	0.1	F	0.665	1900	G	2013
131		To			S	R 165 Moses Grand	v Trail								
8800 Millville Rd	0.42	NA From	*							NA			NA		
131/		To	-			Burson Dr									
(8800) Millville Rd	0.65	880 From	G	98%	1%	0% 0%	0%	0%	F	0.093	F	0.540	930	G	2013
(8800) Millville Rd		То			_	Shipyard Rd									
_		From				SR 165 Cedar R	d								·
8801 Shipyard Rd	0.99	1100	G	97%	1%	1% 0%	0%	0%	С	0.091	F	0.632	1100	G	2013
		To From				Burson Dr									
8801 Shipyard Rd	1.28	300 From	G	97%	1%	1% 0%	0%	0%	F	0.148	F	0.558	320	G	2013
131/		To	c			Millville Rd									

					INC	JI IUIK IVIC	untenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:														
Hanbun, Pd	1.00	8300	G	99%	0%	0%	nstown Rd	0%	0%	С	0.101	F	0.581	9900	C	2013
8802 Hanbury Rd	1.00	0300	<u> </u>	99%	0%	0%	0%	0%	0%	C	0.101	Г	0.561	8800	G	2013
		To: From:					68 Battlefi									
8802 Hanbury Rd	0.51	15000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.52	16000	G	2013
<u> </u>		To:	Щ_			Hi	llwell Rd									
		From:]	Bus SR 16	8 Battlefie	ld Blvd								
8803 Hillwell Rd	2.36	3400	G	97%	2%	1%	0%	0%	0%	С	0.103	F	0.550	3600	G	2013
131/		To:	:			SR 165	Mt Pleasar	nt Rd								
		From:				SR 165	Mt Pleasar	nt Rd								
Fentress Rd	1.80	3000	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.552	3200	G	2013
131		To:	c			Cent	erville Tpk	te								
		From:	4			Rutts	Station R	d								
B805) Elbow Rd	0.87	4500	G	100%	0%	0%	0%	0%	0%	F	0.121	F	0.663	4700	G	2013
8805) Elbow Rd	0.07	1000	<u> </u>	10070	0,0					•		•	0.000	1700	Ğ	
<u> </u>		From:	<u> </u>				erville Tpk				<u> </u>					
Elbow Rd	3.05	8100	G	100%	0%	0%	0%	0%	0%	С	0.112	F	0.504	8600	G	2013
<u> </u>		To:	<u> —</u>			WCL V	/irginia Be	ach								
		From:			_	Vo	lvo Pkwy									
B806 Eden Way N	0.49	10000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.585	11000	G	2013
131/		To:	_			White	Oak Cross	sing			— —					
Ban Way N	0.68	11000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.61	12000	G	2013
B806 Eden Way N	0.00	_			3,3							•		000	-	_0.0
<u> </u>		From:	<u> </u>				nbrier Pkw									
Eden Way N	0.85	12000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.522	13000	G	2013
<u> </u>		10:	<u> </u>			Cros	sways Blv	d								
ity of Norfolk																
40th Day Of		From:				Ocea	n View Av	/e				_	0.500	450	0	0046
16th Bay St		420	G			***					0.091	F	0.566	450	G	2013
		10.	Щ_			Ple	asant Ave									
		From:				Llev	wellyn Ave)								
24th St		410	G								0.124	F	0.676	440	G	2013
		To:				Omo	hundro Av	/e								
		From:				Ki	llam Ave									
36th St		450	G								0.089	F	0.537	480	G	2013
		To:	c			Co	olley Ave									
		From:	4			C	olley Ave									
45th St		2400	G				oney rive				0.107	F	0.531	2600	G	2013
		2-700 To:				Han	npton Blvc	1			<u> </u>	•	2.001		_	_5.0
		From:	1				en Oak Dr				1					
Albert Ave		120	L			Gle	n Oak Dr				0.129	F	0.559	130	G	2013
Albert Ave		12U					Pugh St				0.129	Г	0.559	130	G	2013
			<u> </u>													
		From:	لــِــــــــــــــــــــــــــــــــــ			Robi	in Hood R	d			ب	_			_	
Almeda Ave		3600	G								0.099	F	0.589	3800	G	2013
		To:	<u> </u>			Her	neman Dr									
		From:				Cam	postella R	d								
Arlington Ave		180	G								0.094	F	0.846	190	G	2013
		To:				Oa	kwood St									
		From:				Bro	okville Rd									
Berry Hill Rd		330	G								0.099	F	0.564	350	G	2013
,		To:				Pop	lar Hall Dı	r			\neg					
		From:	一								-i					
Brentwood Dr		1200	G			N	Aerrit St				0.087	F	0.555	1200	G	2013
PIEURMOOD DI		1200 To:					Indo D4				0.007	1.	0.555	1200	G	2013
		10.	Щ_			G	lade Rd									
			_													
		From:				Barn	Hollow R	d				_			_	
Brookville Rd		From: 220	G				Hollow R				0.125	F	0.559	240	G	2013

				INOI	rfolk Maintenand	e Alea								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From:				0110 17	D. 1								
Burksdale Rd	630	G			Old Ocean View I	Ka			0.088	F	0.686	670	G	2013
Damodalo Ha	To:	Ť			Colin Dr				7	•	0.000	070	ŭ	2010
	From:				Ridgefield Dr									
Camelia Rd	460	G							0.09	F	0.539	490	G	2013
	To:				Faber Rd									
	From:				Newport Ave									
Carlisle Way	290 ™	G	98%	0%	1% 0%	0%	0%	С	NA			290	G	2013
		<u> </u>			Colonial Ave									
Catherine St	From: 130	G			Oak Grove Rd				0.163	F	0.756	140	G	2013
Gatherine St	To:				Sinclair St		-		0.103	•	0.730	140	u	2010
	From:				Wellman St									
Chambers St	200	G			weiman st				0.124	F	0.585	210	G	2013
	To:				Frizzell Ave									
	From:				Swanson Rd									
Commodore Dr	350	G							0.1	F	0.513	370	G	2013
	To:				Rodman Rd									
	From:				Kempsville Rd									
Cornick Rd	150	G							0.125	F	0.511	160	G	2013
	To:	<u> </u>			Mary Ave									
Daar Du	From:	<u> </u>			Beatty St					_	0.550	100	0	0010
Dean Dr	120	G			Millard St				0.1	F	0.556	130	G	2013
	From:	_												
Decker St	70	G			Springfield Ave	-			0.170	F	0.56	70	G	2013
200.10. 0.	To:	<u> </u>			Wheeling Ave					•	0.00	. 0	<u>.</u>	
	From:				Galveston Blvd									
Dixie Dr	370	G							0.107	F	0.565	400	G	2013
	To:				Glen Rd									
	From:				Beamon Rd									
Dunway St	90	G							0.148	F	0.677	100	G	2013
	To:	<u> </u>			Kennebeck Ave)								
F1 1 . A	From:	<u> </u>			Herbert St					_	0.045	750	•	004
Elmhurst Ave	700	G			Thomas St				0.108	F	0.615	750	G	2013
									1					
Evans St	From: 560	G			Haven Dr				0.144	E	0.714	600	G	201
Lvans St	70:				Stratford St				0.144	•	0.714	000	u	2010
	From:	_			Whitney Blvd									
Faulk Rd	220	G			Willing Bive				0.113	F	0.621	230	G	201
	To:				McClure Rd									
	From:				Wellman St									
Finney St	120	G							0.150	F	0.519	130	G	2013
	To:				Dead End									
-	From:			,	Pythian Ave	,								
Frank St	150	G							0.143	F	0.783	160	G	2013
	To:	<u> </u>			Quincy St									
0.45.45	From:	َبَ			River Oaks Dr					_	0.00=	242	^	00.1
Gabriel Dr	200	G			D1 - D				0.121	F	0.607	210	G	201
		 			Roslyn Dr									
	From:	G	99%	0%	Springmeadow B1	lvd 0%	0%	С	NA			700	G	201
Gardner Dr	700			U /0		U /0	U /0	U	11/7			, , ,	u	_UI
Gardner Dr	700													
Gardner Dr	To:				Banning Rd									
Gardner Dr George St	700 To From 1100	G							0.092	F	0.646	1100	G	2013

					noik iviaintenand									
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From				Keene Rd									
Glen Rd	570	G			Reche Ru				0.091	F	0.518	600	G	2013
	To				Bee Pl									
	From				Virginia Ave				<u> </u>				_	
Gosnold Avenue	690 _{то}	G	98%	0%	1% 0%	0%	0%	С	NA			690	G	2013
	From				Maryland Ave									
Hammet Ave	190	G			New St				0.124	F	0.615	210	G	2013
	To				Dune St									
	From				Granby Ave									
Hanbury St	600	G							0.104	F	0.561	640	G	2013
	То				Ballentine Blvd									
Hamaan Dd	From	<u> </u>			Raby Rd					_	0.545	4400	_	004
Harmony Rd	1000 _{то}	G			Quail Rd				0.127	F	0.545	1100	G	201
	From				Military Hwy									
Hilton St	1400	G			Wilitary Hwy				0.087	F	0.519	1500	G	201
	То				Caribou Ave									
	From				Gondola Rd									
Inventors Rd	400	G							0.196	F	0.757	430	G	201
	To				Production Rd									
	From				Thurston St								_	
Iowa Ave	580	G			D (1)				0.097	F	0.667	620	G	201
	10				Besse St									
Jersey Ave	440	G			Nottoway St				0.107	F	0.712	470	G	201
ociscy Ave	7-10				Amherst St				0.107		0.712	470	a	201
	From				Sewells Point Ro	1			i					
Kennebec Avenue	1300	G	98%	0%	2% 0%	0%	0%	С	NA			1300	G	201
	To				Humboldt St									
	From				X7:11 A									
	11011				Village Ave				0 000	F	0.550			201
Kingwood Ave	1800	G							0.092	•	0.550	2000	G	201
Kingwood Ave	1800 _{то}	G			Va Beach Blvd				0.092		0.550	2000	G	
	1800 To													
Kingwood Ave Lancaster St	1800 To From 670	G			Va Beach Blvd Liberty St				0.092	F	0.594	720	G G	
	1800 To From 670	G			Va Beach Blvd Liberty St Walker Ave									
Lancaster St	1800 To From 670 To	G			Va Beach Blvd Liberty St				0.112		0.594	720	G	201
	1800 To From 670	G			Va Beach Blvd Liberty St Walker Ave					F				201
Lancaster St	1800 To From 670 To	G			Va Beach Blvd Liberty St Walker Ave Eagle Ave				0.112	F	0.594	720	G	201
Lancaster St	1800 To From 670 To From 410	G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd				0.112	F	0.594	720	G	201
Lancaster St Lion Ave	1800 To From 670 To From 410 To	G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd				0.112	F	0.594	720	G G	201
Lancaster St Lion Ave Magnolia Ave	1800 To From 410 To From 1800 To From 1800 To From To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave				0.112 0.164 0.105	F F	0.594 0.726 0.530	720 440 1900	G G	2011
Lancaster St Lion Ave	1800 To From 1800 To From 1300	G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F	1.			0.112	F	0.594	720	G G	201
Lancaster St Lion Ave Magnolia Ave	1800 To From 410 To 1800 To 1800 To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave	1.			0.112 0.164 0.105	F F	0.594 0.726 0.530	720 440 1900	G G	2011
Lancaster St Lion Ave Magnolia Ave Marshall Ave	1800 To From 410 To 1800 To From 1800 To From 1700 To From 1700 To From 1700 To From 1700	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F	1.			0.112 0.164 0.105 0.121	F F	0.594 0.726 0.530 0.557	720 440 1900 1400	G G G	201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave	1800 To From 410 To 1800 To 1800 To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd	1.			0.112 0.164 0.105	F F	0.594 0.726 0.530	720 440 1900	G G	201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave	1800 To From 410 To 1800 To From 1800 To From 1300 To From 230	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd	1.			0.112 0.164 0.105 0.121	F F	0.594 0.726 0.530 0.557	720 440 1900 1400	G G G	201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave McGuinnis Cir	1800 To From 670 To From 410 To 1800 To 230 To From From From To From To To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd	1.			0.112 0.164 0.105 0.121	F F F	0.594 0.726 0.530 0.557	720 440 1900 1400 250	G G G	201 201 201 201
Lancaster St Lion Ave Magnolia Ave Marshall Ave	1800 To From 670 To From 410 To 1800 To 1300 To From 1300 To From 1300 To From 1300 To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd	1.			0.112 0.164 0.105 0.121	F F	0.594 0.726 0.530 0.557	720 440 1900 1400	G G G	201: 201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave McGuinnis Cir	1800 To From 670 To From 410 To 1800 To 230 To From From From To From To To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd	'l.			0.112 0.164 0.105 0.121	F F F	0.594 0.726 0.530 0.557	720 440 1900 1400 250	G G G	201: 201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave McGuinnis Cir	1800 To From 670 To 410 To 1800 To 230 To 170 To	G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd	'l.			0.112 0.164 0.105 0.121	F F F	0.594 0.726 0.530 0.557	720 440 1900 1400 250	G G G	201: 201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave McGuinnis Cir Millbrook Rd	1800 To From 670 To 410 To 1800 To 70 1800 To 70 170 170 170 To From 170 To	G G G G			Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd	'l.			0.112 0.164 0.105 0.121 0.121 0.106	F F F	0.594 0.726 0.530 0.557 0.533	720 440 1900 1400 250	G G G G	201: 201: 201: 201: 201:
Lancaster St Lion Ave Magnolia Ave Marshall Ave McGuinnis Cir Millbrook Rd	1800 To From 410 To 1800 To From 1300 To 230 To From 170	G G G G	99%	0%	Va Beach Blvd Liberty St Walker Ave Eagle Ave Little Creek Rd Carlllo Ave Upper Brandon F Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R	'l.	0%	C	0.112 0.164 0.105 0.121 0.121 0.106	F F F	0.594 0.726 0.530 0.557 0.533	720 440 1900 1400 250	G G G G	201; 201; 201; 201; 201; 201; 201;

					-		iteriarioe									
Route	Length AADT	QA	4Tire	Bus	S		Trucl 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Norfolk	From:										1					
Murry Ave	150	G				1 ar	pon Pl				0.128	F	0.558	170	G	2013
	To:					Azalea (Garden Rd					•	0.000			
	From:					Newp	oort Ave									
New York Ave	220	G									0.118	F	0.679	230	G	2013
	To:					Color	nial Ave									
	From:					Tidev	water Dr									
Norman Ave	750	G									0.092	F	0.599	800	G	2013
	To:				(an View Rd									
Or found Or	From:					Color	nial Ave					_	0.000	0000	_	004
Oxford St	1900 _{To:}	G				C	l C4				0.108	F	0.682	2000	G	201
							inby St									
Patridge St	From: 1100	G				Winv	ward Rd				0.209	F	0.783	1200	G	201
railiuge Si	T 1 0 0	G				Pale	em Rd				0.209	'	0.763	1200	G	201
	From:						anee Pl									
Pinedale St	150	G				Luw	ance F1				0.113	F	0.865	160	G	201
	To:					E Ch	nester St			_						
	From:						tton St									
Selden Ave	320	G				1140	tton St				0.124	F	0.683	340	G	201
	To:					Ca	ass St									
	From:					Wood	dbine Rd									
Shorewood Dr	310	G									0.087	F	0.629	330	G	201
	To:					Lev	ine Ct									
	From					Dix	xie Dr									
Simons Dr	970	G									0.094	F	0.636	1000	G	201
	To:					Marc	hant Rd									
	From:					We	st Ave									
Summit Ave	120	G									0.211	F	0.5	130	G	201
	To:					Mide	dle Ave									
	From:					Arkar	nsas Ave					_				
Tait Terrace	1700	G				***					0.118	F	0.519	1800	G	201
	10.						ning Ave									
Tannasaa Aya	From:	_				Waket	field Ave				0.105	F	0.600	100	_	201
Tennessee Ave	170	G				Inglo	side Rd				0.135	Г	0.633	180	G	201
	From:		-													
Tifton Dr	160	G				Worky	wood Rd				0.11	F	0.641	170	G	201
TITION DI	To:	<u> </u>				Las	ser Dr				Ť	•	0.041	170	u	201
	From:						orge St									
Tuttle Ave	120	G				300	лде вс				0.129	F	0.529	130	G	201
	To:					Dea	ad End									
	From:					Tif	ton St		-							
University Dr	320	G									0.115	F	0.622	340	G	201
	To:					Worky	wood Rd									
	From:					Old Ocea	an View Rd									
Vero St	560	G									0.096	F	0.627	600	G	201
	To:					Chesap	eake Blvd									
	From:					Hunts	sman Rd									
Welaka Rd	46	G						_			0.192	F	0.526	49	G	201
	To:					Kimbe	erly Lane									
	From:					Tex	as Ave									
Wellington St	250	G									0.138	F	0.579	270	G	201
	To:					Winder	rmere Ave									

				INOI	rfolk Mainten	ance Area								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Portsmouth	From	n.			Clover Hill	Du								
Amherst Dr	90	F			Clover Hill	Dr			0.137	F	0.615	90	F	2013
7	To				Ferguson 1	Dr				•	0.0.0		•	
	From:	ı:			Williamsburg	g Ave								
Bain St	100	F							0.127	F	0.556	100	F	2013
	To	c			Peninsula A	Ave								
D. I. I. A.	From:				Fulton Av	ve					0.544	100		0010
Baldwin Ave	170	F			Davis Carala	DII			0.132	F	0.511	180	F	2013
	From	<u> </u>			Deep Creek									
Brookmere Lane	140	`L			Heather R	Rd			0.123	F	0.512	150	F	2013
Brookmere Lane	To:	_			Summerset	Dr			0.120	•	0.512	130	'	2010
	From:	r			Chumley I									
Brunswick Rd	670	F			Chamicy	iku .			0.113	F	0.629	720	F	2013
	To	10			Tatem D	r								
	From:	ı:			Glasgow	St								
Cambridge Avenue	180	F							0.127	F	0.542	190	F	2013
	To	ď			North St	t		_						
	From:	-			Midfield Pk	kwy								
Canterbury Dr	340	F							0.131	F	0.612	370	F	2013
	To				Templar I	Dr								
0 " 11	From:	L			Manor Av	ve				_			_	
Cardinal Lane	340	F			T	1.0.			0.112	F	0.571	370	F	2013
	-	<u> </u>			Thornwood									
Courtney Rd	90	<u> </u> F			Hatton Pt	Rd			0.148	F	0.594	100	F	2013
Courtney nu	To:				Dead En	d			0.140	•	0.554	100	'	2010
	From:	1:			Bob White									
Cypress Rd	510	F			DOD WINC	. 31			0.127	F	0.674	550	F	2013
71	To	PC			Cypress C	Cir								
	From:	ı:			Columbus A	Ave								
Dale Dr	1100	F							0.096	F	0.562	1200	F	2013
	To	c			Nashville A	Ave								
	From:				Horne Av	ve								
Darren Dr	1900	G							NA			2100	G	2013
	To: From:				Greenwood Bardot La									
Darren Dr	890	G			Bardot La	ne			NA			890	G	2013
	To	-	-		Cavalier B	lvd							-	
	From:	ı:			Shamrock	Dr								
Dominion Rd	100	F							0.132	F	0.618	110	F	2013
	To	4			Fairway I	Or								
	From:	ď			Richmond A	Ave								
Duke St	1100	F							0.075	F	0.6	1100	F	2013
	To				Parker Av	ve								
	From:				Merrifield I	31vd								
Forrest Hills Dr	150	F							0.119	F	0.539	160	F	2013
	To	<u> </u>			Burrland I									
Freiley: DI	From:	<u> </u>			Gills Rd	1			0.104	_	0.744	F00	_	001
Frailey Pl	470	F			Fiske St				0.194	F	0.744	500	F	2013
	From	l							_					
Gillis Rd	620	G	99%	0%	George Washing		0%	С	 NA			620	G	2013
anns i tu	020 To:		JJ /0	0 /0	Aylwin R		U /0					020	u	2010
	From:	1:			Potomac A				-					
		<u> </u>			i otomac P	110			_	_			_	
Glasgow St	1500	F							0.088	F	0.568	1600	F	2013

Available Available Factor Fact					Nor	folk Maintenar	ice Area	l							
Committee Comm		Length AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Yea
F	ity of Portsmouth	From	:			Rolling Pd									
Halifax Ave	Greenland Blvd					Boiling Ku				0.103	F	0.613	1500	F	2013
Hallfax Ave			c			Portsmouth Bl	vd								
Hewthome Lane		From				Columbia St									
Hawthorne Lane	Halifax Ave	500	F							0.115	F	0.511	540	F	2013
Hawthome Lane		То	c			County St									
Horder Rid						Twin Pines R	d							_	
Independence St 230 F	Hawthorne Lane	130	F			** 1 51				0.123	F	0.529	130	F	2013
Independence St										_					
Selferson St	Indonondonoo St		<u> </u>			Kirby St				0.204	_	0.515	250	_	2011
Jefferson St 1300 F	independence St		_			Appomattox A	ve			0.204	'	0.515	230	'	201
Selferson St		From					-								
Pearl St	Jefferson St		F			Eiiii Ave				0.093	F	0.55	1400	F	201
### Street 1000 G 99% 0% 0% 0% 0% 0% 0% 0	00.10.00.1.00	To	-			Pearl St					•	0.00		•	
Magnolia St Magnolia Magnolia St Magnolia Magn			i:												
King St 180 F Williamsburg Ave	Jefferson St	1000	G	99%	0%		0%	0%	С	NA			1000	G	201
Ning St		То	1												
Notingham Rd Noti	IChara Ot					Yorktown Av	<u>e</u>				_	0.00	000	_	004
Race St	King St	18U				Williamahama	****			0.148	F	0.82	200	F	201
Magnolia St		F					ive								
Magnolia St 420 F Sator Ave Second Process Ave Second Proces	Lancactor Ave					Race St				0.250	E	0 533	60	F	201
Magnolia St	Lancaster Ave	To				Griffin St				0.233	'	0.555	00	'	201
Magnolia St		From	:												
Mayflower Rd	Magnolia St		F			Astor Ave				0 110	F	0 529	450	F	201
Mayflower Rd Formation Florence Rd F	Magnona ot		_			Killian Ave					•	0.020	100	•	
Mayflower Rd		From								Ì					
McClean Sts Hodges Ferry Rd	Mayflower Rd	570	F			1 iorenee Ru				0.179	F	0.704	600	F	201
McClean Sts 610 F	•	To	c			Hodges Ferry l	Rd								
McClean Sts 610 F		From	i:			Lugar Ct									
Meander Rd 240 F F 0.127 F 0.521 P 250 P 201 P Morro Blvd 260 F Chautauqua Ave Wycliff Rd 0.121 F 0.676 D 280 F 201 P Nicholson St 510 F F Afton Pkwy 0.09 F 0.660 D 540 F 201 P Nottingham Rd 230 F Harris Rd 0.128 F 0.594 D 240 F 201 P Oak St 1000 F Marshall Ave 0.110 F 0.592 D 1100 F 201 P Old Farm Rd 160 F Reany Lane 0.117 F 0.65 D 170 F 201 P Progress Ave 30 F Redbarn Rd 0.346 F 0.632 S 30 F 201 P River Shore Rd 1000 F 0.009 F 0.661 Z 200 F 201 P	McClean Sts	610	F							0.093	F	0.620	650	F	201
Meander Rd		To	c			Vickers Ct									
Morro Blvd 260 F Saxon Rd		From	i:			Broad St									
Morro Blvd 260 F	Meander Rd	240	F							0.127	F	0.521	250	F	201
Morro Blvd 260 F		To	c			Chautauqua A	ve								
Nicholson St From Afton Pkwy O.09 F 0.660 540 F 201		From	c			Wycliff Rd									
Nicholson St S10	Morro Blvd		_							0.121	F	0.676	280	F	201
Nicholson St 510 F		To	c			Saxon Rd									
Nottingham Rd 230 F Snead Fairway Sn						Afton Pkwy									
Nottingham Rd 230 F	Nicholson St		F_							0.09	F	0.660	540	F	201
Nottingham Rd 230 F			0												
Yorkshire Rd Oak St 1000 F Marshall Ave 0.110 F 0.592 1100 F 201 Old Farm Rd 160 F Wilcox Ave 0.117 F 0.65 170 F 201 Progress Ave 30 F Redbarn Rd 0.346 F 0.632 30 F 201 From: Monroe St Monroe St Hedgerow Lane F 0.099 F 0.61 2200 F 201	N. W. I. D.I.		<u> </u>			Snead Fairwa	у				_	0.504	0.40	_	004
Oak St 1000 F Marshall Ave 0.110 F 0.592 1100 F 201 Four Tree Kenny Lane Jackson St Jackson St<	Nottingnam Rd	230				V. dki D.				0.128	F	0.594	240	F	201
Oak St 1000 F			<u> </u>												
Wilcox Ave From Kenny Lane	Oak St					Marshall Ave	<u>; </u>			0.110	_	0.502	1100	_	201
Old Farm Rd 160 F Kenny Lane 0.117 F 0.65 170 F 201 Progress Ave 30 F Jackson St	Oan Si	To	<u>-</u>			Wilcov Ava				0.110	r	0.592	1100	Г	201
Old Farm Rd 160 F Redbarn Rd 0.117 F 0.65 IT0 F 201 Progress Ave 30 F Jackson St		Erom								<u> </u>					
Progress Ave 30 F	Old Farm Rd		F			Kenny Lane				0.117	F	0.65	170	F	201
Progress Ave 30 F Jackson St 0.346 F 0.632 St 30 F 201 From Text Monroe St From Text Hedgerow Lane River Shore Rd 2100 F 0.099 F 0.61 St 2200 F 201	old Fallifild					Redbarn Rd				J. 117	•	5.00	170	•	201
Progress Ave 30 F		From	:							i					
Monroe St Hedgerow Lane Siver Shore Rd 2100 F 0.099 F 0.61 2200 F 201	Progress Ave					Jackson St				0.346	F	0.632	30	F	201
Hedgerow Lane Silver Shore Rd 2100 F 0.099 F 0.61 2200 F 201		To	· -			Monroe St					•	002		•	_01
River Shore Rd 2100 F 0.099 F 0.61 2200 F 201		From	:	_	_		ne		_	i	_			_	
	River Shore Rd	2100	F			Treagerow Lai				0.099	F	0.61	2200	F	201
		To	c			Rivermill Cir	-								

				140	mork Maintenan	cc Aica								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth	From:				Bob White S				_					
Robin Rd	190	F			Bob white S	-			0.159	F	0.598	200	F	2013
	To	:			Portsmouth Bl	/d								
	From:				Beechdale Ro	I			T					
Smithfield Rd	500	F							0.106	F	0.703	530	F	2013
	To				Deep Creek Bl	vd								
	From:				Palmer St									
Staunton Ave	140	F							0.125	F	0.514	150	F	2013
	To	<u> </u>			Jefferson St .									
Ctratford Ct	From:				Eisenhower Cir	cle				F	0.600	2000	F	201
Stratford St	1900 _{то:}	┌╌			Truman Circle				0.109	Г	0.633	2000	Г	201
	From	_												
Sugar Creek Cir	370	F			Augustine Ci	<u> </u>			0.128	F	0.613	400	F	201
Gugar Grook Gii	To:	•			Gateway Dr					•	0.010	100	•	
	From:				Greenwood D									
Tazewell St	620	F			C.Conwood D				0.108	F	0.601	660	F	201
	To				Freedom Ave									
	From				Bridges Ave					-				
Verne Ave	60	F			•				0.158	F	0.7	60	F	201
	To				Garner Ave									
	From:				Merrifield Blv	d								
Weyanoke Dr	150	F							0.131	F	0.591	160	F	201
	To:				Burrland Rd									
	From	<u> </u>			River Edge D	r								
Whaley Rd	30	F			F1 : F1				0.315	F	0.529	30	F	201
	10.	<u> </u>			Edwin Rd									
Willett Dr	4300				West Rd				0.107	F	0.823	4600	F	201
Willett Di	4300 To:				Sycamore Ro				0.107	1	0.023	4000	ı	201
	From:	_			Caroline Ave				-					
Winchester Dr	1100	G	98%	0%	1% 0%	0%	0%	С	NA			1100	G	201
	To	<u> </u>			Augusta Ave								-	
	From				Mount Vernon A	Ave								
Woodrow St	500	G							NA			500	G	201
	To				Broad St									
	From:				Capelle Rd									
Wright Rd	290	F							0.105	F	0.552	310	F	201
	To				Norfolk Rd									
v of Chesapeake	From				***	~								
Anne Ave	450	G			US 460 Bainbridge	Blvd			NA			450	G	201
AIIIC AVC	To:				Arlie St	-						430	ч	201
	From:	一			Canal Dr									
Baywood Trail	370	G			Canai Di				NA			370	G	201
	To				Meiggs Rd									
	From:				Centerville Tpke S	South								
Beaver Dam Rd	500	G	98%	0%	1% 0%	0%	0%	С	NA			500	G	201
	To				Long Ridge R	đ								
	From:				Willow Oak D	ır								
Beckley Lane	200	G							0.116	F	0.647	210	G	201
	To				Grantham Lan	е								
	From		_		Brier Cliff Cre	st	_			_			_	
Birchleaf Rd	200	G							0.126	F	0.737	220	G	201
	To	Щ_			Mill Pond Dr				1					

Length AADT	QA	4Tire	Bus		-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
From				Shipyard Rd									
800	G			Sinpyara Ru				NA			800	G	2013
To	:			Orangewood R	i								
From				Denver Ave									
400	G							0.111	F	0.73	420	G	2013
10	<u> </u>												
	<u> </u>		В	us SR 168 Battlefie	d Blvd			0.003	_	0.710	1200	C	2013
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				Same Dr				0.093	Г	0.718	1200	G	2013
From	<u></u>				A								
	G			SK 103 Cedar K	u			0.115	F	0.617	1600	G	2013
To				Shea Dr					-			-	
From			US	17 George Washing	ton Hwy								
1400	G		0.0	17 George Washing	.0111111			0.093	F	0.546	1500	G	201
To	:			Butler St									
From				Gibson Dr									
170	G							0.106	F	0.65	180	G	201
To				Lenore Trail									
From				Wilson Rd									
	G	97%	0%		0%	0%	С	NA			840	G	201
				Vellen St					_	0.600	000	C	004
210 To				Pallan St				0.11	F	0.608	220	G	201
Erom.													
	G			Warrick Rd				0.118	F	0.765	270	G	201
To	<u> </u>			Butterfly Dr					•	0.700	270	ď	201
From													
650	G			ruman Di				0.111	F	0.583	690	G	201
To	c			Kings Way Dr									
From	c			Jule Dr									
13000	G							0.096	F	0.592	14000	G	201
To				Shifford Lane									
From													
2500	G	99%	0%		0%	0%	С	NA NA			2500	G	201
To	<u> </u>			Fentress Rd									
				Saul Dr					_	0.07	000	•	004
590	, G			Mana Da				0.086	F	0.67	630	G	201
	<u> </u>												
rion	1				V			ᆜ			2000	0	004
		99%	Nº/-			Nº/-		NIΔ					
2000	G	99%	0%	0% 0%	0%	0%	С	NA			2000	G	201
2000	G	99%	0%	0% 0% Cranston Dr		0%	<u> </u>	NA T			2000	G	201
2000 To	c c	99%	0%	0% 0%		0%				0.623			
2000	G	99%	0%	0% 0% Cranston Dr		0%		0.103	F	0.623	690	G G	
2000 To From 650	G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St	0%	0%			F	0.623			
2000 To From 650	G	99%	0%	0% 0% Cranston Dr Shell Rd	0%	0%			F	0.623			201
2000 To From 650 To	G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St	0%	0%		0.103	F	0.623	690	G	201
2000 From 650 To From 350	G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace	0% d	0%		0.103	F	0.623	690	G	201
2000 To From 650 From 350	G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R	0% d	0%		0.103	F	0.623	690	G	201:
2000 To From 650 To From 350 To	G G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R	0% d	0%		0.103 NA			690 350	G G	201
2000 To From 650 To From 350 To	G G G	99%	0%	0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R Bramblewood C	0% d	0%		0.103 NA			690 350 320	G G	201:
2000 To From 350 To 320 To	G G G	99%		0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R Bramblewood C Winslow Ave Johnstown Rd	0% d	0%		0.103 NA			690 350	G G	201:
2000 To From 350 To From 570 T	G G G	99%		0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R Bramblewood C	0% d	0%		0.103 NA 0.106	F	0.536	690 350 320	G G	201;
2000 To From 350 To From 1000	G G G	99%		0% 0% Cranston Dr Shell Rd Tuttle St Cecilia Terrace SR 165 Cedar R Bramblewood C Winslow Ave Johnstown Rd	0% d	0%	C	0.103 NA 0.106	F	0.536	690 350 320	G G	201: 201: 201: 201: 201: 201: 201: 201:
	From 800 To: From 400 To: From 1100 To: From 1500 To: From 1400 To: From 210 To: From 210 To: From 13000 To: From 13000 To: From 13000 To: From 2500	From:	From:	Solution From Solution So	Manual	Radd		Made	Length AADT QA 4Tire Bus	Length AADT	AADT	Care Care	Length

				INOI	HOIK IVIAI	menance	e Alea								
Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
y of Chesapeake	From:	_			A 11-	ert Ave									
Gilmerton Rd	4500	G			Alt	cit Avc				0.09	F	0.563	4800	G	2013
	To:				Ger	eva Ave									
	From:				Col	ins Blvd				<u>ا</u>				_	
Greendell Rd	300 _{To:}	G			A al	alond Du				0.090	F	0.54	320	G	2013
	From:	<u> </u>				ahad Dr									
Guenevere Dr	1400	G			Gai	anau Dr				0.097	F	0.613	1500	G	2013
	To:				S	ean Dr									
	From:				Bark	sdale Rd									
Hawksley Dr	330 _{To:}	G			~-					0.136	F	0.542	350	G	2013
						view Rd									
Holly Gate Lane	From: 370	G			Pin	ecliff Dr				0.118	F	0.531	390	G	201
Tiony date Lane	To:	<u> </u>			Brian	wood Dr					•	0.001	000	u	2010
	From:				Pla	cid Way									
Hunningdon Woods B	lvd 990	G								0.107	F	0.622	1000	G	2013
	To:	L			SR 190 F	Kempsville	Rd								
James Ct	From:				Ca	ınal Rd				0.100	_	0.700	740		004
Iowa St	700	G			Oklo	homa Dr				0.136	F	0.726	740	G	201
	From:					regg St									
Joyner Rd	360	G			U.	iegg St				0.116	F	0.575	380	G	201
	To:				G	rant St									
	From:				Pa	rker Rd									
Keeling Dr	550	G								NA			550	G	201
	To:	<u> </u>				bdell Ct									
Komp Lana	From:				SR 407 Ir	dian River	Rd			0.105	F	0.6	340	G	201
Kemp Lane	320	G			Kem	p Lane E				0.103	г	0.6	340	G	201
	From:					bb Ave									
Laurel Ave	630	G				00 1110				0.101	F	0.638	670	G	201
	To:				Rok	eby Ave									
	From:					nick Ave									
Lilac Ave	1300 _{то:}	G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.546	1400	G	201
	From:	<u> </u>				vis Ave									
Lincoln Rd	170	G	92%	1%	2%	unn St 2%	3%	0%	С	NA			170	G	201
Emooni rid	To:	<u> </u>	0270	1 70		ıtlaw St	070	0 70		٦̈́			170	ŭ	201
	From:				Lin	dale Dr									
Lindsey Ave	240	G								NA			240	G	201
	To:	<u> </u>			Wate	rfield Ave									
Lafama Dal	From:	<u> </u>			Bau	gher Ave					_	0.544	000	0	004
Lofurno Rd	210	G			Rou	nds Ave				0.159	F	0.541	220	G	201
	From:			P		Battlefield	Blvd								
Marion Dr	1200	G		ь	ous SIX 100	Dattierield	Divu			NA			1200	G	201
	To:				John	stown Rd									
	From:				Culp	eper Ave									
Marlboro St	140	G								0.127	F	0.625	150	G	201
	To:	<u> </u>				slow Ave									
Masters Row Ct	From:				Baff	Loop Ct				0.094	F	0.542	640	G	201
INIASIGIS FIUM OI	610 To:	G			Br	assie Ct				0.094	r	0.342	040	G	201
	From:					edon Rd									
	110111.														
McCosh Dr	950	G			паі	edon Ku				0.092	F	0.632	1000	G	201

				No	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From	d			Proodmoor Avo		ı					
Michael Dr	50	G			Broadmoor Ave		0.12	F	0.643	60	G	2013
	То	-			Texas St							
	From	:			Clover Dr							
Millwood Ave	1200	G					0.096	F	0.620	1300	G	2013
	To				E Royce Dr							
	From	:			Parker Rd							
Natchez Terrace	540	G					NA			540	G	2013
	То	1			Foxgate Quarter		_					
Nousbarry Dr	From	<u> </u>			Johnstown Rd		0.104	F	0.515	760	_	201
Newberry Dr	710	G			Horse Run Dr		0.104	Г	0.515	760	G	201
	From						1					
Oak Dr	320	G			Woodcroft Lane		0.119	F	0.535	340	G	201
Jul. 21	To	Ť			Tyre Neck Rd			•	0.000	0.0	<u>.</u>	
	From				Victoria Dr							
Old Dr	1600	G					0.127	F	0.672	1700	G	201
	То	c			Barlett Dr							
	From	:			Campostella Rd							
Omar St	550	G					0.091	F	0.552	580	G	201
	To				Faye St							
	From	:			English Ave							
Philadelphia St	40	G					0.186	F	0.556	47	G	201
	То				Miller Ave							
Danie Didea De	From	<u> </u>			Etheridge Rd		-			070	_	004
Poplar Ridge Dr	270 _{то}	G			Sandlewood Lane		NA			270	G	201
	From						1					
Priscilla Lane	790	G			Erik Paul Dr		NA			790	G	201
T Hooma Lanc	To	<u> </u>			Loretta Lane		–			700	u	201
	From				Greenway Dr							
Queenswood Terrace	170	G			Greenway Di		0.125	F	0.625	180	G	201
	To				Royal Grant Dr							
	From	:			Campostella Rd							
River Creek Rd	530	G			•		NA			530	G	201
	To				Booker St							
	From	:			SR 168 Battlefield Blvd							
Robert Hall Blvd	6600	G					0.084	F	0.645	7000	G	201
	То				US 13 Military Hwy							
	From				Shepherds Ct						_	
Shepherds Gate	290	G			Y NOTE TO SERVICE THE SERVICE		0.096	F	0.561	310	G	201
	-				Logans Mill Terrace							
Sir Meliot Dr	270	L			Sir Meliot Ct		0.138	F	0 E10	280	G	201
Sil Mellot Di	27 0	<u> </u>			Drawbridge Dr		0.136	Г	0.518	200	G	201
	From	:			Saxon Ct							
Sir Meliot Dr	870	G					NA			870	G	201
	To	1			Parapet Rd							
	From	:			Cricket Ct							
Smokey Mountain Trail		G					NA			1300	G	201
	То	1			Woodwind Way							
0 11 11 1 7	From	<u> </u>			Woodberry Dr	_	<u>_</u>				_	
Southfield Dr	50	G			D . 11.5		0.16	F	0.526	60	G	201
	To				Bartell Dr							
Ctadium Dr	From	<u> </u>			Scarlett Dr		0.107	_	0.540	1000	_	001
Stadium Dr	1700	G			CD 165 Mt Dlaggart D J		0.127	F	0.543	1900	G	2013
	10	1			SR 165 Mt Pleasant Rd							

						noik iviaintei	idiloc / lica							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake		From				Golden Hir	d Rd							
Strafford Dr		330	G			Golden Till	u ru		0.115	F	0.607	350	G	2013
		To				Harding	Dr							
		From				Goldcrest	Dr							
Tanglewood Trail		350	G						0.103	F	0.623	370	G	201
		To				Trilby (Ct .							
		From				Fairview	St							
Tatemstown Rd		2600	G						0.077	F	0.564	2800	G	201
		To				Peter R	d							
		From				Bruin R	d							
Terry Dr		1100	G						0.084	F	0.589	1200	G	201
		To				Brittany V	Vay							
		From				Bulldog	Dr							
Tintern St		2700	G						0.077	F	0.532	2800	G	201
		To				Volvo Pk	wy							
		From				Campostell	a Rd		<u> </u>				_	
Wadena Rd		840 To	G			a	α.		NA			840	G	201
						Gratton								
Mandala Dal		From	<u> </u>			SR 165 Ced	ar Rd			_	0.040	4000	_	004
Warrick Rd		990 To	G			Butterfly	D.:		0.088	F	0.643	1000	G	201
		From												
Washington Dr		760	G			Waters I	Rd		NA			760	G	201
washington Di		7 00 To				E St						700	G	201
		From				Magnolia	Avia							
Winslow Ave		220	G			Magnolia	Ave		0.103	F	0.58	230	G	201
***************************************		220 To				Marlboro	St		3.100	•	0.00	200	G	201
		From			Hic	17 George Was			1					
Yadkin Rd		4400	G		US	17 George Was	iiiigtoii 11W y		0.094	F	0.58	4700	G	201
		To	<u> </u>			I-64				-				_5.